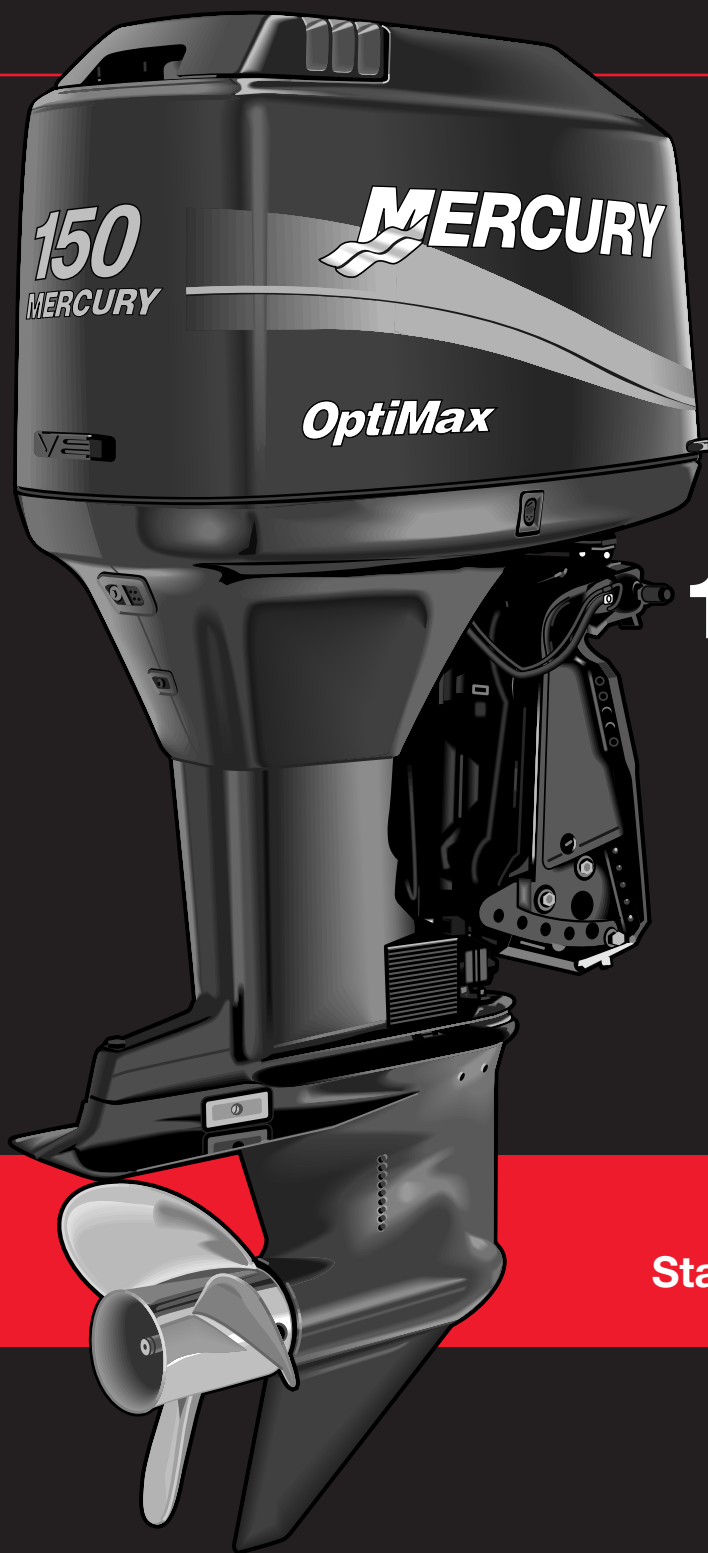


MERCURY

MERCURY

Service Manual



115/135/150/175
OptiMax
Direct Fuel Injection


Starting Model Year 2000
Starting Serial Number OG960500

115/135/150/175 OptiMax

Starting Model Year 2000
Starting S/N OG960500



Notice

Throughout this publication, “Dangers”, “Warnings” and “Cautions” (accompanied by the International HAZARD Symbol ) are used to alert the mechanic to special instructions concerning a particular service or operation that may be hazardous if performed incorrectly or carelessly. **OBSERVE THEM CAREFULLY!**

These “Safety Alerts” alone cannot eliminate the hazards that they signal. Strict compliance to these special instructions when performing the service, plus “Common Sense” operation, are major accident prevention measures.

DANGER

DANGER - Immediate hazards which WILL result in severe personal injury or death.

WARNING

WARNING - Hazards or unsafe practices which COULD result in severe personal injury or death.

CAUTION

Hazards or unsafe practices which could result in minor personal injury or product or property damage.

Notice to Users of This Manual

This service manual has been written and published by the Service Department of Mercury Marine to aid our dealers’ mechanics and company service personnel when servicing the products described herein.

It is assumed that these personnel are familiar with the servicing procedures of these products, or like or similar products manufactured and marketed by Mercury Marine, that they have been trained in the recommended servicing procedures of these products which includes the use of mechanics’ common hand tools and the special Mercury Marine or recommended tools from other suppliers.

We could not possibly know of and advise the service trade of all conceivable procedures by which a service might be performed and of the possible hazards and/or results of each method. We have not undertaken any such wide evaluation. Therefore, anyone who uses a service procedure and/or tool, which is not recommended by the manufacturer, first must completely satisfy himself that neither his nor the products safety will be endangered by the service procedure selected.

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. As required, revisions to this manual will be sent to all dealers contracted by us to sell and/or service these products.

It should be kept in mind, while working on the product, that the electrical system and ignition system are capable of violent and damaging short circuits or severe electrical shocks. When performing any work where electrical terminals could possibly be grounded or touched by the mechanic, the battery cables should be disconnected at the battery.

Any time the intake or exhaust openings are exposed during service they should be covered to protect against accidental entrance of foreign material which could enter the cylinders and cause extensive internal damage when the engine is started.



It is important to note, during any maintenance procedure replacement fasteners must have the same measurements and strength as those removed. Numbers on the heads of the metric bolts and on the surfaces of metric nuts indicate their strength. American bolts use radial lines for this purpose, while most American nuts do not have strength markings. Mismatched or incorrect fasteners can result in damage or malfunction, or possibly personal injury. Therefore, fasteners removed should be saved for reuse in the same locations whenever possible. Where the fasteners are not satisfactory for re-use, care should be taken to select a replacement that matches the original.

Cleanliness and Care of Outboard Motor

A marine power product is a combination of many machined, honed, polished and lapped surfaces with tolerances that are measured in the ten thousands of an inch/mm. When any product component is serviced, care and cleanliness are important. Throughout this manual, it should be understood that proper cleaning, and protection of machined surfaces and friction areas is a part of the repair procedure. This is considered standard shop practice even if not specifically stated.

Whenever components are removed for service, they should be retained in order. At the time of installation, they should be installed in the same locations and with the same mating surfaces as when removed.

Personnel should not work on or under an outboard which is suspended. Outboards should be attached to work stands, or lowered to ground as soon as possible.

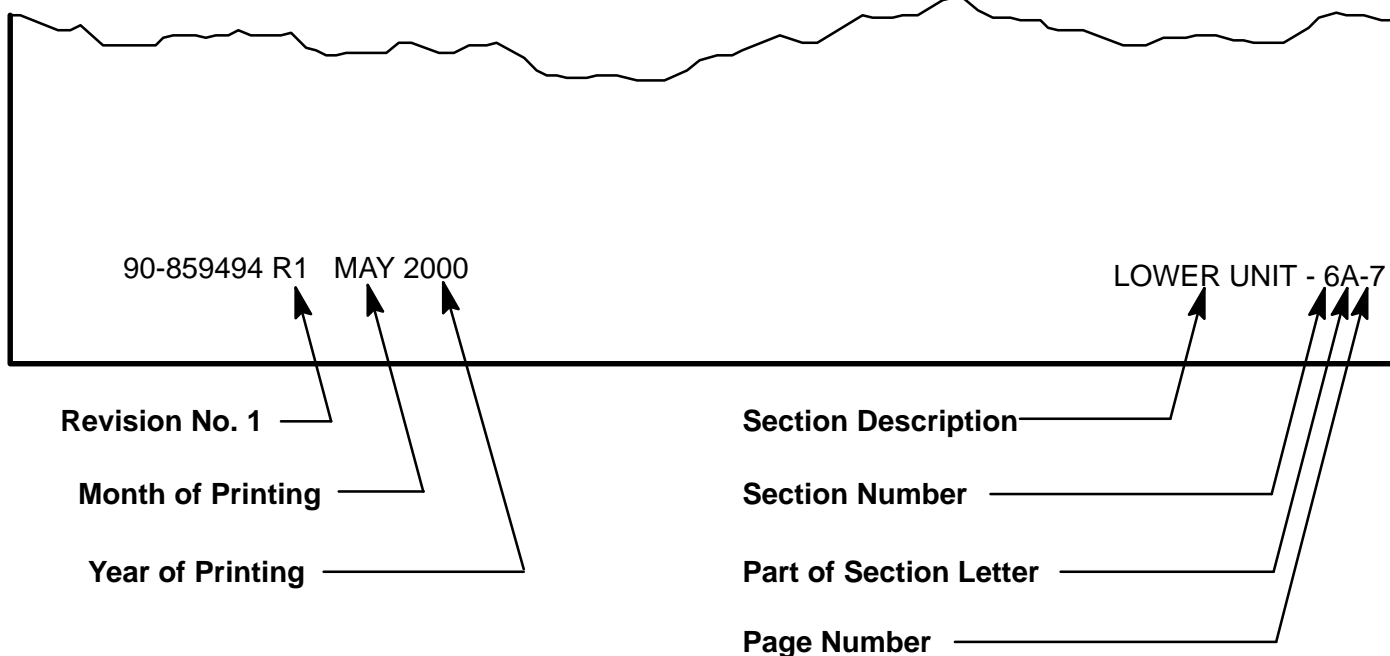
We reserve the right to make changes to this manual without prior notification.

Refer to dealer service bulletins for other pertinent information concerning the products described in this manual.

Page Numbering

Two number groups appear at the bottom of each page. The example below is self-explanatory.

EXAMPLE:





Service Manual Outline

Section 1 - General Information & Specifications

- A - Specifications
- B - Maintenance
- C - General Information
- D - Outboard Installation

Section 2 - Electrical

- A - Ignition
- B - Charging & Starting System
- C - Timing, Synchronizing & Adjusting
- D - Wiring Diagrams

Section 3 - Fuel System

- A - Fuel Pump
- B - Direct Fuel Injection
- C - Oil Injection
- D - Emissions

Section 4 - Powerhead

- A - Powerhead
- B - Cooling

Section 5 - Mid-Section

- A - Clamp/Swivel Brackets & Drive Shaft Housing
- B - Power Trim – Design I (Showa)
- C - Power Trim – Design II (Oildyne)

Section 6 - Gear Housing

- A - Right Hand (Standard) Rotation Non-Ratcheting
- B - Left Hand (Counter) Rotation Non-Ratcheting

Section 7 - Attachments/Control Linkage

Section 8 - Color Diagrams

General Information
& Specifications

1

Ignition System

2

Fuel System

3

Powerhead

4

Mid-Section

5

Gear Housing

6

Attachment/Control Linkage

7

Color Diagrams

8



IMPORTANT INFORMATION

Section 1A - Specifications

**1
A**

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Master Specifications

Model 115/135/150/175 DFI		
HORSEPOWER (KW)	Model 115 Model 135 Model 150 Model 175 Full Throttle RPM (115/135) Full Throttle RPM (150/175) Idle RPM (In Gear) (115/135/150/175) RPM Limiter All Models	115 (85.8 kw) 135 (100.7 kw) 150 (111.8 kw) 175 (130.5 kw) 5000 - 5500 5250 - 5750 550 ± 25 Refer to System Information in the Digital Diagnostic Terminal (DDT) for latest information
OUTBOARD WEIGHT	Model 115/135/150/175 – 20 in. (50.8cm) Shaft – 25 in. (63.5cm) Shaft	453 (205.5 kg) 462 (209.6 kg)
CYLINDER BLOCK	Type Displacement Thermostat	V-6 Cylinder, Two Cycle, Direct Injected 153 cu. in. (2508 cc) 60° Vee 142° F (61° C)
STROKE	Length (All Models)	2.65 in. (67.3 mm)
CYLINDER BORE	Diameter (Std) Diameter 0.015 in. Oversize Taper/Out of Round/Wear Maximum Bore Type	3.501 in. (88.925 mm) 3.516 in. (89.306 mm) 0.003 in. (0.076 mm) Cast Iron
CRANKSHAFT	Maximum Runout	0.006 in. (0.152 mm)
PISTON	Piston Type Diameter Standard Diameter 0.015 in. Oversize	Aluminum 3.4925 in. ± .0005 in. (88.7095 mm ± 0.0127 mm) 3.5075 in. ± 0.0005 in. (89.0905 mm ± 0.0127 mm)



Model 115/135/150/175 DFI		
PISTON DIAMETER	<p>Dimension "A" at Right Angle (90°) to Piston Pin</p>	<p>3.4925 in. ± .0005 in. (88.7095 mm ± .0127 mm)</p> <p>Using a micrometer, measure dimension "A" at location shown. Dimension "A" should be 3.4925 in. ± .0005 for a STANDARD size piston (new) Dimension "A" will be 0.001 – 0.0015 less if coating is worn off piston (used)</p>
REEDS	Reed Stand Open (Max.)	0.020 in. (0.50 mm)
DIRECT INJECTION	<p>Injectors</p> <ul style="list-style-type: none"> – Quantity – Injectors are Crank Angle Driven by ECM – #2 Cylinder – #4 Cylinder – #6 Cylinder – #1 Cylinder – #3 Cylinder – #5 Cylinder <p>Fuel Line Pressure @ Injectors</p> <p>Air Pressure</p> <p>High Pressure Electric Fuel Pump Amperage Draw</p> <p>Low Pressure Electric Fuel Pump Amperage Draw</p> <p>Low Pressure Electric Fuel Pump Output</p> <p>Fuel Injector Ohm Resistance</p> <p>Direct Injector Ohm Resistance</p> <p>Fuel/Air Differential</p>	<p style="text-align: center;">6</p> <p>WHT/RED + RED/WHT Leads WHT/YEL + YEL/WHT Leads WHT/PPL + PPL/WHT Leads WHT/BRN + BRN/WHT Leads WHT/ORG + ORG/WHT Leads WHT/DRK BLU + DRK BLU/WHT Leads</p> <p>89 ± 2 psi (613.5 ± 13.8 kPa) 79 ± 2 psi (544.0 ± 13.8 kPa)</p> <p>5 – 9 Amperes</p> <p>1 – 2 Amperes</p> <p>6 – 9 psi (41.37 – 62.04 kPa) 1.8 ± 0.1 Ω 1.3 ± 0.3 Ω 10 psi (68.5 kPa)</p>
FUEL SYSTEM	<p>Fuel</p> <p>Recommended Gasoline</p> <p>Recommended Oil</p> <p>Gasoline/Oil Ratio</p> <ul style="list-style-type: none"> – @ Idle – @ WOT 	<p>Gasoline w/Oil Injection Unleaded 87 Octane Minimum Quicksilver TC-W3 Premium Plus 2 Cycle Outboard Oil</p> <p>300 – 400:1 60:1**</p>

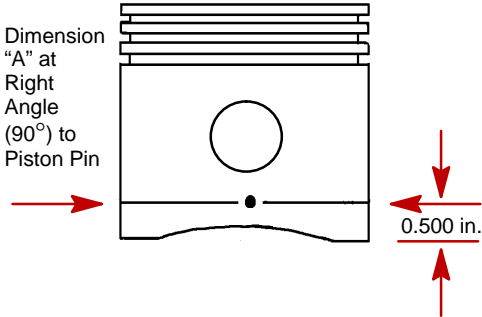
**On some light boat applications after the break-in is completed and the engine is being run at cruising speed – between 4000 and 5000 RPM – the fuel to oil ratio may be as high as 28:1. This results from a reduced throttle opening with a corresponding reduction in fuel consumption.



Model 115/135/150/175 DFI		
FUEL PUMP	Fuel Pressure Crankcase Pump – @ Idle – @ WOT	Normal – 2-3 psi (13.7 – 20.5 kPa) Minimum – 1 psi (6.8 kPa) Maximum – 10 psi (68.5 kPa) Normal – 8-10 psi (41.0 – 54.8 kPa) Minimum – 3 psi (20.5 kPa)
STARTING SYSTEM	Electric Start – All Models Model Year 2000 Starter Draw (Under Load) Starter Draw (No Load) Minimum Brush Length Model Year 2001 Starter Draw (Under Load) Starter Draw (No Load) Minimum Brush Length Battery Rating	165 Amperes 30 Amperes 0.25 in. (65.4 mm) 170 Amperes 60 Amperes 0.25 in. (65.4 mm) 1000 (Minimum) Marine Cranking Amps 750 (Minimum) Cold Cranking Amps 105 (Minimum) Ampere Hours
IGNITION SYSTEM	Type Spark Plug Type Model Year 2000 Spark Plug Gap Model Year 2001 Spark Plug Gap Maximum Timing Idle Timing Throttle Position Sensor @ Idle @ WOT Crank Position Sensor Air Gap	Digital Inductive Champion QC12GMC 0.040 in. (1.0 mm) NGK PZFR5F-11 0.040 in. (1.0 mm) Not Adjustable; Controlled by ECM Not Adjustable; Controlled by ECM 4.0 – 4.7 VDC 0.4 – 1.3 VDC 0.025 in. – 0.040 in. (0.635 mm – 1.01 mm)
CHARGING SYSTEM	Alternator Output (Regulated) Brush Length Voltage Output Regulator Current Draw	32 - 38 Amperes @ 2000 RPM @ Battery* 52 - 60 Amperes @ 2000 RPM @ Alternator Std Exposed Length: 0.413 in. (10.5 mm) Min. Exposed Length: 0.059 in. (1.5 mm) 13.5 to 15.1 Volts 0.15 mA (Ign. Switch Off) 30.0 mA (Ign. Switch On)

*Amperage listed is when battery is in a discharged state. If battery is fully charged, amperage readings will be less.



Model 115/135/150/175 DFI		
TIMING	Full Throttle RPM Range (115/135) (150/175) Idle RPM (In Forward Gear) Maximum Timing: @ Wide OPEN Idle Timing Throttle Position Sensor @ Idle @ W.O.T. Firing Order	5000 - 5500 5250 - 5750 550 ± 25 Not Adjustable Controlled by ECM Not Adjustable Controlled by ECM 3.20 - 4.90 VDC 0.10 - 1.50 VDC 1-2-3-4-5-6
AIR COMPRESSOR	Type Compressor Output Cylinder Block Displacement Cylinder Bore Diameter (Standard) Taper/Out-of-Round/ Wear Maximum Bore Type Stroke Length Piston Type Piston Diameter	Reciprocating Piston (1 to 1 ratio with engine RPM) @ Idle – 80 psi @ W.O.T. – 110 psi 7.07 cu. in. (116 cc) 2.5591 in. (65.0 mm) 0.001 in. (0.025 mm) Cast Iron 1.374 in. (34.9 mm) Aluminum 2.5578 ± .0004 in. (64.97 ± 0.010 mm)
	Piston Ring End Gap Top Ring Middle Ring Bottom Ring Reeds Stand Open	 0.0059 – 0.0098 in. (0.15 – 0.25 mm) 0.0059 – 0.0098 in. (0.15 – 0.25 mm) 0.0039 – 0.014 in. (0.10 – 0.35 mm) 0.010 in. (0.25 mm)



Model 115/135/150/175 DFI		
MID SECTION	Steering Pivot Range Tilt Pin Adjustment Positions Allowable Transom Thickness	60° 4 2-3/8 in. (6.03 cm)
POWER TRIM	Design I (Showa) Trim "UP" Trim "DOWN" Design II (Oildyne) Trim "UP" Trim "DOWN" Leak Down Design I & II Total Tilt Range Design I & II Tilt Range Design I & II	1300 PSI (91kg/cm ²) Maximum Pressure 500 PSI (35kg/cm ²) Minimum Pressure 2000 PSI (91kg/cm ²) Maximum Pressure 600 PSI (35kg/cm ²) Minimum Pressure Maximum Acceptable Amount of Leak Down in 24 hours is 1 in. (25.4 mm) 75° 20°
GEAR HOUSING	Gear Ratio – 115 – 135 – 150 – 175 Optional High Altitude Ratio – 115 (Standard Only) – 135 (Standard Only) – 150 – 175 Gearcase Capacity Pinion Height Forward Gear Backlash – 1.87:1 – 2.00:1 – 2.30:1 (Standard Only) Reverse Gear Backlash Water Pressure @ RPM	2.00:1 14/28 Teeth 2.00:1 14/28 Teeth 1.87:1 15/28 Teeth 1.87:1 15/28 Teeth 2.30:1 13/30 Teeth 2.30:1 13/30 Teeth 2.00:1 14/28 Teeth 2.00:1 14/28 Teeth 22.5 fl. oz. (665.4 ml) 0.025 in. (0.635 mm) 0.017 in. – 0.028 in. (0.431 mm – 0.711 mm) 0.015 in. – 0.022 in. (0.381 mm – 0.558 mm) 0.018 in. – 0.023 in. (0.460 mm – 0.584 mm) 0.030 in. to 0.050 in. (0.076 mm to 0.127 mm) 12 psi minimum @ 5500 RPM



Propeller Information Charts

Optimax 115

- Wide Open Throttle RPM: 5000-5500

- Gear Reduction: 2.00:1

Diameter	Pitch	No. of Blades	Model	Gross Boat Wgt. (lbs)	Boat Length	Speed (mph)	Propeller Part Number
13.75"	26	4	Trophy+	Up to 1600	Up to 18'	56-63	48-825944A47
13.75"	25	3	Laser II	1500 – 1700	16 – 18'	54-60	48-16550A46
13.75"	25	4	Trophy+	1500 – 1700	16 – 18'	54-60	48-825942A47
13.25"	25	5	Hi-Five	1500 – 1700	16 – 18'	54-60	48-816374A46
13.38"	25	3	Vengeance	1500 – 1700	16 – 18'	54-60	48-16322A45
13.38"	25	3	Aluminum	1500 – 1700	16 – 18'	54-60	48-78126A45
13.75"	24	4	Trophy+	1600 – 1800	16 – 18'	51-58	48-825940A47
13.75"	23	3	Laser II	1700 – 2000	17 – 19'	49-55	48-16548A46
13.75"	23	4	Trophy+	1700 – 2000	17 – 19'	49-55	48-825938A47
13.25"	23	5	Hi-Five	1700 – 2000	17 – 19'	49-55	48-815762A46
13.5"	23	3	Vengeance	1700 – 2000	17 – 19'	49-55	48-16320A45
14"	23	3	Aluminum	1700 – 2000	17 – 19'	49-55	48-832834A45
13.88"	21	3	Laser II	1900 – 2300	18 – 20'	43-50	48-16546A46
13.75"	21	4	Trophy+	1900 – 2300	18 – 20'	43-50	48-825936A47
13.25"	21	5	Hi-Five	1900 – 2300	18 – 20'	43-50	48-815760A46
13.75"	21	3	Vengeance	1900 – 2300	18 – 20'	43-50	48-16318A45
14.25"	21	3	Aluminum	1900 – 2300	18 – 20'	43-50	48-832832A45
14"	19	3	Laser II	2100 – 2500	18 – 21'	38-45	48-16544A46
13.75"	19	4	Trophy+	2100 – 2500	18 – 21'	38-45	48-825932A46
13.25"	19	5	Hi-Five	2100 – 2500	18 – 21'	38-45	48-815758A46
14"	19	3	Vengeance	2100 – 2500	18 – 21'	38-45	48-16316A45
14.5"	19	3	Aluminum	2100 – 2500	18 – 21'	38-45	48-832830A45
13.75"	17	4	Trophy+	2300 – 3100	19 – 22'	32-40	48-825930A46
13.5"	17	5	Hi-Five	2300 – 3100	19 – 22'	32-40	48-821154A46
14.5"	17	3	Vengeance	2300 – 3100	19 – 22'	32-40	48-16314A45
15"	17	3	Aluminum	2300 – 3100	19 – 22'	32-40	48-832828A45
14.5"	15	3	Vengeance	2900 – 4100	20 – 24'	25-34	48-16312A45
15.5"	15	3	Aluminum	2900 – 4100	20 – 24'	25-34	48-78116A45
16"	13	3	Aluminum	4000+	Pontoon	19-28	48-78114A45
16"	12	3	Aluminum	4500+	Pontoon/Work	16-25	48-16436A45
16"	11	3	Aluminum	5500+	House/Work	1-20	48-78112A45

**Optimax 135**

- Wide Open Throttle RPM: 5000-5500
- Gear Reduction: 2.00:1

Diameter	Pitch	No. of Blades	Model	Gross Boat Wgt. (lbs)	Boat Length	Speed (mph)	Propeller Part Number
13.75"	26	4	Trophy+	Up to 1900	Up to 18'	56-63	48-825944A47
13.75"	25	3	Laser II	1800 – 2000	16 – 18'	54-60	48-16550A46
13.75"	25	4	Trophy+	1800 – 2000	16 – 18'	54-60	48-825942A47
13.25"	25	5	Hi-Five	1800 – 2000	16 – 18'	54-60	48-816374A46
13.38"	25	3	Vengeance	1800 – 2000	16 – 18'	54-60	48-16322A45
13.38"	25	3	Aluminum	1800 – 2000	16 – 18'	54-60	48-78126A45
13.75"	24	4	Trophy+	1900 – 2100	16 – 18'	51-58	48-825940A47
13.75"	23	3	Laser II	2000 – 2300	17 – 19'	49-55	48-16548A46
13.75"	23	4	Trophy+	2000 – 2300	17 – 19'	49-55	48-825938A47
13.25"	23	5	Hi-Five	2000 – 2300	17 – 19'	49-55	48-815762A46
13.5"	23	3	Vengeance	2000 – 2300	17 – 19'	49-55	48-16320A45
14"	23	3	Aluminum	2000 – 2300	17 – 19'	49-55	48-832834A45
13.88"	21	3	Laser II	2200 – 2600	18 – 20'	43-50	48-16546A46
13.75"	21	4	Trophy+	2200 – 2600	18 – 20'	43-50	48-825936A47
13.25"	21	5	Hi-Five	2200 – 2600	18 – 20'	43-50	48-815760A46
13.75"	21	3	Vengeance	2200 – 2600	18 – 20'	43-50	48-16318A45
14.25"	21	3	Aluminum	2200 – 2600	18 – 20'	43-50	48-832832A45
14"	19	3	Laser II	2500 – 3000	18 – 21'	38-45	48-16544A46
13.75"	19	4	Trophy+	2500 – 3000	18 – 21'	38-45	48-825932A46
13.25"	19	5	Hi-Five	2500 – 3000	18 – 21'	38-45	48-815758A46
14"	19	3	Vengeance	2500 – 3000	18 – 21'	38-45	48-16316A45
14.5"	19	3	Aluminum	2500 – 3000	18 – 21'	38-45	48-832830A45
13.75"	17	4	Trophy+	2800 – 3600	19 – 22'	32-40	48-825930A46
13.5"	17	5	Hi-Five	2800 – 3600	19 – 22'	32-40	48-821154A46
14.5"	17	3	Vengeance	2800 – 3600	19 – 22'	32-40	48-16314A45
15"	17	3	Aluminum	2800 – 3600	19 – 22'	32-40	48-832828A45
14.5"	15	3	Vengeance	3400 – 4800	20 – 24'	25-34	48-16312A45
15.5"	15	3	Aluminum	3400 – 4800	20 – 24'	25-34	48-78116A45
16"	13	3	Aluminum	4500+	Pontoon	19-28	48-78114A45
16"	12	3	Aluminum	5500+	Pontoon/Work	16-25	48-16436A45
16"	11	3	Aluminum	6500+	House/Work	1-20	48-78112A45

**Optimax 150**

- Wide Open Throttle RPM: 5250-5750

- Gear Reduction: 1.87:1

Diameter	Pitch	No. of Blades	Model	Gross Boat Wgt. (lbs)	Boat Length	Speed (mph)	Propeller Part Number
14.62"	27	3	Tempest+	Up to 1800	Up to 18'	66-74	48-825868A47
13.75"	26	4	Trophy+	Up to 1900	Up to 19'	64-71	48-825944A47
14.62"	26	3	Tempest+	Up to 1900	Up to 19'	64-71	48-825874A47
13.75"	25	3	Laser II	1700 – 2000	17 – 19'	61-68	48-16550A46
13.75"	25	4	Trophy+	1700 – 2000	17 – 19'	61-68	48-825942A47
14.62"	25	3	Tempest+	1700 – 2000	17 – 19'	61-68	48-825866A47
13.25"	25	5	Hi-Five	1700 – 2000	17 – 19'	61-68	48-816374A46
13.38"	25	3	Aluminum	1700 – 2000	17 – 19'	61-68	48-78126A45
13.75"	24	4	Trophy+	1800 – 2100	18 – 20'	58-65	48-825940A47
14.62"	24	3	Tempest+	1800 – 2100	18 – 20'	58-65	48-825872A47
13.75"	23	3	Laser II	1900 – 2200	18 – 20'	55-62	48-16548A46
13.75"	23	4	Trophy+	1900 – 2200	18 – 20'	55-62	48-825938A47
14.62"	23	3	Tempest+	1900 – 2200	18 – 20'	55-62	48-825864A47
13.25"	23	5	Hi-Five	1900 – 2200	18 – 20'	55-62	48-815762A46
13.5"	23	3	Vengeance	1900 – 2200	18 – 20'	55-62	48-16320A46
14"	23	3	Aluminum	1900 – 2200	18 – 20'	55-62	48-832834A45
13.88"	21	3	Laser II	2000 – 2500	18 – 21'	50-57	48-16546A46
13.75"	21	4	Trophy+	2000 – 2500	18 – 21'	50-57	48-825934A47
14.62"	21	3	Tempest+	2000 – 2500	18 – 21'	50-57	48-825862A47
13.25"	21	5	Hi-Five	2000 – 2500	18 – 21'	50-57	48-815760A46
13.75"	21	3	Vengeance	2000 – 2500	18 – 21'	50-57	48-16318A46
14.25"	21	3	Aluminum	2000 – 2500	18 – 21'	50-57	48-832832A45
14"	19	3	Laser II	2300 – 2900	19 – 22'	44-52	48-16544A46
13.75"	19	4	Trophy+	2300 – 2900	19 – 22'	44-52	48-825932A46
14.62"	19	3	Tempest+	2300 – 2900	19 – 22'	44-52	48-825860A47
13.25"	19	5	Hi-Five	2300 – 2900	19 – 22'	44-52	48-815758A46
14"	19	3	Vengeance	2300 – 2900	19 – 22'	44-52	48-16316A46
14.5"	19	3	Aluminum	2300 – 2900	19 – 22'	44-52	48-832830A45
13.5"	17	5	Hi-Five	2700 – 3500	19 – 23'	38-46	48-821154A46
14.5"	17	3	Vengeance	2700 – 3500	19 – 23'	38-46	48-16314A46
15"	17	3	Aluminum	2700 – 3500	19 – 23'	38-46	48-832828A45
14.5"	15	3	Vengeance	3200 – 4500	21 – 25'	31-40	48-16312A46
15.25"	15	3	Aluminum	3200 – 4500	21 – 25'	31-40	48-78116A45
16"	13	3	Aluminum	4000+	Pontoon	23-33	48-78114A45
16"	12	3	Aluminum	5500+	Pontoon/Work	16-27	48-16436A45
16"	11	3	Aluminum	7500+	House/Work	1-23	48-78112A45

**Optimax 175**

- Wide Open Throttle RPM: 5250-5750

- Gear Reduction: 1.87:1

Diameter	Pitch	No. of Blades	Model	Gross Boat Wgt. (lbs)	Boat Length	Speed (mph)	Propeller Part Number
14.62"	27	3	Tempest+	Up to 2100	Up to 18'	66-74	48-825868A47
13.75"	26	4	Trophy+	Up to 2300	Up to 19'	64-71	48-825944A47
14.62"	26	3	Tempest+	Up to 2300	Up to 19'	64-71	48-825874A47
13.75"	25	3	Laser II	2000 – 2400	17 – 19'	61-68	48-16550A46
13.75"	25	4	Trophy+	2000 – 2400	17 – 19'	61-68	48-825942A47
14.62"	25	3	Tempest+	2000 – 2400	17 – 19'	61-68	48-825866A47
13.25"	25	5	Hi-Five	2000 – 2400	17 – 19'	61-68	48-816374A46
13.38"	25	3	Aluminum	2000 – 2400	17 – 19'	61-68	48-78126A45
13.75"	24	4	Trophy+	2100 – 2500	18 – 20'	58-65	48-825940A47
14.62"	24	3	Tempest+	2100 – 2500	18 – 20'	58-65	48-825872A47
13.75"	23	3	Laser II	2200 – 2600	18 – 20'	55-62	48-16548A46
13.75"	23	4	Trophy+	2200 – 2600	18 – 20'	55-62	48-825938A47
14.62"	23	3	Tempest+	2200 – 2600	18 – 20'	55-62	48-825864A47
13.25"	23	5	Hi-Five	2200 – 2600	18 – 20'	55-62	48-815762A46
13.5"	23	3	Vengeance	2200 – 2600	18 – 20'	55-62	48-16320A46
14"	23	3	Aluminum	2200 – 2600	18 – 20'	55-62	48-832834A45
13.88"	21	3	Laser II	2400 – 2900	18 – 21'	50-57	48-16546A46
13.75"	21	4	Trophy+	2400 – 2900	18 – 21'	50-57	48-825934A47
14.62"	21	3	Tempest+	2400 – 2900	18 – 21'	50-57	48-825862A47
13.25"	21	5	Hi-Five	2400 – 2900	18 – 21'	50-57	48-815760A46
13.75"	21	3	Vengeance	2400 – 2900	18 – 21'	50-57	48-16318A46
14.25"	21	3	Aluminum	2400 – 2900	18 – 21'	50-57	48-832832A45
14"	19	3	Laser II	2700 – 3300	19 – 22'	44-52	48-16544A46
13.75"	19	4	Trophy+	2700 – 3300	19 – 22'	44-52	48-825932A46
14.62"	19	3	Tempest+	2700 – 3300	19 – 22'	44-52	48-825860A47
13.25"	19	5	Hi-Five	2700 – 3300	19 – 22'	44-52	48-815758A46
14"	19	3	Vengeance	2700 – 3300	19 – 22'	44-52	48-16316A46
14.5"	19	3	Aluminum	2700 – 3300	19 – 22'	44-52	48-832830A45
13.5"	17	5	Hi-Five	3100 – 3900	19 – 23'	38-46	48-821154A46
14.5"	17	3	Vengeance	3100 – 3900	19 – 23'	38-46	48-16314A46
15"	17	3	Aluminum	3100 – 3900	19 – 23'	38-46	48-832828A45
14.5"	15	3	Vengeance	3700 – 4900	21 – 25'	31-40	48-16312A46
15.25"	15	3	Aluminum	3700 – 4900	21 – 25'	31-40	48-78116A45
16"	13	3	Aluminum	4500+	Pontoon	23-33	48-78114A45
16"	12	3	Aluminum	6000+	Pontoon/Work	16-27	48-16436A45
16"	11	3	Aluminum	8000+	House/Work	1-23	48-78112A45



IMPORTANT INFORMATION

Section 1B - Maintenance

**1
B**

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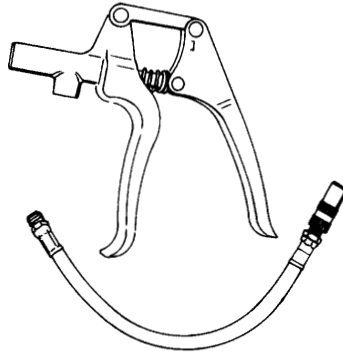
Specifications

FUEL SYSTEM	Fuel Recommended Gasoline Recommended Oil	Gasoline w/Oil Injection Unleaded 87 Octane Minimum Quicksilver TC-W3 Premium Plus 2 Cycle Outboard Oil
IGNITION SYSTEM	Spark Plug Type Model Year 2000 Spark Plug Gap Model Year 2001 Spark Plug Gap	Champion QC12GMC 0.040 in. (1.0 mm) NGK PZFR5F-11 0.040 in. (1.0 mm)
STARTING SYSTEM	Battery Rating	1000 (Minimum) Marine Cranking Amps 750 (Minimum) Cold Cranking Amps 105 (Minimum) Ampere Hours
GEAR HOUSING	Gearcase Capacity Water Pressure @ RPM	22.5 fl. oz. (665.4 ml) 12 psi minimum @ 5500 RPM

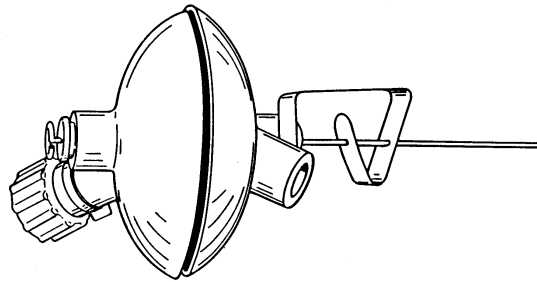


Special Tools

1. Grease Gun 91-37299A1



2. Flushing Attachment 44357A2



3. Oil Syringe 803976T



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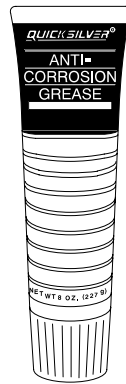
Quicksilver Lubricant/Sealant

1. Gear Lubricant - Premium Blend 92-19007A24

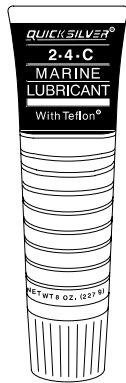




2. Anti-Corrosion Grease 92-78376A6



3. 2-4-C Marine Lubricant with Teflon 92-825407A12



4. SAE 30W Oil (Obtain Locally)



5. Quicksilver Power Trim and Steering Fluid 91-90100A12





Inspection and Maintenance Schedule

Before Each Use

1. Check that lanyard stop switch stops the engine.
2. Visually inspect the fuel system for deterioration or leaks.
3. Check outboard for tightness on transom.
4. Check steering system for binding or loose components.
5. Visually check steering link rod fasteners for proper tightness.
6. Check propeller blades for damage.

After Each Use

1. Flush out the outboard cooling system if operating in salt or polluted water.
2. Wash off all salt deposits and flush out the exhaust outlet of the propeller and gear case with fresh water if operating in salt water.

Every 100 Hours of Use or Once Yearly, Whichever Occurs First

1. Lubricate all lubrication points. Lubricate more frequently when used in salt water.
2. Replace spark plugs at first 100 hours or first year. After that, inspect spark plugs every 100 hours or once yearly. Replace spark plugs as needed.
3. Replace water separating fuel filter
4. Replace compressor air intake filter.
5. Check corrosion control anodes. Check more frequently when used in salt water.
6. Drain and replace gear case lubricant.
7. Lubricate splines on the drive shaft and shift shaft.*
8. Check power trim fluid.
9. Inspect battery.
10. Check control cable adjustments.*
11. Check tightness of bolts, nuts, and other fasteners.
12. Replace water pump impeller (more often if overheating occurs or reduced water pressure is noted).*

* *These items should be serviced by an authorized dealer.*



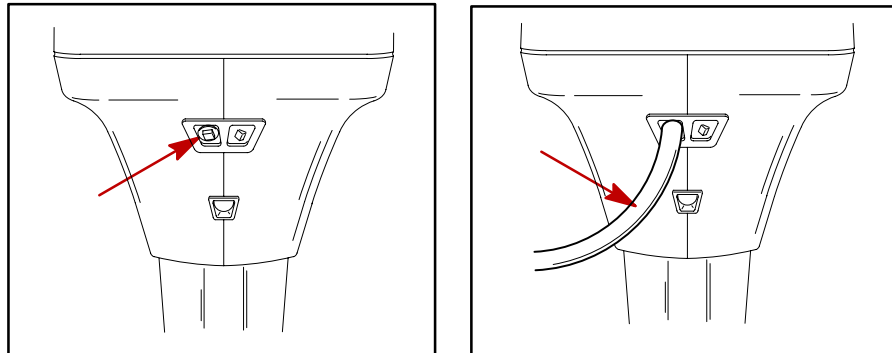
Flushing Engine

Flushing Cooling System – Using Cowl Flush Plug

Flush the internal water passages of the outboard with fresh water after each use in salt, polluted or muddy water. This will help prevent a buildup of deposits from clogging the internal water passages.

NOTE: Engine can be stopped or running at idle speed when flushing the cooling system. Do not flush engine using a water system that exceeds 45 psi.

1. Remove the plug from fitting in the bottom cowl.



2. Attach a water hose to the fitting. Turn water on and flush for 3 to 5 minutes.

Flushing Cooling System – Using Flushing Attachment 44357A2

WARNING

When flushing, verify that area in vicinity of propeller is clear and that no person is standing nearby – to avoid possible injury. It is recommended to remove propeller as a precautionary measure.

1. Install Quicksilver Flushing Attachment 44357A2 (or equivalent tool) on the gear housing from the FRONT side, positioning the rubber cups over the water intake openings.
2. Connect hose [1/2 in. (12.7mm) I.D. or larger] between flushing attachment and water tap.

IMPORTANT: To prevent water pump damage, do not start or run engine unless cooling water is flowing.

3. With the outboard in the normal operating position (vertical), partially open water tap (IT IS NOT NECESSARY to use full water pressure) and adjust water flow so that there is a significant water loss around the rubber cups.
4. Start engine and idle in NEUTRAL. Increase engine speed, not to exceed 2500 RPM.
5. Flush or service engine as required. Verify adequate cooling water is provided.
 - a. Water must be discharged thru “tell tale.”

IMPORTANT: Prevent engine overheating. If water flow is insufficient, stop engine and determine cause before continuing.

- b. Flush until discharge water is clear. In saltwater areas, run outboard 3 to 5 minutes.
 - c. Stop engine before turning off water.
6. Stop engine, turn water off and remove flushing attachment from gear housing.



IMPORTANT: While and after flushing, keep outboard in upright position until all water has drained from drive shaft housing to prevent water from entering the powerhead via drive shaft housing and exhaust ports.

Fuel System

⚠ WARNING

Avoid serious injury or death from gasoline fire or explosion. Carefully follow all fuel system service instructions. Always stop the engine and **DO NOT** smoke or allow open flames or sparks in the area while servicing any part of the fuel system.

Before servicing any part of the fuel system, stop engine and disconnect the battery. Drain the fuel system completely. Use an approved container to collect and store fuel. Wipe up any spillage immediately. Material used to contain spillage must be disposed of in an approved receptacle. Any fuel system service must be performed in a well ventilated area. Inspect any completed service work for sign of fuel leakage.

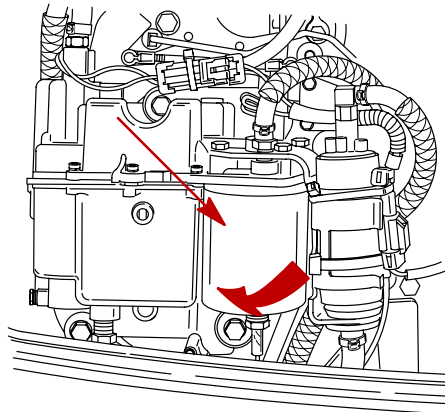
Fuel Line Inspection

Visually inspect the fuel line and primer bulb for cracks, swelling, leaks, hardness, or other signs of deterioration or damage. If any of these conditions is found, the fuel line or primer bulb must be replaced.

Water Separating Fuel Filter

NOTE: The warning system will turn on when water in the fuel filter reaches the full level.

1. This filter removes moisture and also debris from the fuel. If the filter becomes filled with water, the water can be removed. If the filter becomes plugged with debris, the filter must be replaced with a new filter.



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Remove and replace filter as follows:

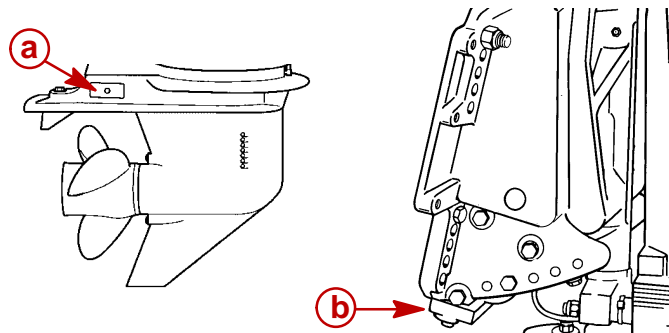
- a. Turn ignition key switch to OFF position.
- b. Disconnect wire at bottom of filter.
- c. Remove filter by turning the filter in the direction of the arrow (clockwise). Tip the filter to drain fluid in a suitable container.
- d. Lubricate the sealing ring on the filter with oil. Thread on the filter and tighten securely by hand. Reconnect the wire to the filter.

IMPORTANT: Visually inspect for fuel leakage from the filter by squeezing the primer bulb until firm, forcing fuel into the filter.



Corrosion Control Anode

The gear case has two corrosion control anodes (a). Another anode (b) is installed on the bottom of the transom bracket assembly. An anode helps protect the outboard against galvanic corrosion by sacrificing its metal to be slowly eroded instead of the outboard metals.

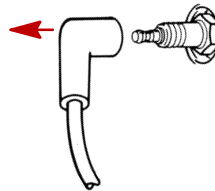


Each anode requires periodic inspection especially in salt water which will accelerate the erosion. To maintain this corrosion protection, always replace the anode before it is completely eroded. Never paint or apply a protective coating on the anode as this will reduce effectiveness of the anode.

Spark Plug Inspection

Inspect spark plugs at the recommended intervals.

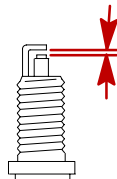
1. Remove the spark plug leads by twisting the rubber boots slightly and pull off. Inspect spark plug boots and replace if cracked.



2. Remove the spark plugs to inspect and clean. Replace spark plug if electrode is worn or the insulator is rough, cracked, broken, blistered or fouled.



3. Set the spark plug gap. See Specification Chart in General Information Section.



4. Before reinstalling spark plugs, clean away dirt on the spark plug seats. Install plugs finger tight, and tighten 1/4 turn or torque to 20 lb. ft. (27 N·m).



Battery Inspection

The battery should be inspected at periodic intervals to ensure proper engine starting capability.

IMPORTANT: Read the safety and maintenance instructions which accompany your battery.

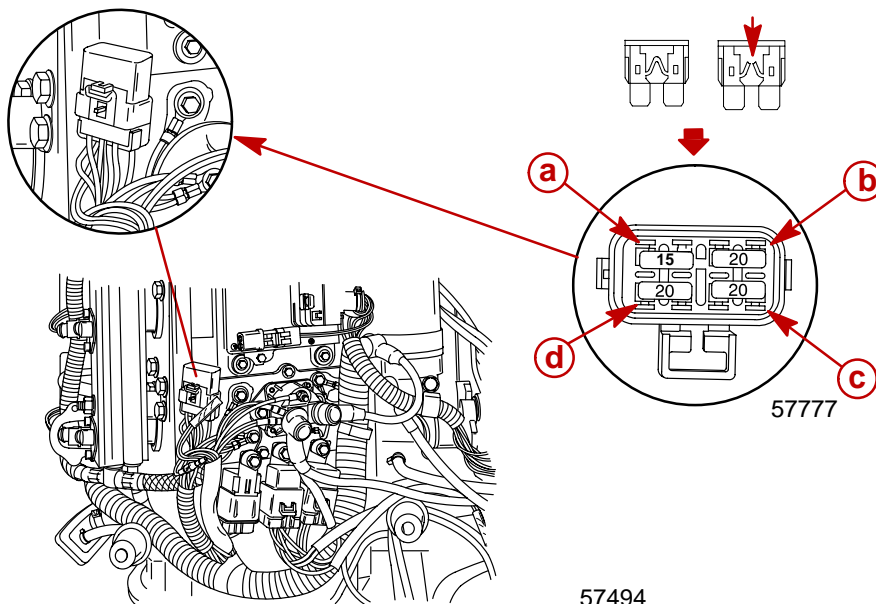
1. Turn off the engine before servicing the battery.
2. Add water as necessary to keep the battery full.
3. Make sure the battery is secure against movement.
4. Battery cable terminals should be clean, tight, and correctly installed. Positive to positive and negative to negative.
5. Make sure the battery is equipped with a nonconductive shield to prevent accidental shorting of battery terminals.

Fuse Replacement

IMPORTANT: Always carry spare SFE 15 and 20 AMP fuses.

The electrical wiring circuits on the outboard are protected from overload by fuses in the wiring. If a fuse is blown, try to locate and correct the cause of the overload. If the cause is not found, the fuse may blow again.

1. Open the fuse holder and look at the silver colored band inside the fuse. If band is broken, replace the fuse. Replace fuse with a new fuse with the same rating.
2. The fuses and circuits are identified as follows:
 - a. Smart Craft Data Bus Circuit – SFE 15 AMP Fuse.
 - b. Accessories – SFE 20 AMP Fuse.
 - c. Ignition Coil Circuit – SFE 20 AMP Fuse.
 - d. Electric Fuel Pump/ECM Driver Power/Oil Pump Circuit – SFE 20 AMP Fuse.



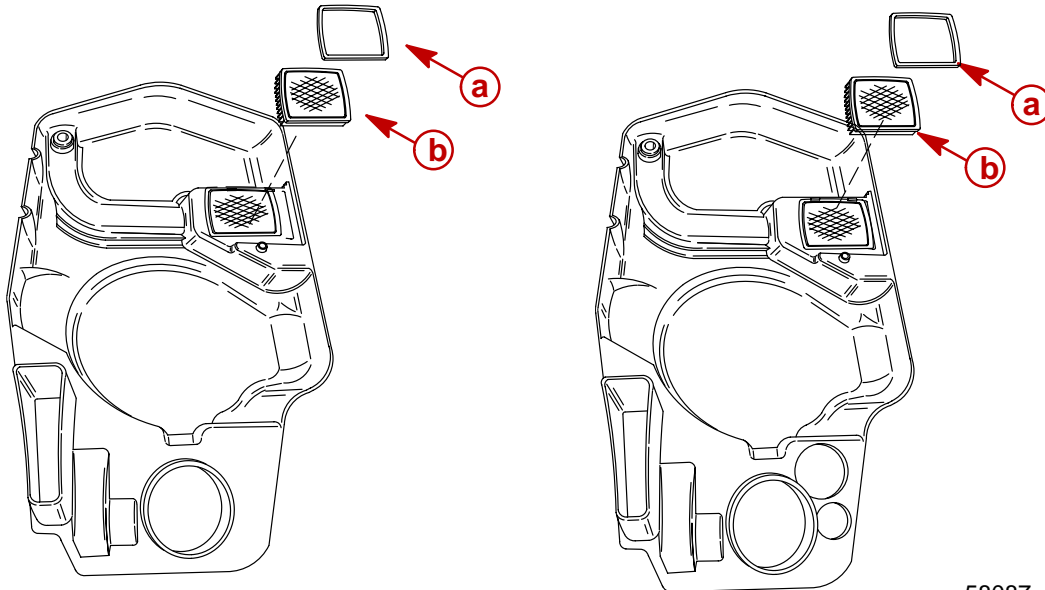


Compressor Air intake Filter

The filter should be changed every 100 hours of operation, or once a season. **Never run the engine without the air filter.**

Removal

1. Remove flywheel cover from the engine. Snap out the retainer (a) and remove filter (b)



Model Year 2000 115/135/150

Model Year 2001 135/150/175

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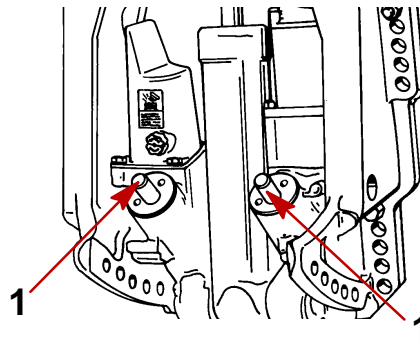
Installation

Install filter (b) into the cover. Secure filter into cover with retainer (a).

Lubrication Points

Lubricate Point 1 with Quicksilver Special Lubricant 101.

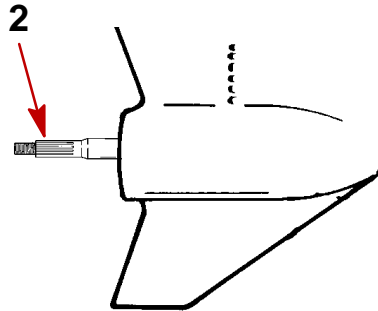
1. Trim Rod Ball Ends – Turn the ball ends to work the lubricant into the ball sockets.





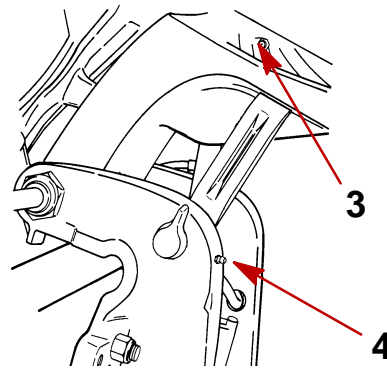
Lubricate Point 2 with Quicksilver Anti-Corrosion Grease or 2-4-C Marine Lubricant with Teflon.

2. Propeller Shaft – Refer to Propeller Replacement for removal and installation of the propeller. Coat the entire propeller shaft with lubricant to prevent the propeller hub from corroding and seizing to the shaft.

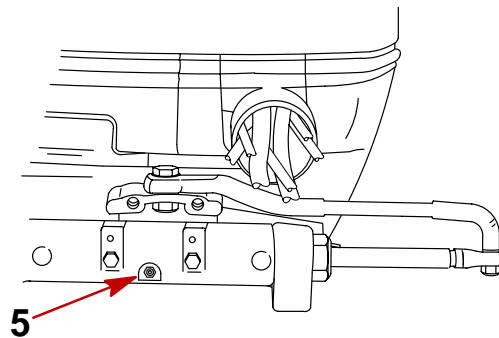


Lubricate Points 3 thru 6 with Quicksilver 2-4-C Marine Lubricant with Teflon or Special Lubricate 101.

3. Swivel Bracket – Lubricate through fitting.
4. Tilt Support Lever – Lubricate through fitting.



5. Tilt Tube – Lubricate through fitting.



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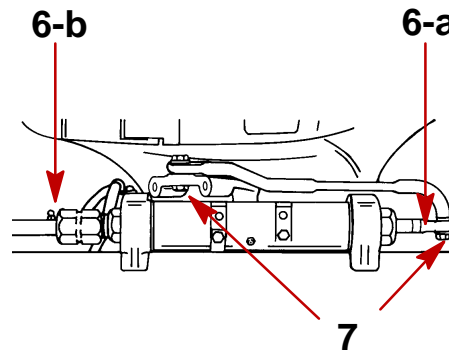
- Steering Cable Grease Fitting (If Equipped) – Rotate steering wheel to fully retract the steering cable end (a) into the outboard tilt tube. Lubricate through fitting (b).

⚠ WARNING

The end of the steering cable must be fully retracted into the outboard tilt tube before adding lubricant. Adding lubricant to steering cable when fully extended could cause steering cable to become hydraulically locked. An hydraulically locked steering cable will cause loss of steering control, possibly resulting in serious injury or death.

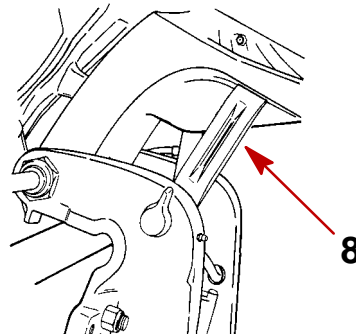
Lubricate Points 7 With Light Weight Oil.

- Steering Link Rod Pivot Points – Lubricate pivot points.

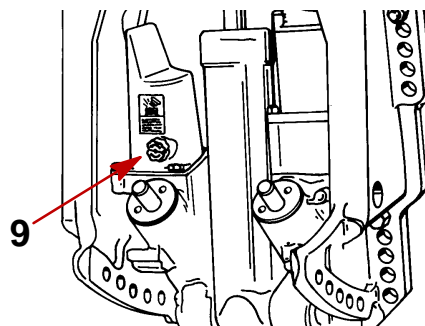


Checking Power Trim Fluid

- Tilt outboard to the full up position and engage the tilt support lock.



- Remove fill cap and check fluid level. The fluid level should be even with the bottom of the fill hole. Add Quicksilver Power Trim & Steering Fluid. If not available, use automotive (ATF) automatic transmission fluid.





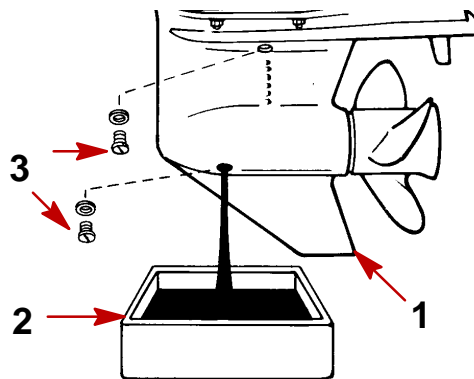
Gear Case Lubrication

When adding or changing gear case lubricant, visually check for the presence of water in the lubricant. If water is present, it may have settled to the bottom and will drain out prior to the lubricant, or it may be mixed with the lubricant, giving it a milky colored appearance. If water is noticed, have the gear case checked by your dealer. Water in the lubricant may result in premature bearing failure or, in freezing temperatures, will turn to ice and damage the gear case.

DRAINING GEAR CASE

NOTE: Some models may have the vent and fill/drain plugs on the opposite side.

1. Place outboard in a vertical operating position.
2. Place drain pan below outboard.
3. Remove vent plug and fill/drain plug and drain lubricant.



GEAR CASE LUBRICANT CAPACITY

Gear case lubricant capacity is approximately 22.5 fl. oz. (666 ml).



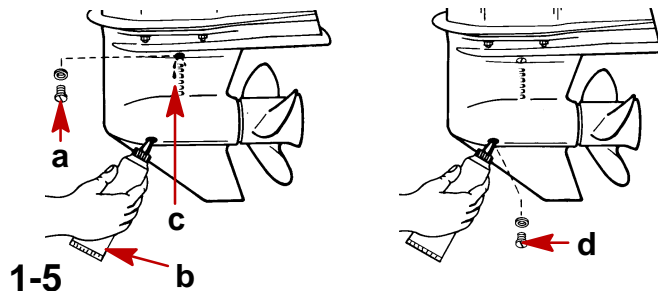
CHECKING GEAR CASE LUBRICANT LEVEL AND REFILLING GEAR CASE

NOTE: Some models may have the vent and fill/drain plugs on the opposite side.

1. Place outboard in a vertical operating position.
2. Remove vent plug (a).
3. Place lubricant tube (b) into the fill hole and add lubricant until it appears at the vent hole (c).

IMPORTANT: Replace sealing washers if damaged.

4. Stop adding lubricant. Install the vent plug and sealing washer (a) before removing the lubricant tube.
5. Remove lubricant tube and reinstall cleaned fill/drain plug and sealing washer (d).



STORAGE PREPARATION

The major consideration in preparing your outboard for storage is to protect it from rust, corrosion, and damage caused by freezing of trapped water.

The following storage procedures should be followed to prepare your outboard for out of season storage or prolonged storage (two months or longer).

CAUTION

Never start or run your outboard (even momentarily) without water circulating through all the cooling water intake holes in the gear case to prevent damage to the water pump (running dry) or overheating of the engine.

FUEL SYSTEM

IMPORTANT: Gasoline containing alcohol (ethanol or methanol) can cause a formation of acid during storage and can damage the fuel system. If the gasoline being used contains alcohol, it is advisable to drain as much of the remaining gasoline as possible from the fuel tank, remote fuel line, and engine fuel system.

Fill the fuel system (tank, hoses, fuel pumps, and fuel injection systems) with treated (stabilized) fuel to help prevent formation of varnish and gum. Proceed with following instructions.

1. Portable Fuel Tank – Pour the required amount of Quicksilver Gasoline Stabilizer (follow instructions on container) into fuel tank. Tip fuel tank back and forth to mix stabilizer with the fuel.
2. Permanently Installed Fuel Tank – Pour the required amount of Quicksilver Gasoline Stabilizer (follow instructions on container) into a separate container and mix with approximately one quart (one liter) of gasoline. Pour this mixture into fuel tank.



3. Place the outboard in water or connect flushing attachment for circulating cooling water. Run the engine at 2000 rpm for 25 minutes to allow treated fuel to fill the fuel system.

PROTECTING INTERNAL ENGINE COMPONENTS

NOTE: Make sure the fuel system has been prepared for storage.

1. Remove the spark plugs and using Oil Syringe 803976T, add approximately one ounce (30ml) of 2 cycle TCW 3 engine oil into each spark plug hole. Rotate the fly-wheel manually several times to distribute the oil in the cylinders. Reinstall spark plugs.
2. Remove the water separating fuel filter and empty contents into a suitable container. Refer to Maintenance Section for removal and installation of filter. Replace fuel filter annually, or every 100 Hours of operation, or if large amount of fuel contamination is present.

PROTECTING EXTERNAL OUTBOARD COMPONENTS

1. Lubricate all outboard components listed in the Inspection and Maintenance Schedule.
2. Touch up any paint nicks. See your dealer for touch-up paint.
3. Spray Quicksilver Corrosion Guard on external metal surfaces (except corrosion control anodes).

GEAR CASE

Drain and refill the gear case lubricant (refer to maintenance procedure).

POSITIONING OUTBOARD FOR STORAGE

Store outboard in an upright (vertical) position to allow water to drain out of outboard.

⚠ CAUTION

If outboard is stored tilted up in freezing temperature, trapped cooling water or rain water that may have entered the propeller exhaust outlet in the gear case could freeze and cause damage to the outboard.

BATTERY STORAGE

1. Follow the battery manufacturers instructions for storage and recharging.
2. Remove the battery from the boat and check water level. Recharge if necessary.
3. Store the battery in a cool, dry place.
4. Periodically check the water level and recharge the battery during storage.



IMPORTANT INFORMATION

Section 1C - General Information

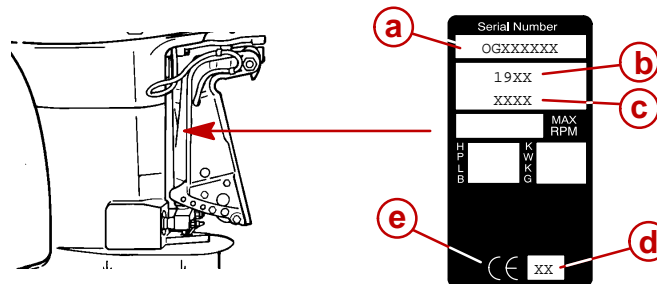
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Serial Number Location

The engine serial number is located on the top of the engine block. A serial number is also located on the starboard side of the swivel bracket.

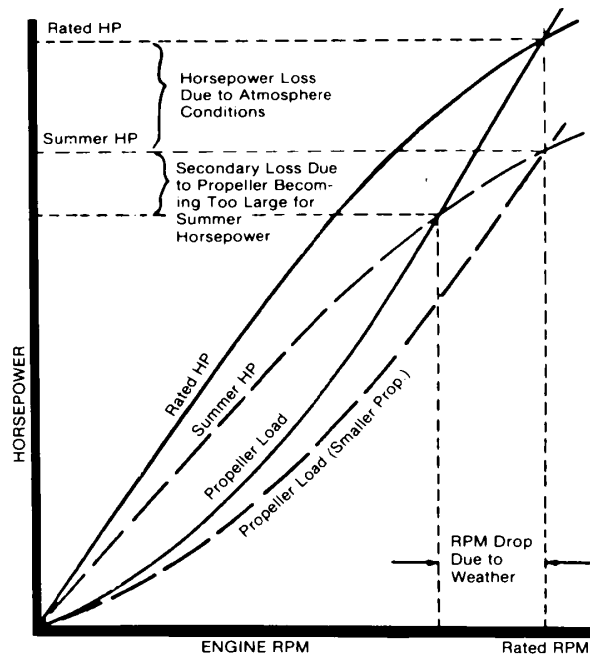


- a** - Serial Number
- b** - Model Year
- c** - Model Description
- d** - Year Manufactured
- e** - Certified Europe Insignia



Conditions Affecting Performance

Weather



Weather conditions exert a profound effect on power output of internal combustion engines. Established horsepower ratings refer to the power that the engine will produce at its rated RPM under a specific combination of weather conditions.

Corporations internationally have settled on adoption of I.S.O. (International Standards Organization) engine test standards, as set forth in I.S.O. 3046 standardizing the computation of horsepower from data obtained on the dynamometer, correcting all values to the power that the engine will produce at sea level, at 30% relative humidity at 77° F (25°C) temperature and a barometric pressure of 29.61 inches of mercury.

Summer conditions of high temperature, low barometric pressure and high humidity all combine to reduce engine power. This is reflected in decreased boat speeds – as much as 2 or 3 mph. Nothing will regain this speed for the boater but the coming of cool, dry weather.

In pointing out the consequences of weather effects, an engine – running on a hot, humid summer day – may lose as much as 14% of the horsepower it would produce on a dry, brisk spring or fall day. The horsepower that any internal combustion engine produces depends upon the density of the air that it consumes and this density is dependent upon the temperature of the air, its barometric pressure and water vapor (or humidity) content.

Accompanying this weather-inspired loss of power is a second but more subtle loss. At rigging time in early spring, the engine was equipped with a propeller that allowed the engine to run within its recommended RPM range at full throttle. With the coming of the summer weather and the consequent drop in available horsepower, this propeller will, in effect, become too large. Consequently, the engine operates at less than its recommended RPM.

Due to the horsepower/RPM characteristics of an engine, this will result in further loss of horsepower at the propeller with another decrease in boat speed. This secondary loss can be regained by switching to a smaller pitch propeller that allows the engine to run again at recommended RPM.



To obtain optimum engine performance under changing weather conditions, the engine **MUST** be propped to allow it to operate at or near the top end of the recommended maximum RPM range at wide-open-throttle with a normal boat load.

This will allow the engine to develop full power while operating in an RPM range that discourages damaging detonation.

Boat

WEIGHT DISTRIBUTION

1. Proper positioning of the weight inside the boat (persons and gear) has a significant effect on the boat's performance, for example:
 - a. Shifting weight to the rear (stern)
 - (1.) Generally increases top speed.
 - (2.) If in excess, can cause the boat to porpoise.
 - (3.) Can make the bow bounce excessively in choppy water.
 - (4.) Will increase the danger of the following wave splashing into the boat when coming off plane.
 - b. Shifting weight to the front (bow)
 - (1.) Improves ease of planing off.
 - (2.) Generally improves rough water ride.
 - (3.) If excessive, can make the boat veer back-and-forth (bow steer).

BOTTOM

1. **Boat Bottom:** For maximum speed, a boat bottom should be nearly a flat plane where it contacts the water and particularly straight and smooth in fore-and-aft direction.
 - a. **Hook:** Exists when bottom is concave in fore-and -aft direction when viewed from the side. When boat is planing, "hook" causes more lift on bottom near transom and allows bow to drop, thus greatly increasing wetted surface and reducing boat speed. "Hook" frequently is caused by supporting boat too far ahead of transom while hauling on a trailer or during storage.
 - b. **Rocker:** The reverse of hook and much less common. "Rocker" exists if bottom is convex in fore-and-aft direction when viewed from the side, and boat has strong tendency to porpoise.
 - c. **Surface Roughness:** Moss, barnacles, etc., on boat or corrosion of motor's gear housing increase skin friction and cause speed loss. Clean surfaces when necessary.
 - d. **Gear Housing:** If unit is left in the water, marine vegetation may accumulate over a period of time. This growth **MUST** be removed from unit before operation, as it may clog the water inlet holes in the gear housing and cause the engine to over-heat.



Trim

TRIMMING OUTBOARD “OUT” (“UP”)

⚠ WARNING

Excessive trim “out” also may reduce the stability of some high speed hulls. To correct instability at high speed, reduce the power GRADUALLY and trim the outboard “in” slightly before resuming high speed operation. (Rapid reduction in power will cause a sudden change of steering torque and may cause additional momentary boat instability.)

1. Will lift bow of boat, generally increasing top speed.
2. Transfers steering torque harder to left on single outboard installations below 23 in. (584mm) transom height.
3. Increases clearance over submerged objects.
4. In excess, can cause porpoising and/or ventilation.
5. If trimmed out beyond the water pickup, reduced water supply can cause overheating resulting in engine damage.

TRIMMING OUTBOARD “IN” (“DOWN”) CHARACTERISTICS

⚠ WARNING

Excessive speed at minimum trim “in” may cause undesirable and/or unsafe steering conditions. Each boat should be tested for handling characteristics after any adjustment is made to the angle (trim adjustment bolt relocation.)

1. Will help planing off, particularly with a heavy load.
2. Usually improves ride in choppy water.
3. In excess, can cause boat to veer to the left or right (bow steer).
4. Transfers steering torque harder to right (or less to the left) on single outboard installations.
5. Improves planing speed acceleration (by moving trim adjustment bolt one hole closer to transom).

WATER ABSORPTION

It is imperative that all through hull fasteners be coated with a quality marine sealer at time of installation. Water intrusion into the transom core and/or inner hull will result in additional boat weight (reduced boat performance), hull decay and eventual structural failure.

CAVITATION

Cavitation is caused by water vapor bubbles forming either from a sharp edge or angle on the gear case or from an irregularity in the propeller blade itself. These vapor bubbles flow back and collapse when striking the surface of the propeller blade resulting in the erosion of the propeller blade surface. If allowed to continue, eventual blade failure (breakage) will occur.

VENTILATION

Ventilation occurs when air is drawn from the water’s surface (excessive trim out angle) or from the engine exhaust flow (wrong propeller/propeller hardware installed or gear case labyrinth seal worn) into the propeller blades. These air bubbles strike the propeller blade surface and cause erosion of the blade surface. If allowed to continue, eventual blade failure (breakage) will occur.



Engine

DETONATION

Detonation in a 2-cycle engine resembles the “pinging” heard in an automobile engine. It can be otherwise described as a tin-like “rattling” or “plinking” sound.

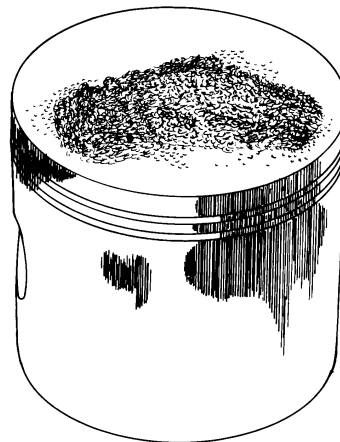
Detonation is an explosion of an unburned portion of the fuel/air charge after the spark plug has fired. Detonation creates severe shock waves in the engine, and these shock waves often find or create a weakness: The dome of a piston, cylinder head/gasket, piston rings or piston ring lands, piston pin and roller bearings.

A few of the most common causes of detonation in a marine 2-cycle application are as follows:

- Over-advanced ignition timing.
- Use of low octane gasoline.
- Propeller pitch too high (engine RPM below recommended maximum range).
- Lean fuel mixture at or near wide-open-throttle.
- Spark plugs (heat range too hot – incorrect reach – cross-firing).
- Inadequate engine cooling (deteriorated cooling system).

Detonation usually can be prevented if:

1. The engine is correctly set up.
2. Diligent maintenance is applied to combat the detonation causes.



51115

Engine Compression

Engine compression should be checked with engine block warm, throttle shutter wide open, all spark plugs removed and using a fully charged battery. Normal compression for all cylinders should be 110 to 130 psi (758.5 to 896.4 kPa). Cylinders should not vary more than 15 psi (103.4 kPa) between one another. A variance of more than 15 psi would indicate the need for a power head inspection/disassembly.



Following Complete Submersion

Salt Water Submersion

Due to the corrosive effect of salt water on internal engine components, complete disassembly is necessary before any attempt is made to start the engine.

Submerged While Running

When an engine is submerged while running, the possibility of internal engine damage is greatly increased. If, after engine is recovered and with spark plugs removed, engine fails to turn over freely when turning flywheel, the possibility of internal damage (bent connecting rod and/or bent crankshaft) exists. If this is the case, the powerhead must be disassembled.

SUBMERGED ENGINE (FRESH WATER)

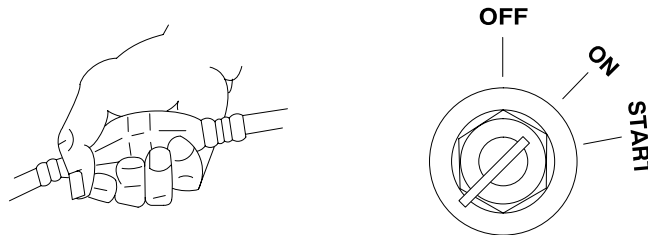
IMPORTANT: Engine should be run within 2 hours after recovery, or serious internal damage may occur. If unable to start engine in this period, disassemble engine and clean all parts. Apply oil as soon as possible.

NOTE: If sand has entered the air intake on the engine, do not attempt to the start the engine. Sand will cause internal engine damage. disassembly is required to clean all internal engine components of sand.

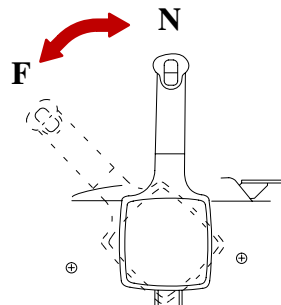
1. Recover engine from water as quickly as possible.
2. Remove cowling.
3. Clean the exterior of the outboard with fresh water.
4. Dry all wiring and electrical components using compressed air.
5. Drain water from fuel system as follows:
 - a. Disconnect remote fuel hose from engine.
 - b. Remove drain plug from vapor separator and drain fuel/water. Reinstall plug after draining.
 - c. Remove the fuel hose from bottom of port side fuel rail and drain fuel/water. Reinstall hose.
 - d. Remove the water separating fuel filter and empty contents.
6. Drain water from air compressor system as follows:
 - a. Dry or replace the air filter for the compressor.
 - b. Remove air outlet hose for the air compressor and drain water from compressor and hose. Reinstall hose.
 - c. Remove the air hose from bottom of port side fuel rail and drain water. Reinstall hose.
7. Drain water from engine as follows:
 - a. Remove throttle plate assembly (4 bolts). Tilt up outboard and sponge water out of air plenum.
 - b. Remove spark plugs from engine.
 - c. Rotate flywheel manually to blow out any water from the cylinders.
 - d. Add approximately one ounce (30ml) of engine oil into each spark plug hole. Rotate the flywheel manually several times to distribute the oil in the cylinders. Reinstall spark plugs.



8. Drain water from the oil injection system as follows:
 - a. Remove remote oil hose (black without blue stripe) from pulse fitting on starboard side of engine.
 - b. Drain any water from hose and reconnect.
 - c. If water was present in hose, check for water in the remote oil tank. Drain tank if water is present.
9. Disassemble the engine starter motor and dry components.
10. Prime the oil injection pump as follows:
 - a. Fill the engine fuel system with fuel. Connect fuel hose and squeeze primer bulb until it feels firm.
 - b. Turn the ignition key switch to the "ON" position.



- c. Within the first 10 seconds after the key switch has been turned on, move the remote control handle from neutral into forward gear 3 to 5 times. This will automatically start the priming process.

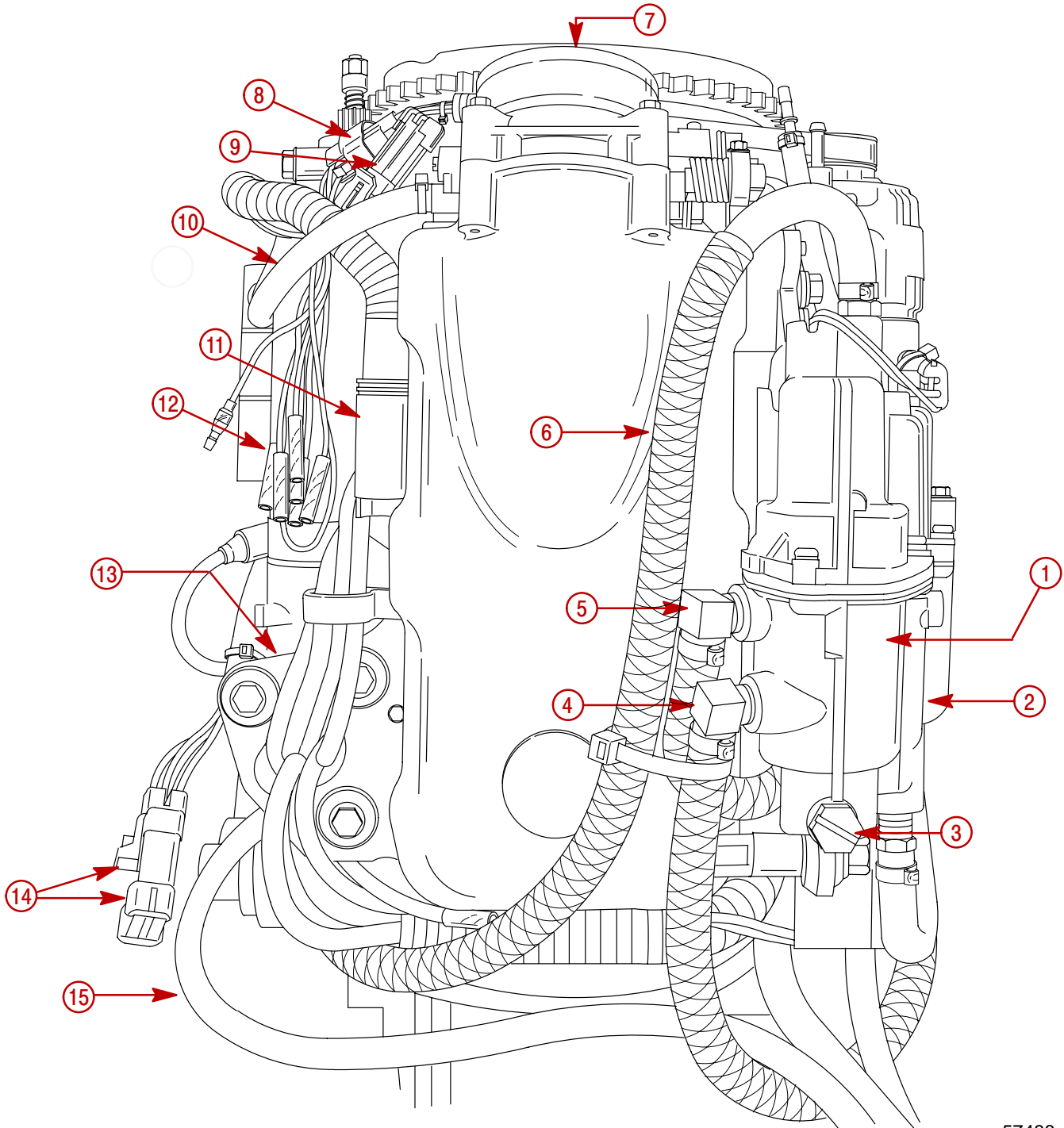


NOTE: Audible click from the oil pump will tell you the pump is priming. It may take a few minutes for the pump to complete the priming process.

11. Attempt to start engine, using a fresh fuel source. If engine starts, it should be run for at least one hour to eliminate any water in engine.
 12. If engine fails to start, determine cause (fuel, electrical or mechanical).



Model Year 2000 115/135/150 DFI Powerhead Front View



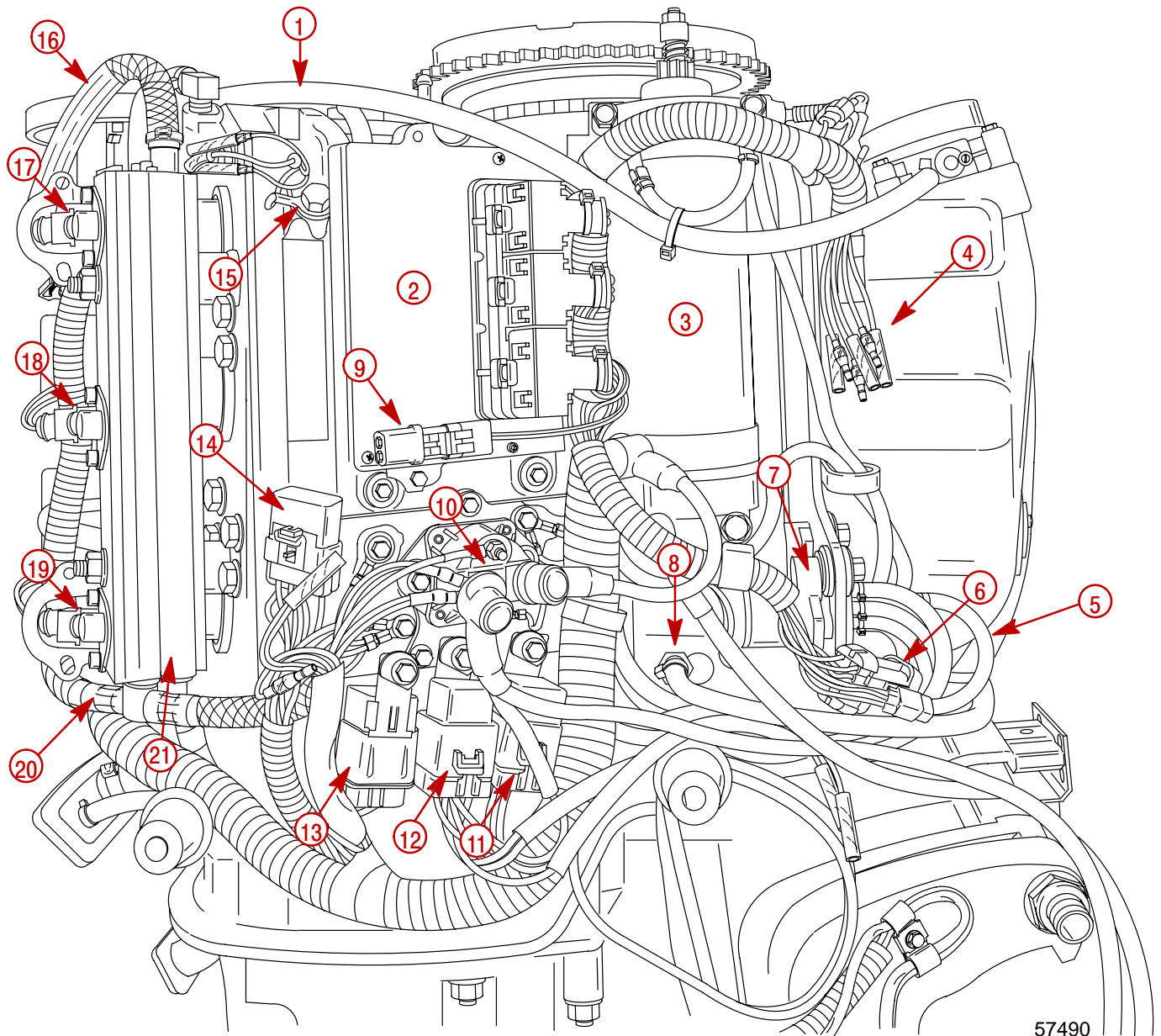
57488

- 1 - High Pressure Electric Fuel Pump (Inside Vapor Separator)
- 2 - Vapor Separator
- 3 - Vapor Separator Drain Plug
- 4 - Fuel Return Hose from Fuel Rail
- 5 - Fuel Hose Outlet from Low Pressure Electric Fuel Pump
- 6 - Fuel Hose Out to Fuel Rails (High Pressure)
- 7 - Throttle Plate Assembly
- 8 - Crank Position Sensor Harness Connection

- 9 - Air Temperature Sensor Connection
- 10 - Oil Return Hose From Air Compressor
- 11 - Engine Harness Connector
- 12 - Analog Instrument Connectors
- 13 - Electric Oil Pump (Hidden)
- 14 - Digital Instrument Connectors
- 15 - Remote Oil Tank Pressure Hose

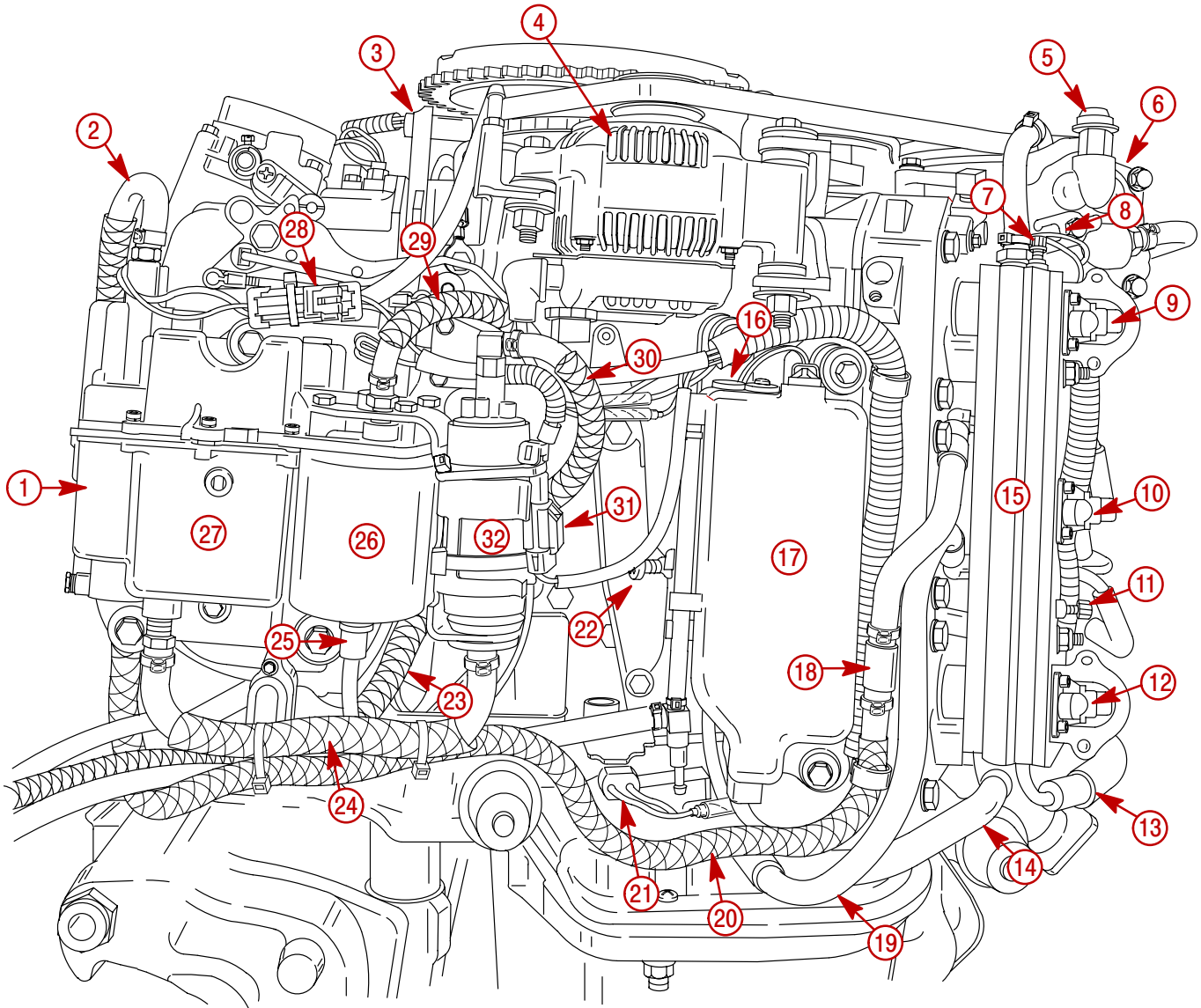


Model Year 2000 115/135/150 DFI Powerhead Starboard View



57490

- | | |
|--|---|
| 1 - Air Compressor Oil Return Line | 13 - Main Power Relay |
| 2 - Electronic Control Module | 14 - 20 Ampere Fuses (4) |
| 3 - Starter Motor | 15 - Temperature Sensor |
| 4 - Analog Instrument Connectors | 16 - 80 psi Air Hose from Air Compressor |
| 5 - Oil Hose from Oil Reservoir to Oil Pump | 17 - #1 Fuel Injector |
| 6 - Digital Instrument Connectors | 18 - #3 Fuel Injector |
| 7 - Oil Pump | 19 - #5 Fuel Injector |
| 8 - Remote Oil Tank Pressure Hose | 20 - High Pressure (90 psi) Fuel Hose |
| 9 - Digital Diagnostic Terminal Connector | 21 - Starboard Fuel Rail |
| 10 - Starter Solenoid | |
| 11 - Trim UP Relay | |
| 12 - Trim DOWN Relay | |

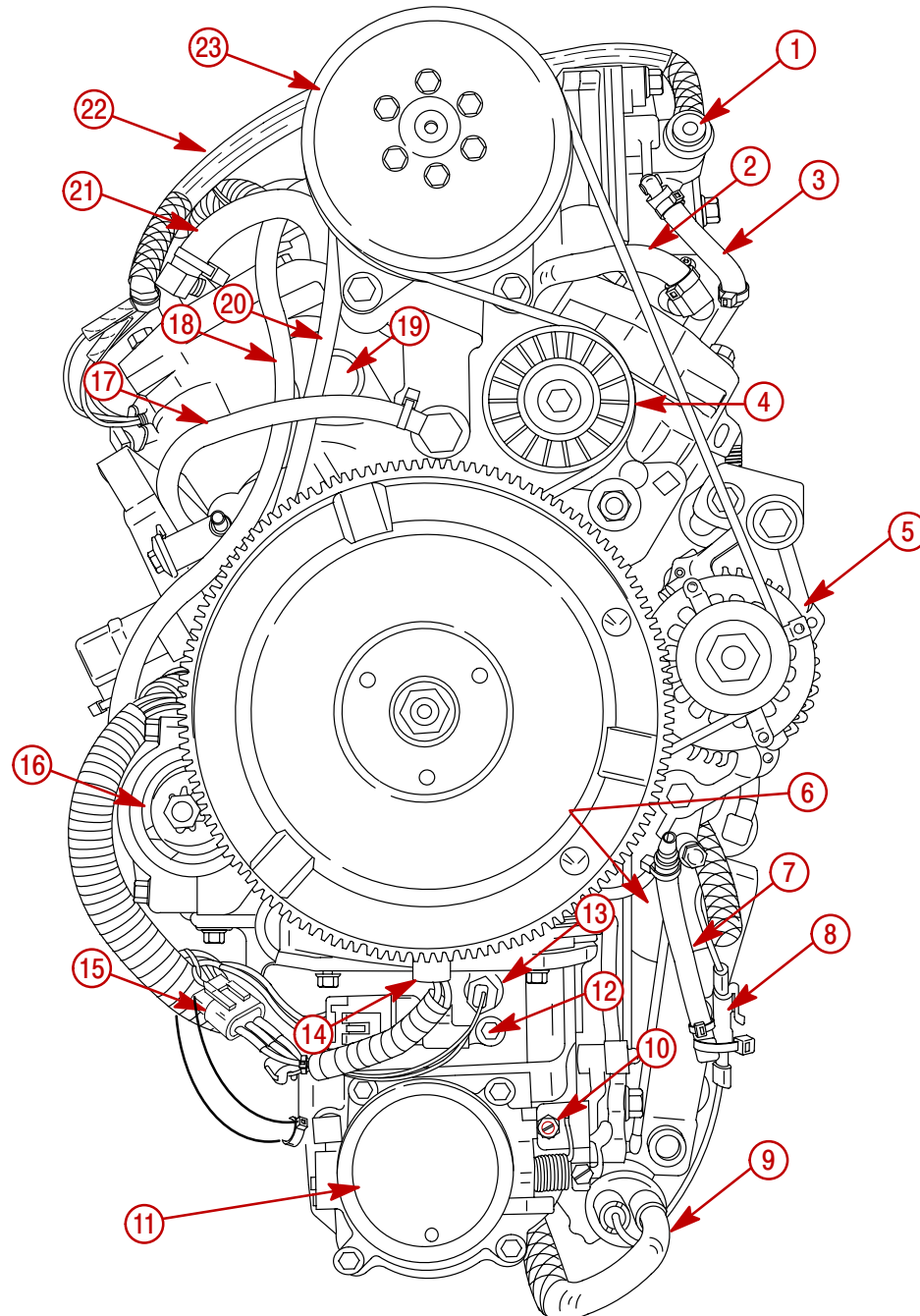
**Model Year 2000 115/135/150 DFI Powerhead Port View**

57491

- | | |
|--|---|
| 1 - High Pressure Electric Fuel Pump (inside Vapor Separator) | 17 - Oil Reservoir |
| 2 - Fuel Out (90 psi) | 18 - 40 psi Check Valve |
| 3 - Crank Position Sensor | 19 - Excess Air to Adaptor Plate |
| 4 - 60 Ampere Alternator | 20 - Excess Fuel Return to Vapor Separator |
| 5 - Air Inlet to Air Compressor | 21 - Neutral Shift Interrupt Switch |
| 6 - Air Compressor | 22 - Idle Stop Screw |
| 7 - Fuel Pressure Test Port | 23 - Fuel Inlet Hose to Pulse Pump |
| 8 - Temperature Sensor (Air Compressor) | 24 - Low Pressure Fuel Pump Inlet Hose |
| 9 - #2 Fuel Injector | 25 - Fuel/Water Sensor |
| 10 - #4 Fuel Injector | 26 - Fuel/Water Separator |
| 11 - Air Pressure Test Port | 27 - Vapor Separator |
| 12 - #6 Fuel Injector | 28 - High Pressure Electric Fuel Pump Connector |
| 13 - High Pressure Fuel | 29 - Fuel Inlet Hose to Fuel/Water Separator |
| 14 - Water Inlet to Fuel Rail from Adaptor Plate | 30 - Low Pressure Electric Fuel Pump Outlet Hose |
| 15 - Port Fuel Rail | 31 - Low Pressure Electric Fuel Pump Connector |
| 16 - Low Oil Switch | 32 - Low Pressure Electric Fuel Pump |



Model Year 2000 115/135/150 DFI Powerhead Top View

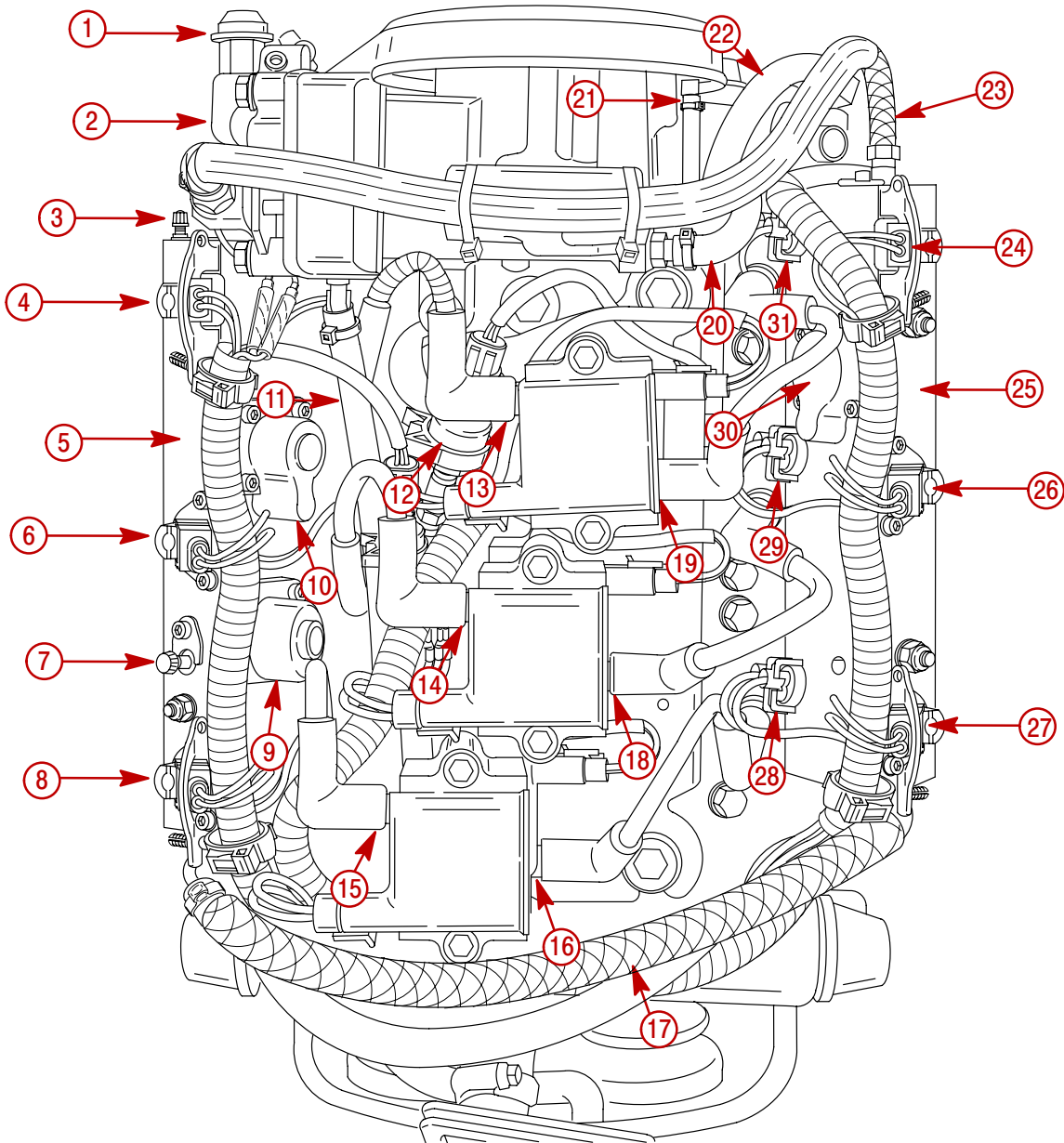


57489

- | | |
|--|---|
| 1 - Air Compressor Inlet Nozzle | 13 - Air Temperature Sensor |
| 2 - Thermostat Outlet Hose to Adaptor Plate | 14 - Crank Position Sensor |
| 3 - Water Inlet Hose to Air Compressor | 15 - Crank Position Sensor Connector |
| 4 - Belt Tensioner | 16 - Starter Motor |
| 5 - 60 Ampere Alternator | 17 - Water By-Pass Hose |
| 6 - Throttle Position Indicators (hidden) | 18 - Oil Return Hose from Air Compressor |
| 7 - Vapor Separator Vent Hose | 19 - Serial Number Plug |
| 8 - High Pressure Electric Fuel Pump Connector | 20 - Oil Hose to Air Compressor from Oil Pump |
| 9 - Fuel (90 PSI) to Fuel Rails | 21 - Thermostat Outlet Hose to Adaptor Plate |
| 10 - Throttle Plate Adjustment Screw | 22 - Air Hose (80 PSI) to Fuel Rail |
| 11 - Throttle Plate Assembly | 23 - Air Compressor |
| 12 - MAP Sensor | |



Model Year 2000 115/135/150 DFI Powerhead Aft View

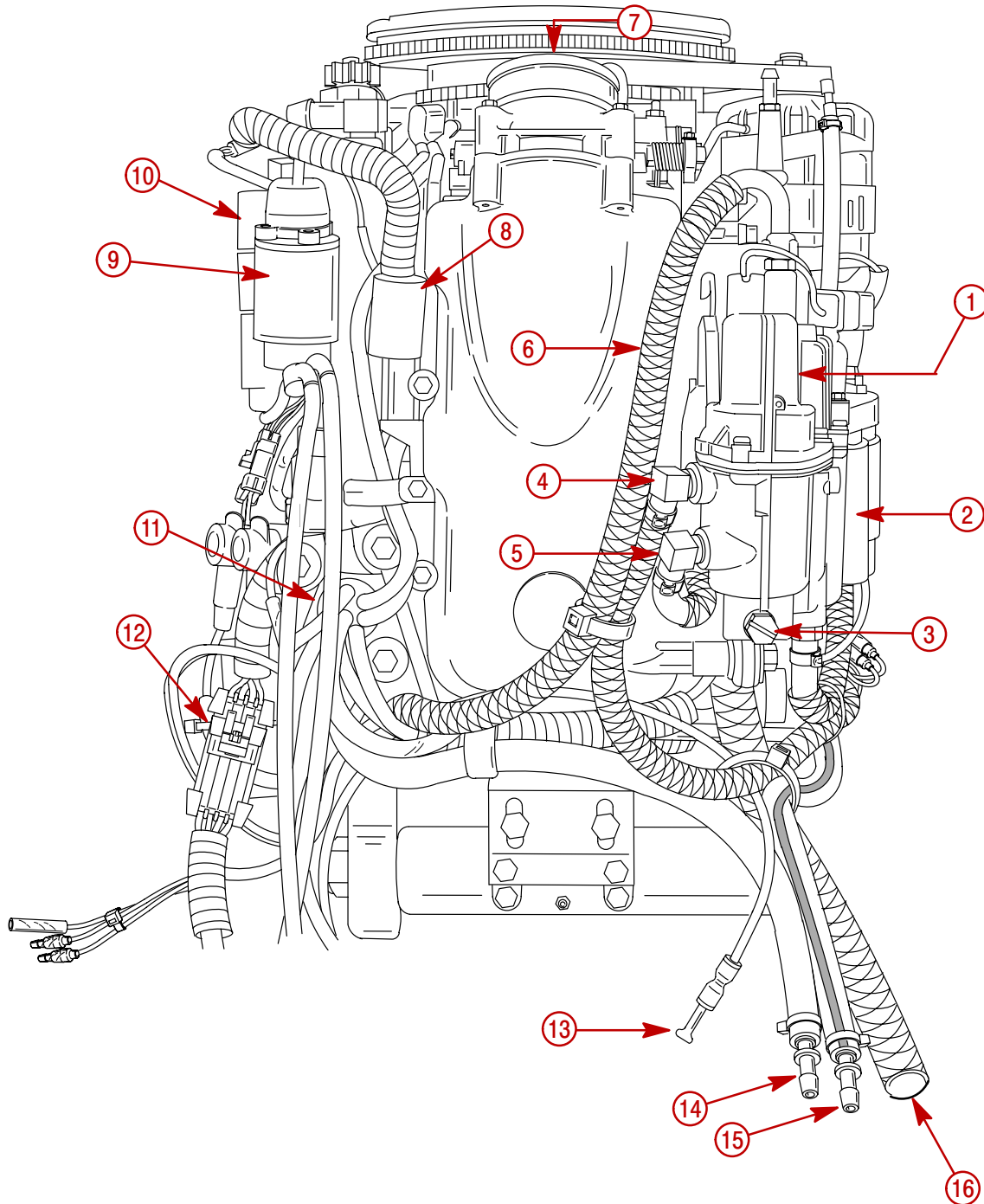


57492

- | | |
|---|---|
| 1 - Air Compressor Air Inlet | 17 - High Pressure Fuel Hose |
| 2 - Air Compressor | 18 - #3 Ignition Coil |
| 3 - Fuel Pressure Test Valve | 19 - #1 Ignition Coil |
| 4 - #2 Fuel Injector | 20 - Excess Oil Return from Air Compressor |
| 5 - Port Fuel Rail | 21 - Air Compressor Oil Inlet from Oil Pump |
| 6 - #4 Fuel Injector | 22 - Thermostat Outlet Hose to Adaptor Plate |
| 7 - Air Pressure Test Valve | 23 - Air Pressure (80 psi) |
| 8 - #6 Fuel Injector | 24 - #1 Fuel Injector |
| 9 - Air Regulator | 25 - Starboard Fuel Rail |
| 10 - Fuel Regulator | 26 - #3 Fuel Injector |
| 11 - Water Out (tell-tale) from Air Compressor | 27 - #5 Fuel Injector |
| 12 - Water Pressure Sensor | 28 - #5 Direct Injector |
| 13 - #2 Ignition Coil | 29 - #3 Direct Injector |
| 14 - #4 Ignition Coil | 30 - Tracker Valve |
| 15 - #6 Ignition Coil | 31 - #1 Direct Injector |
| 16 - #5 Ignition Coil | |



Model Year 2001 135/150/175 DFI Powerhead Front View

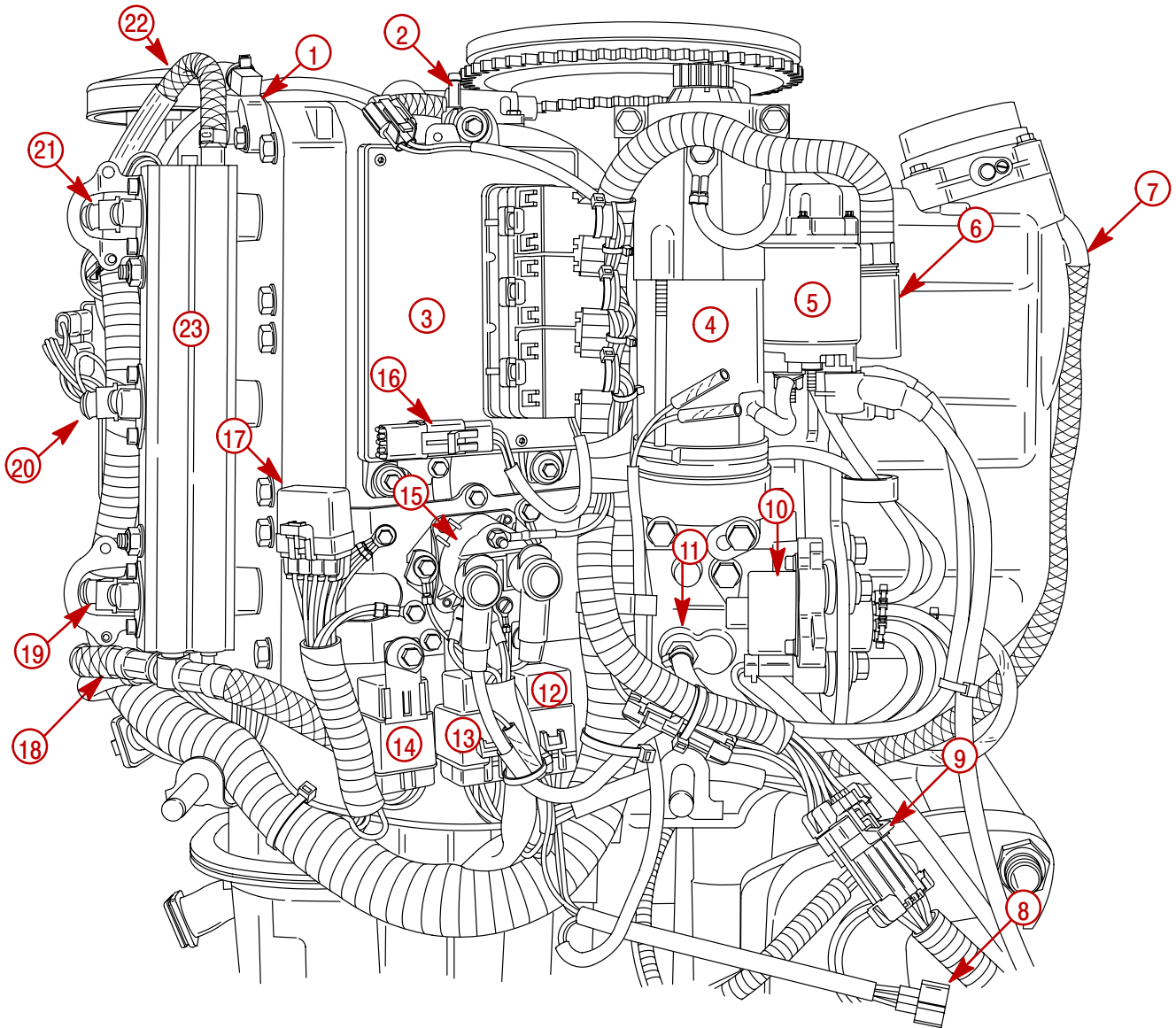


58424

- 1 - High Pressure Electric Fuel Pump (Inside Vapor Separator)
- 2 - Vapor Separator
- 3 - Vapor Separator Drain Plug
- 4 - Fuel Return Hose from Fuel Rail
- 5 - Fuel Hose Outlet from Low Pressure Electric Fuel Pump
- 6 - Fuel Hose Out to Fuel Rails (High Pressure)
- 7 - Throttle Plate Assembly
- 8 - Engine Harness Connector
- 9 - Starter Solenoid
- 10 - Starter Motor
- 11 - Electric Oil Pump (Hidden)
- 12 - Oil Tank/Fuel Tank/ Paddle Wheel for Smart-Craft Sensor Connector
- 13 - Water Pressure (GRAY); Speedometer (BLACK)
- 14 - Remote Oil Tank Pressure Hose
- 15 - Remote Oil Tank Oil Hose
- 16 - Fuel Inlet Hose



Model Year 2001 135/150/175 DFI Powerhead Starboard View

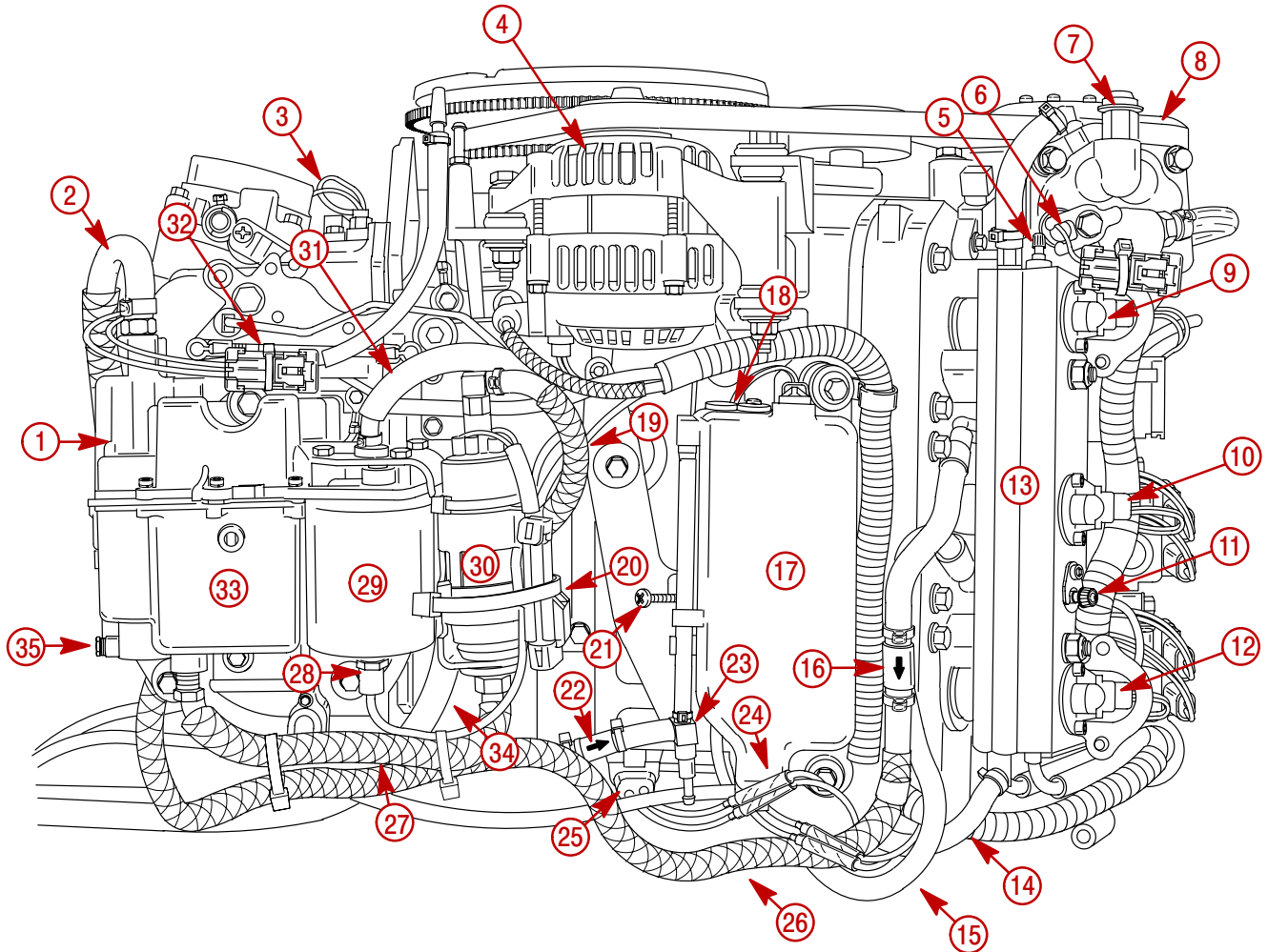


58426

- | | |
|--|---|
| 1 - Thermostat [143 F° (62 C°)] | 13 - Trim DOWN Relay |
| 2 - Crank Position Sensor | 14 - Main Power Relay |
| 3 - Electronic Control Module | 15 - Slave Solenoid |
| 4 - Starter Motor | 16 - Digital Diagnostic Terminal Connector |
| 5 - Starter Solenoid | 17 - Fuses (4) |
| 6 - Engine Harness Connector | 18 - High Pressure (90 psi) Fuel Hose |
| 7 - Fuel Hose Out to Fuel Rails (High Pressure) | 19 - #5 Fuel Injector |
| 8 - Bottom Cowl Power Trim Connector | 20 - #3 Fuel Injector |
| 9 - Oil Tank/Fuel Tank/ Paddle Wheel for Smart-Craft Sensor Connector | 21 - #1 Fuel Injector |
| 10 - Oil Pump | 22 - 80 psi Air Hose from Air Compressor |
| 11 - Remote Oil Tank Pressure Hose | 23 - Starboard Fuel Rail |
| 12 - Trim UP Relay | |



Model Year 2001 135/150/175 DFI Powerhead Port View

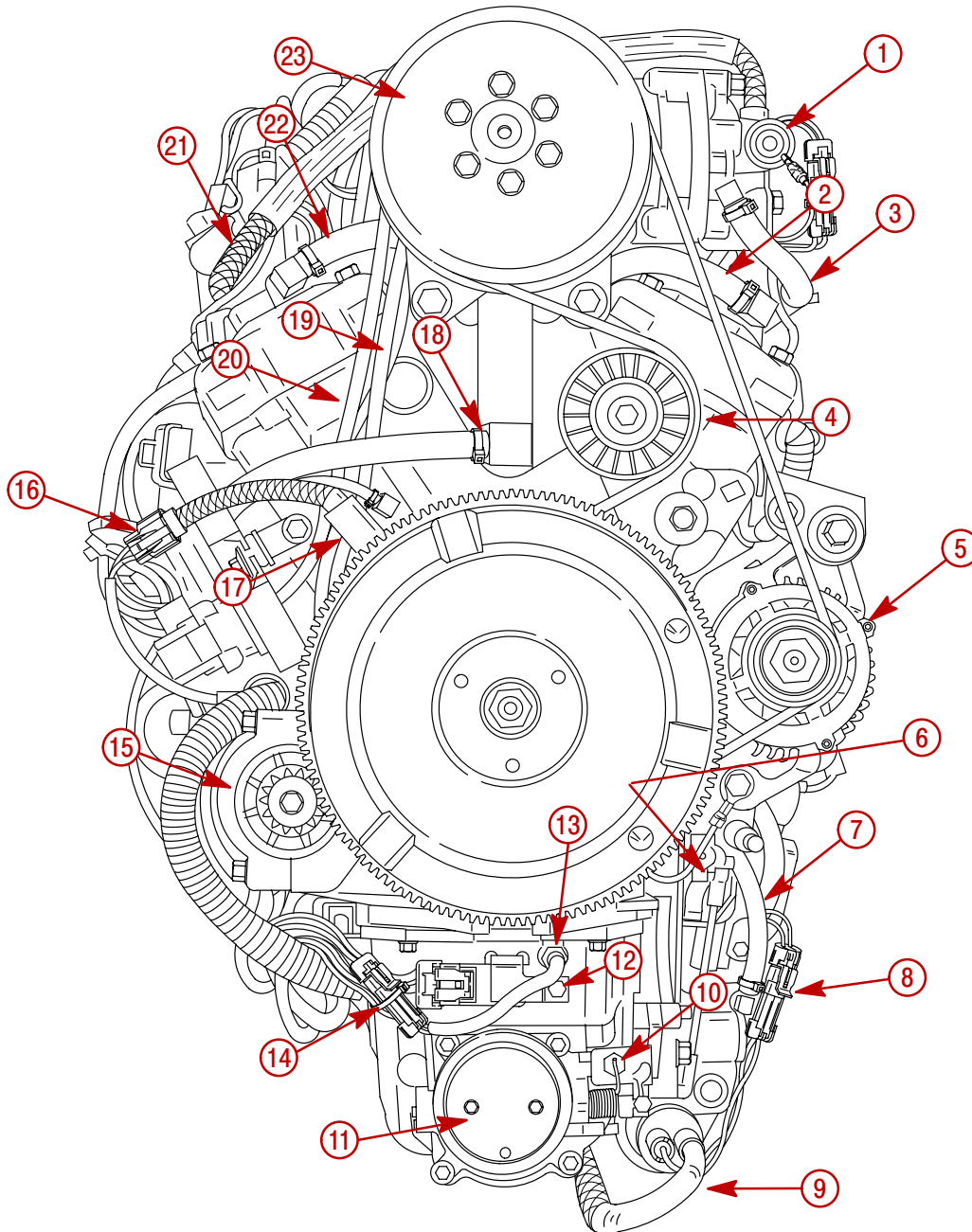


58425

- | | |
|--|---|
| 1 - High Pressure Electric Fuel Pump (inside Vapor Separator) | 19 - Low Pressure Electric Fuel Pump Outlet Hose |
| 2 - Fuel Out (90 psi) | 20 - Low Pressure Electric Fuel Pump Connector |
| 3 - Air Temperature Sensor | 21 - Idle Stop Screw |
| 4 - 60 Ampere Alternator | 22 - Inlet Oil Hose Filter |
| 5 - Fuel Pressure Test Port | 23 - 2 psi Check Valve |
| 6 - Temperature Sensor (Air Compressor) | 24 - Low Oil Switch Bullet Connectors |
| 7 - Air Inlet to Air Compressor | 25 - Neutral Shift Interrupt Switch |
| 8 - Air Compressor | 26 - Excess Fuel Return to Vapor Separator |
| 9 - #2 Fuel Injector | 27 - Low Pressure Fuel Pump Inlet Hose |
| 10 - #4 Fuel Injector | 28 - Fuel/Water Sensor |
| 11 - Air Pressure Test Port | 29 - Fuel/Water Separator |
| 12 - #6 Fuel Injector | 30 - Low Pressure Electric Fuel Pump |
| 13 - Port Fuel Rail | 31 - Fuel Inlet Hose to Fuel/Water Separator |
| 14 - Water Inlet to Fuel Rail from Adaptor Plate | 32 - High Pressure Electric Fuel Pump Connector |
| 15 - Excess Air to Adaptor Plate | 33 - Vapor Separator |
| 16 - 40 psi Check Valve | 34 - Fuel Inlet Hose to Pulse Pump |
| 17 - Oil Reservoir | 35 - Vapor Separator Drain Plug |
| 18 - Low Oil Switch | |



Model Year 2001 135/150/175 DFI Powerhead Top View

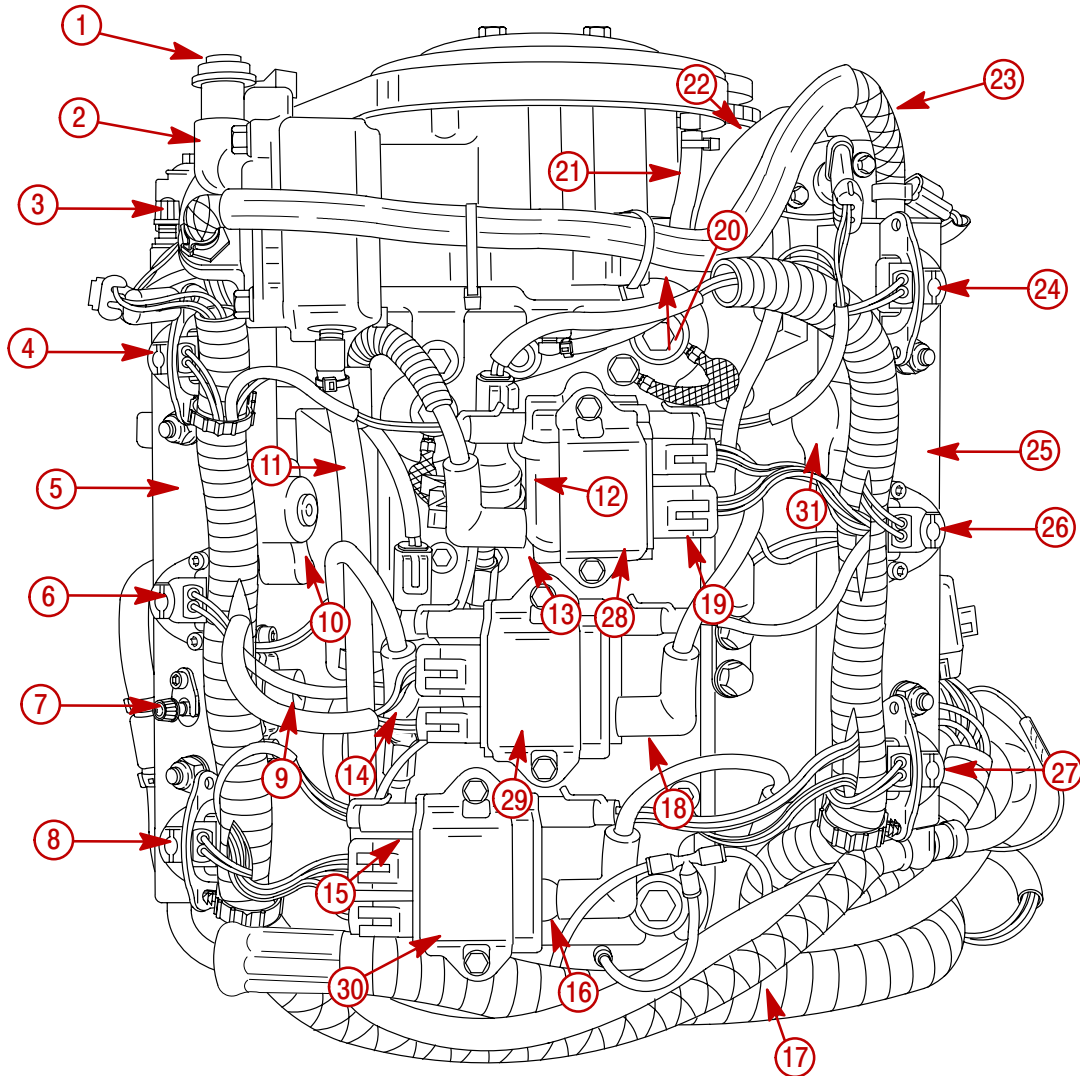


58423

- | | |
|---|--|
| 1 - Air Compressor Inlet Nozzle | 13 - Air Temperature Sensor |
| 2 - Thermostat Outlet Hose to Adaptor Plate | 14 - Air Temperature Sensor Connector |
| 3 - Water Inlet Hose to Air Compressor | 15 - Starter Motor |
| 4 - Belt Tensioner | 16 - Crank Position Sensor Connector |
| 5 - 60 Ampere Alternator | 17 - Crank Position Sensor |
| 6 - Throttle Position Indicator (hidden) | 18 - Water By-Pass Hose |
| 7 - Vapor Separator Vent Hose | 19 - Oil Hose to Air Compressor from Oil Pump |
| 8 - High Pressure Electric Fuel Pump Connector | 20 - Oil Return Hose from Air Compressor |
| 9 - Fuel (90 PSI) to Fuel Rails | 21 - Air Hose (80 PSI) to Fuel Rail |
| 10 - Throttle Plate Adjustment Screw | 22 - Thermostat Outlet Hose to Adaptor Plate |
| 11 - Throttle Plate Assembly | 23 - Air Compressor |
| 12 - MAP Sensor | |



Model Year 2001 135/150/175 DFI Powerhead Aft View



58443

- | | |
|---|---|
| 1 - Air Compressor Air Inlet | 17 - High Pressure Fuel Hose |
| 2 - Air Compressor | 18 - #3 Ignition Coil |
| 3 - Fuel Pressure Test Valve | 19 - #1 Ignition Coil |
| 4 - #2 Fuel Injector | 20 - Excess Oil Return from Air Compressor |
| 5 - Port Fuel Rail | 21 - Air Compressor Oil Inlet from Oil Pump |
| 6 - #4 Fuel Injector | 22 - Thermostat Outlet Hose to Adaptor Plate |
| 7 - Air Pressure Test Valve | 23 - Air Pressure (80 psi) |
| 8 - #6 Fuel Injector | 24 - #1 Fuel Injector |
| 9 - Air Regulator | 25 - Starboard Fuel Rail |
| 10 - Fuel Regulator | 26 - #3 Fuel Injector |
| 11 - Water Out (tell-tale) from Air Compressor | 27 - #5 Fuel Injector |
| 12 - Water Pressure Sensor | 28 - Cyl. #1 and 2 Coil Driver |
| 13 - #2 Ignition Coil | 29 - Cyl. # 3 and 4 Coil Driver |
| 14 - #4 Ignition Coil | 30 - Cyl. # 5 and 6 Coil Driver |
| 15 - #6 Ignition Coil | 31 - Tracker Valve |
| 16 - #5 Ignition Coil | |



Painting Procedures

Cleaning & Painting Aluminum Propellers & Gear Housings

⚠ WARNING

Avoid serious injury from flying debris. Avoid serious injury from airborne particles. Use eye and breathing protection with proper ventilation.

PROPELLERS

1. Sand the entire area to be painted with 3M 120 Regalite Polycut or coarse Scotch-Brite, disc or belts.
2. Feather edges of all broken paint edges. Try not to sand through the primer.
3. Clean the surface to be painted using PPG Industries DX330 Wax and Grease Remover or equivalent (Xylene or M.E.K.).
4. If bare metal has been exposed, use Quicksilver's Light Gray Primer.
5. Allow a minimum of 1 hour dry time and no more than 1 week before applying the finish coat.
6. Apply the finish coat using Quicksilver's EDP Propeller Black.

GEAR HOUSINGS

The following procedures should be used in refinishing gear housings. This procedure will provide the most durable paint system available in the field. The materials recommended are of high quality and approximate marine requirements. The following procedure will provide a repaint job that compares with a properly applied factory paint finish. It is recommended that the listed materials be purchased from a local Ditzler Automotive Finish Supply Outlet. The minimum package quantity of each material shown following is sufficient to refinish several gear housings.

Procedure:

1. Wash gear housing with a muriatic acid base cleaner to remove any type of marine growth, and rinse with water, if necessary.
2. Wash gear housing with soap and water, then rinse.
3. Sand blistered area with 3M 180 grit sandpaper or P180 Gold Film Disc to remove paint blisters only. Feather edge all broken paint edges.
4. Clean gear housing thoroughly with (DX-330) wax and grease remover.
5. Spot repair surfaces where bare metal is exposed with (DX-503) alodine treatment.

IMPORTANT: Do not use any type of aerosol spray paints as the paint will not properly adhere to the surface nor will the coating be sufficiently thick to resist future paint blistering.

6. Mix epoxy chromate primer (DP-40) with equal part catalyst (DP-401) per manufacturers instructions, allowing proper induction period for permeation of the epoxy primer and catalyst.
7. Allow a minimum of one hour drying time and no more than one week before top coating assemblies.
8. Use Ditzler Urethane DU9000 for Mercury Black, DU34334 for Mariner Grey, and DU35466 for Force Charcoal, and DU33414M for Sea Ray White. Catalyze all four colors with Ditzler DU5 catalyst mixed 1:1 ratio. Reduce with solvents per Ditzler label.

**⚠ CAUTION**

Be sure to comply with instructions on the label for ventilation and respirators. Using a spray gun, apply one half to one mil even film thickness. Let dry, flash off for five minutes and apply another even coat of one half to one mil film thickness. This urethane paint will dry to the touch in a matter of hours, but will remain sensitive to scratches and abrasions for a few days.

9. The type of spray gun used will determine the proper reduction ratio of the paint.

IMPORTANT: Do not paint sacrificial zinc trim tab or zinc anode.

10. Cut out a cardboard “plug” for trim tab pocket to keep paint off of mating surface to maintain good continuity circuitry between trim tab and gear housing.

Decal Application

Decal Removal

1. Mark decal location before removal to assure proper alignment of new decal.
2. Carefully soften decal and decal adhesive with a heat gun or heat blower while removing old decal.
3. Clean decal contact area with a 1:1 mixture of isopropyl alcohol and water.
4. Thoroughly dry decal contact area and check for a completely cleaned surface.

Instructions for “Wet” Application

NOTE: The following decal installation instructions are provided for a “Wet” installation. *All decals should be applied wet.*

TOOLS REQUIRED

1. Plastic Squeegee*
2. Stick Pin
3. Dish Washing **Liquid/Detergent without ammonia**** “Joy” and “Drift” are known to be compatible for this process.

* Automotive Body Filler Squeegee

** Do not use a soap that contains petroleum based solvents.

SERVICE TIP: Placement of decals using the “Wet” application will allow time to position decal. Read entire installation instructions on this technique before proceeding.

TEMPERATURE

IMPORTANT: Installation of vinyl decals should not be attempted while in direct sunlight. Air and surface temperature should be between 60°F (15°C) and 100°F (38°C) for best application.

SURFACE PREPARATION

IMPORTANT: Do not use a soap or any petroleum based solvents to clean application surface.

Clean entire application surface with mild dish washing liquid and water. Rinse surface thoroughly with clean water.



DECAL APPLICATION

1. Mix $\frac{1}{2}$ ounce (16 ml) of dish washing liquid in one gallon (4 l) of cool water to use as wetting solution.

NOTE: Leave protective masking, if present, on the face of decal until final steps of decal installation. This will ensure that the vinyl decal keeps its shape during installation.

2. Place the decal face down on a clean work surface and remove the paper backing from “adhesive side” of decal.
3. Using a spray bottle, flood the entire “adhesive side” of the decal with the pre-mixed wetting solution.
4. Flood area where the decal will be positioned with wetting solution.
5. Position pre-wetted decal on wetted surface and slide into position.
6. Starting at the center of the decal, “**lightly**” squeegee out the air bubbles and wetting solution with overlapping strokes to the outer edge of the decal. Continue going over the decal surface until all wrinkles are gone and adhesive bonds to the cowl surface.
7. Wipe decal surface with soft paper towel or cloth.
8. **Wait 10 - 15 minutes.**
9. Starting at one corner, “carefully and slowly” pull the masking off the decal surface at a 180° angle.

NOTE: To remove any remaining bubbles, pierce the decal at one end of the bubble with stick pin and press out the entrapped air or wetting solution with your thumb (moving toward the puncture).



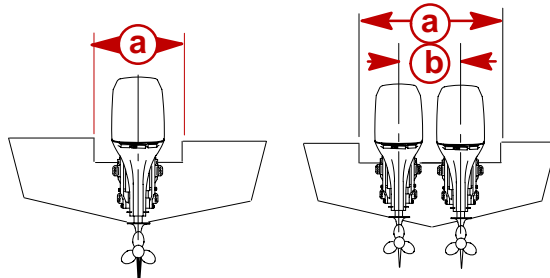
IMPORTANT INFORMATION

Section 1D - Outboard Motor Installation

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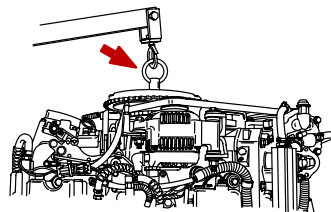
Installation Specifications



a – Transom Opening – Minimum Single Engine – 33-3/8 in. (848 mm) Dual Engines – 59-3/4 in. (1518 mm)
b – Engine Center Line For Dual Engine 26 in. (660mm) Minimum

Lifting Outboard

Electric Start Models – Remove plastic cap from flywheel hub. Thread lifting ring into flywheel a minimum of 5 turns. Replace plastic cap after installation.

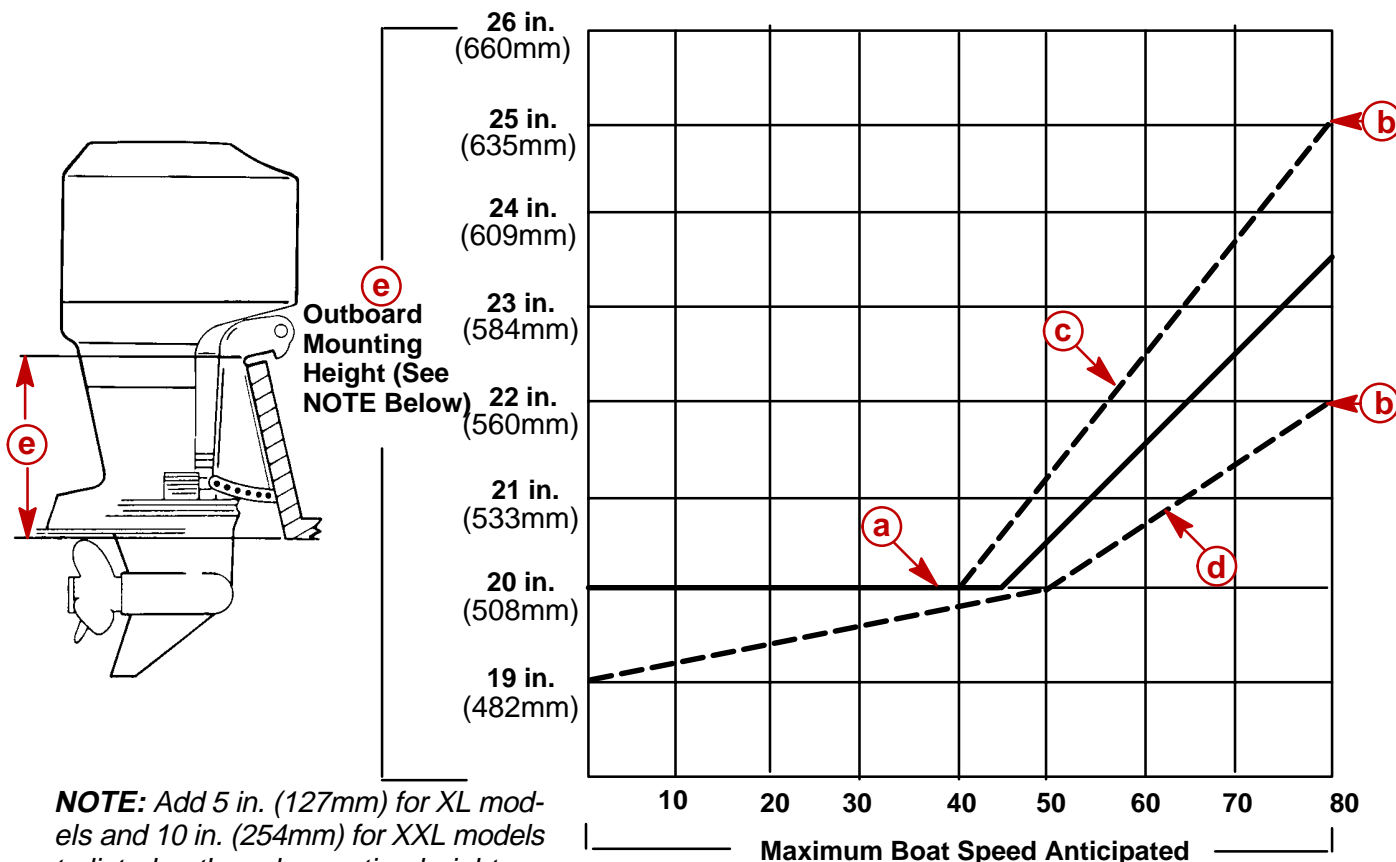


57497



Installing Outboard to Boat Transom

Determining Recommended Outboard Mounting Height



NOTICE TO INSTALLER:

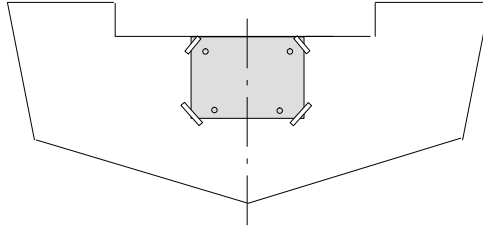
1. The outboard should be mounted high enough on the transom so that the exhaust relief hole will stay at least 1 in. (25.4 mm) above the water line when the engine is running at idle speed. This will prevent exhaust restriction.
2. The mounting height (e) of the outboard must not exceed 25 in. (635 mm) for L models, 30 in. (762 mm) for XL models and 35 in. (889 mm) for XXL models. Mounting the outboard higher may cause damage to the gear case components.
 - a. This solid line is recommended to determine the outboard mounting height. Increasing the height of outboard generally will provide the following: 1) Less steering torque, 2) more top speed, 3) greater boat stability, but, 4) will cause more prop "break loose" which may be particularly noticeable when planing off or with heavy load.
 - b. These broken lines represent the extremes of known successful outboard mounting height dimensions.
 - c. This line may be preferred to determine outboard mounting height dimension, if maximum speed is the only objective.
 - d. This line may be preferred to determine outboard mounting height dimension for dual outboard installation.
 - e. Outboard mounting height (height of outboard transom brackets from bottom of boat transom). For heights over 22 in. (560mm), a propeller, that is designed for surfacing operation is usually preferred.



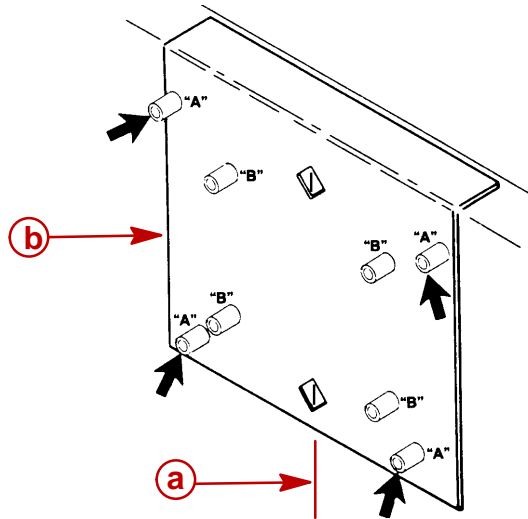
Installing Outboard

Drilling Outboard Mounting Holes

1. Attach (tape) engine mounting template (located with the installation manual) to boat transom.

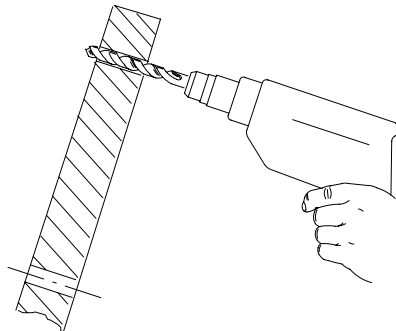


IMPORTANT: If using “Transom Drilling Fixture” (part number 91-98234A2), use drill guide holes marked “A” when drilling outboard mounting holes.



- a** - Centerline of Transom
- b** - Transom Drilling Fixture (91-98234A2)

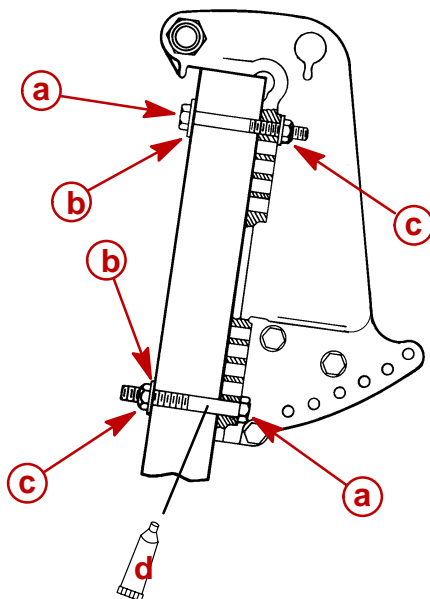
2. Mark and drill four $17/32$ in. (13.5mm) mounting holes.





Securing Outboard To Boat Transom

1. Refer to "Determining Recommended Outboard Motor Mounting Height", preceding and Install outboard to the nearest recommended mounting height.
2. Fasten outboard with provided mounting hardware shown.

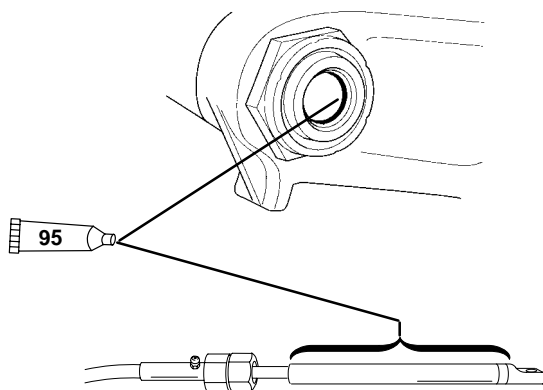


- a** - 1/2 In. Diameter Bolts (4)
- b** - Flat Washers (4)
- c** - Locknuts (4)
- d** - Marine Sealer - Apply to Shanks of Bolts, Not Threads

Steering Cable

STARBOARD SIDE ROUTED CABLE

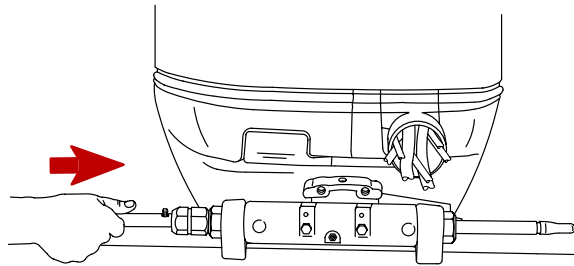
1. Lubricate O-ring seal and entire cable end.



 2-4-C With Teflon (92-825407A12)

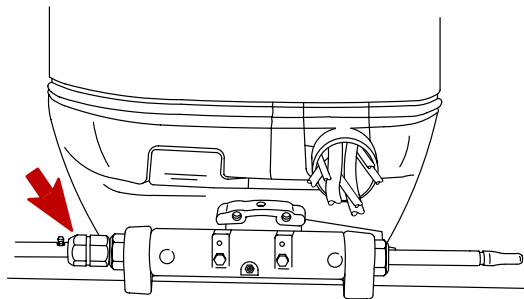


2. Insert steering cable into tilt tube.



57832

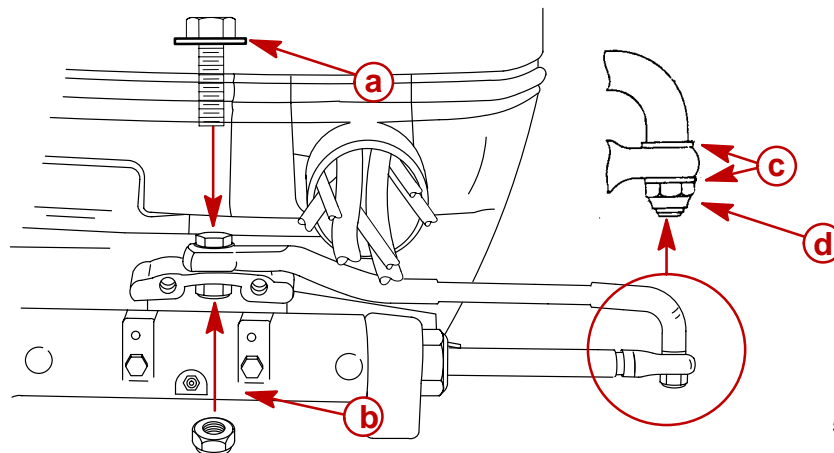
3. Torque nut to 35 lb. ft. (47.5 N-m).



57833

Steering Link Rod

1. Install steering link rod per illustration.



57834

- a** - Special Bolt (10-90041) Torque to 20 lb-ft (27 N-m)
- b** - Nylon Insert Locknut (11-34863) Torque to 20 lb-ft (27 N-m)
- c** - Flat Washer (2)
- d** - Nylon Insert Locknut (11-34863) Tighten Locknut Until it Seats, Then Back Nut Off 1/4 Turn

IMPORTANT: The steering link rod that connects the steering cable to the engine must be fastened using special washer head bolt (“a” – Part Number 10-14000) and self locking nuts (“b” & “c” – Part Number 11-34863). These locknuts must never be replaced with common nuts (non locking) as they will work loose and vibrate off freeing the link rod to disengage

WARNING

Disengagement of a steering link rod can result in the boat taking a full, sudden, sharp turn. This potentially violent action can cause occupants to be thrown overboard exposing them to serious injury or death.

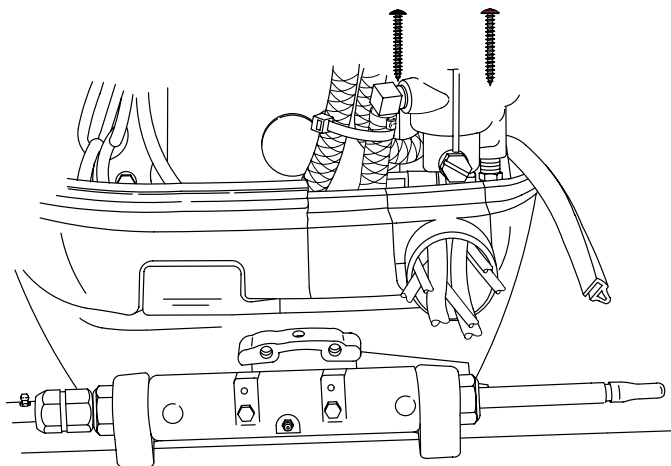


Electrical, Hoses and Control Cables

IMPORTANT: Warning Horn Requirement – The remote control or key switch assembly must be wired with a warning horn. This warning horn is used with the engine warning system.

Installation Note

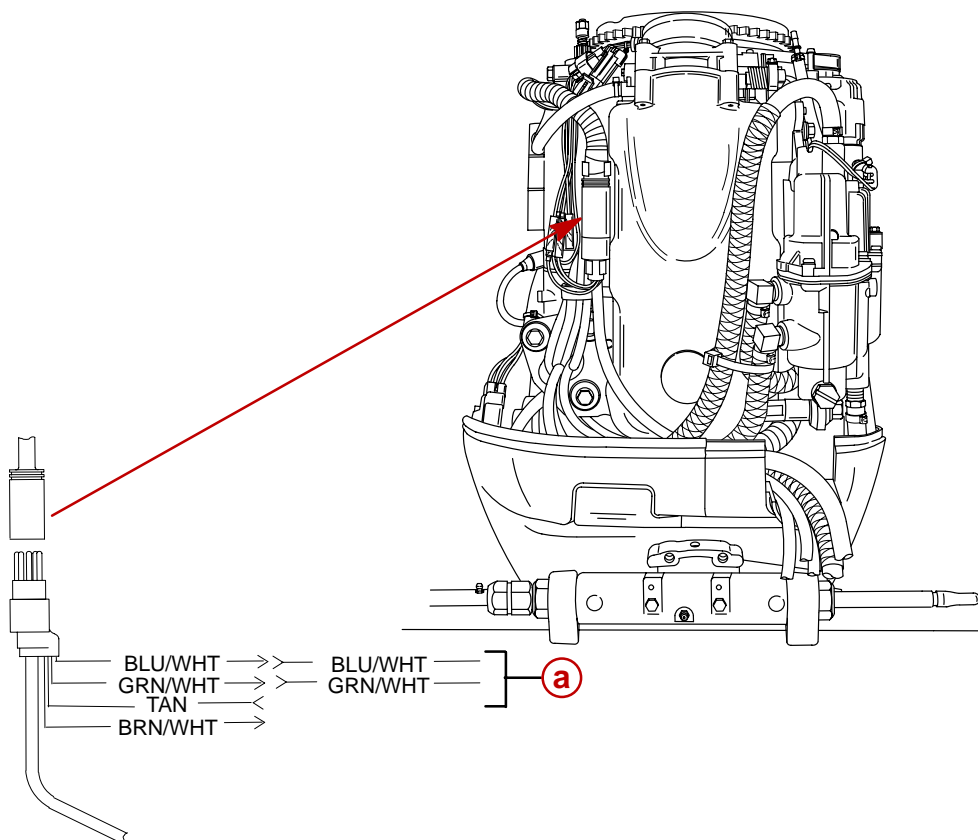
Open the front clamp assembly.



57841

Remote Wiring Harness

1. Connect wiring. Place harness into the holder.

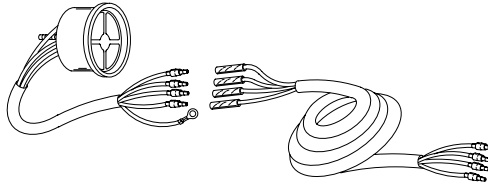


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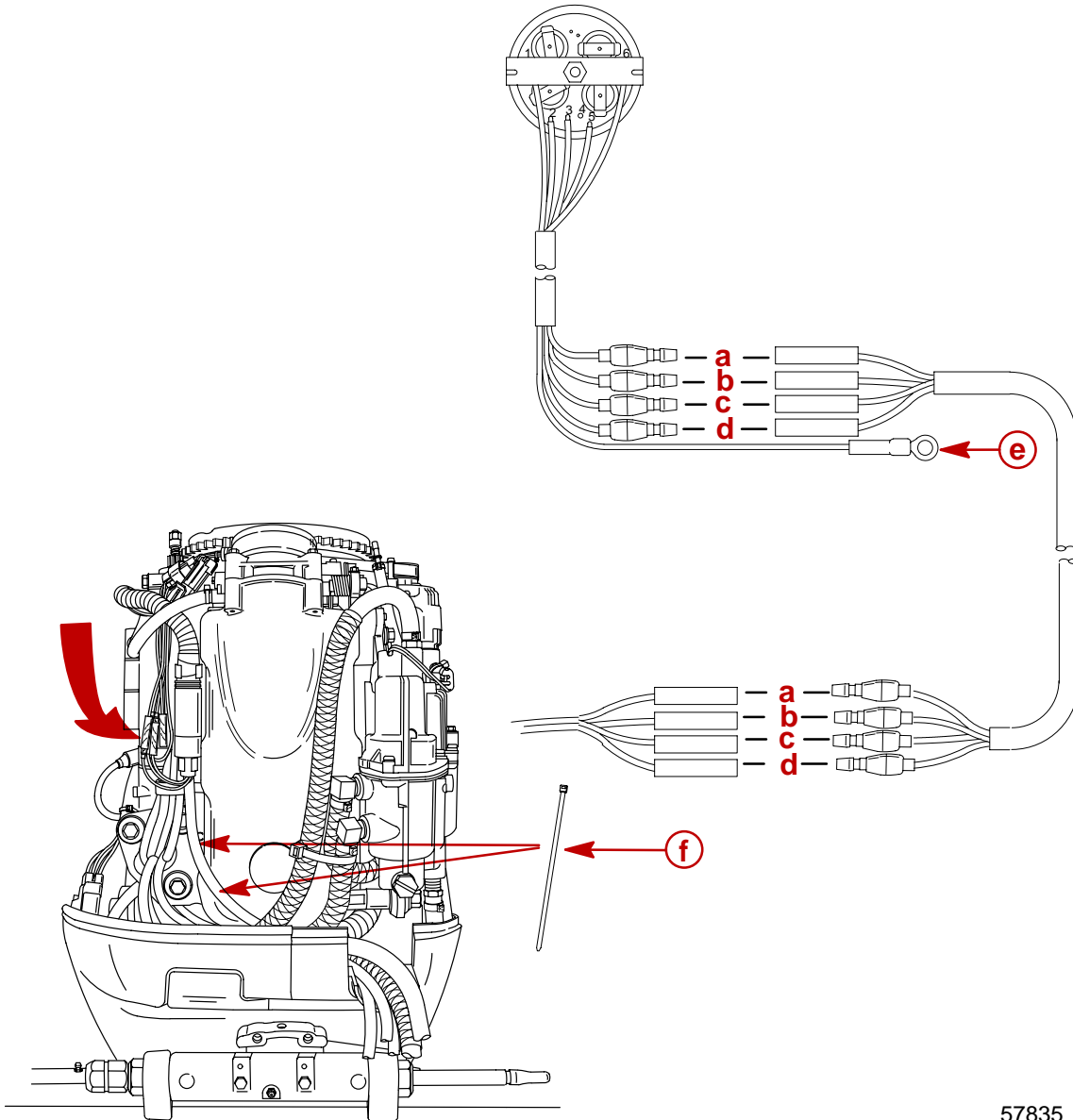
a - Power Trim Connections



Four Function Warning Gauge Harness (Model Year 2000 Only)



Connect the harness extension to gauge and engine.



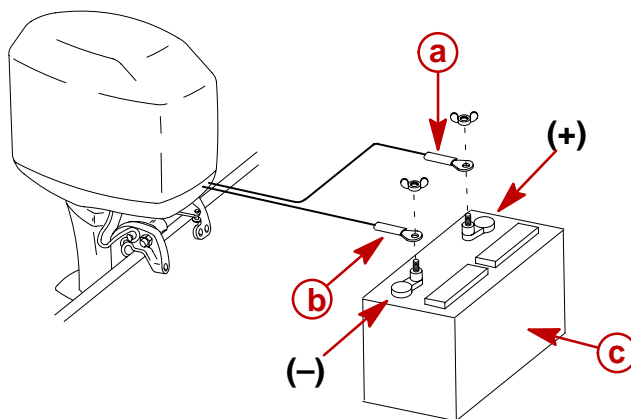
57835

- a** - TAN/BLACK
- b** - TAN/WHITE
- c** - PINK/LT. BLUE to PINK/LT. BLUE
- d** - ORANGE
- e** - Connect PURPLE to 12 Volt Source or Adjacent Gauge
- f** - Sta-Straps – Fasten Wiring to Prevent Catching on Cowl



Battery Cables

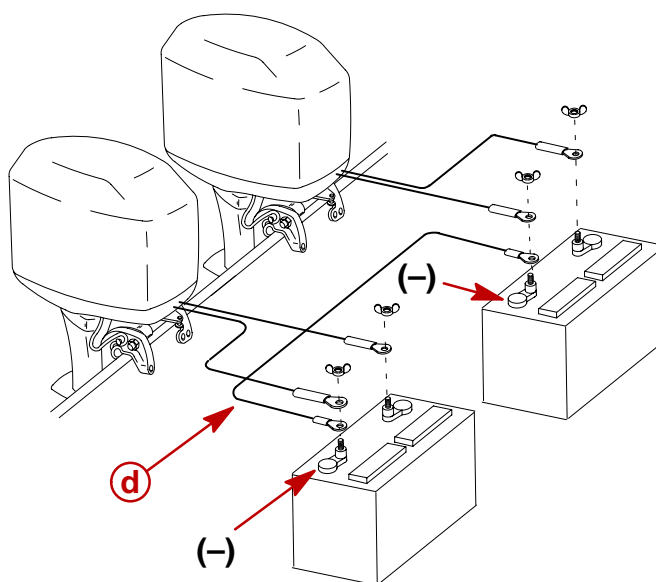
SINGLE OUTBOARD



- a** - RED Sleeve (Positive)
- b** - BLACK Sleeve (Negative)
- c** - Starting Battery

DUAL OUTBOARD

Connect a common ground cable (wire size same as engine battery cables) between NEGATIVE (-) terminals on starting batteries.



- d** - Common Ground Cable



Fuel Hose Connection

Fuel Hose Size – Minimum fuel line inside diameter (I.D.) is 5/16 in. (8mm), with separate fuel line/fuel tank pickup for each engine.

Fasten remote fuel hose to fitting with hose clamp.

Oil Hose Connections

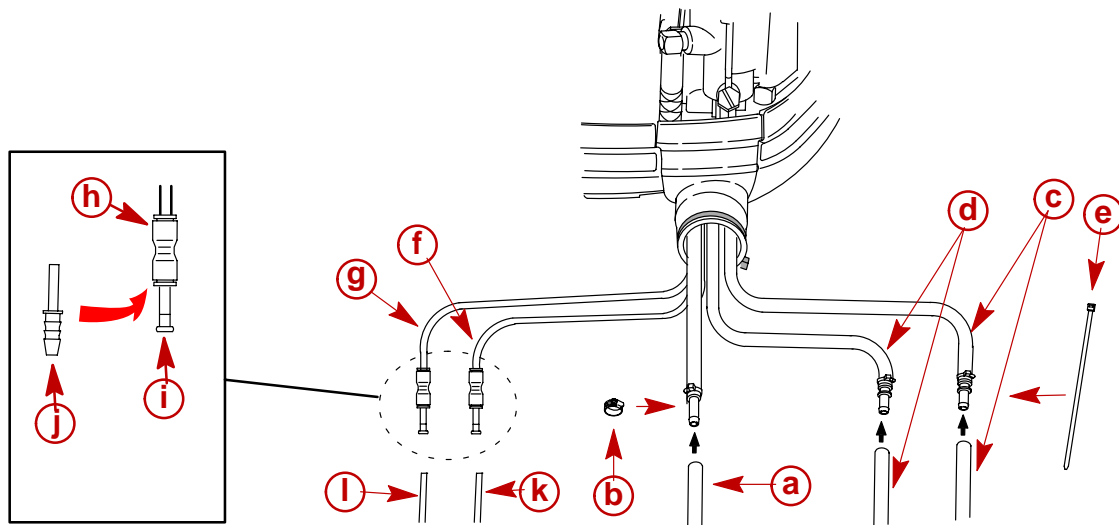
Connect the remote oil hoses to the engine hose connections as shown. Fasten hose connections with sta-straps.

Speedometer Tubing Connection (Models without SmartCraft Gauges)

This outboard has a speedometer water pick-up located in the leading edge of the gear case. If you want to use this water pickup for the speedometer, connect the water tubing as shown.

Water Pressure Tubing Connection (Models without SmartCraft Gauges)

If the boat is equipped with a water pressure gauge, make the water connection to this tubing as shown.



- a** - Remote Fuel Hose
- b** - Hose Clamp – Secure Remote Fuel Hose
- c** - Oil Hoses with Blue Stripe - Secure With Sta-Strap
- d** - Oil Hoses without Blue Stripe - Secure With Sta-Strap
- e** - Sta-Strap (2) - Secure Oil Hoses
- f** - *Speedometer Water Pickup Tubing (Black Color)
- g** - Water Pressure Tubing (Gray Color)
- h** - Coupler – Push In on End of Coupler to Disconnect Plug or Tubing
- i** - Plug – Remove when Making Coupler Connection
- j** - Barb Hose Fitting (2) Provided with Outboard – Install this fitting into Coupler, if a Rubber Hose Connection is Required
- k** - Speedometer Hose – Insert the barb hose fitting (j) into Coupler and Connect Hose
- l** - Water Pressure Tube – Insert into Coupler, Pull on Tube to Verify That it is Locked

NOTE: Model 2001 outboards using conventional speedometers (non-Smart Craft) requires that the BLACK speedometer hose be disconnected from speedometer sensor on the back of the engine block. The hose is rerouted out through the bottom cowl with other hoses/cables.



Shift Cable

Install cables into the remote control following the instructions provided with the remote control.

NOTE: Install the shift cable to the engine first. The shift cable is the first cable to move when the remote control handle is moved out of neutral.

COUNTER ROTATION OUTBOARDS

Counter rotating (left hand) gear cases can be identified by a “L” stamped into the end of the propeller shaft.

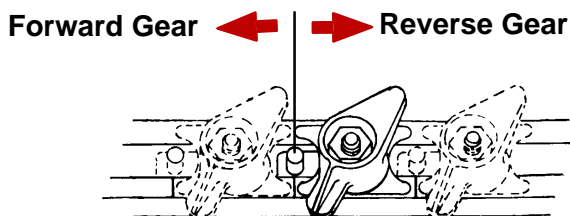
The Quicksilver Dual Engine Console Mount Control, P/N 88688A22 or 88688A52, is required to shift the counter rotation outboard. The installation instructions shipped with the control explain the procedure required to connect this control to a counter rotation outboard.

IMPORTANT: If the counter rotation outboard is rigged similar to a standard rotation outboard OR if a standard rotation outboard is rigged similar to a counter rotation outboard, the reverse gear and bearing in the gear case must function as forward gear. THE REVERSE GEAR/BEARING ARE NOT DESIGNED TO CARRY THE SUSTAINED LOADS THAT ARE GENERATED WHEN RUNNING UNDER CONSTANT HIGH RPM AND THRUST CONDITIONS.

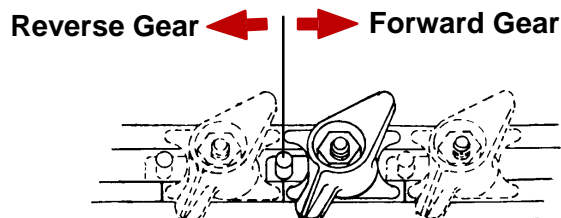
OUTBOARD SHIFTING DIRECTION

On counter rotation outboards, the shift linkage moves in the opposite direction compared to a standard rotation outboard.

STANDARD ROTATION GEAR OUTBOARDS



COUNTER ROTATION OUTBOARDS



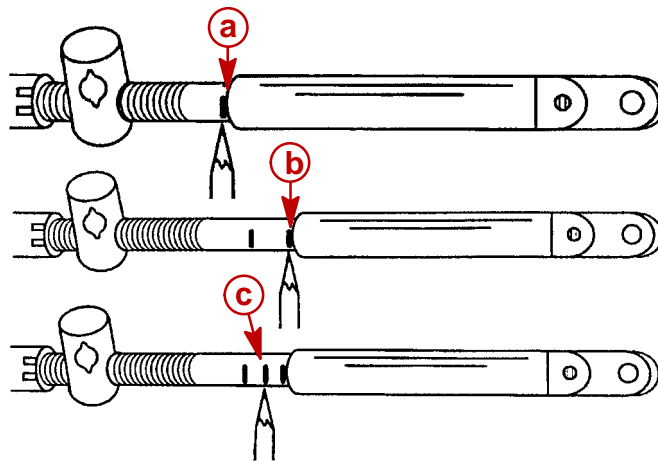


Installation

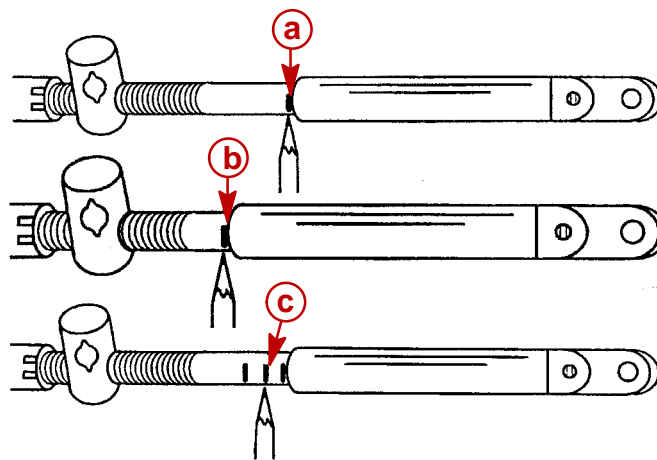
IMPORTANT: Step 1 must be followed for proper adjustment of the shift cable.

1. Locate the center point of the slack or lost motion that exists in the shift cable as follows:
 - a. Move the remote control handle from neutral into forward and advance the handle to full speed position. Slowly return the handle back to the neutral. Place a mark (a) on the cable against the cable end guide.
 - b. Move the remote control handle from neutral into reverse and advance the handle to full speed position. Slowly return the handle back to the neutral. Place a mark (b) on the cable against the cable end guide.
 - c. Make a center mark (c), midway between marks ("a" and "b"). Align the cable end guide against this center mark when installing cable to the engine.

STANDARD ROTATION OUTBOARDS

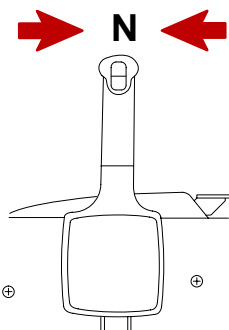


COUNTER ROTATION OUTBOARDS

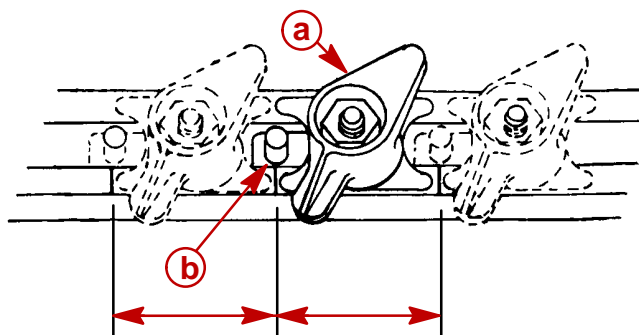




2. Position remote control and outboard into neutral.

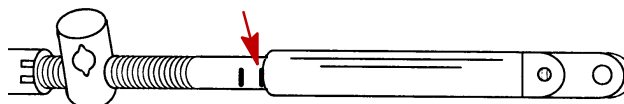


3. Slide the shift cable retainer forward until resistance is felt, then slide cable anchor toward rear until resistance is felt. Center the anchor pin between resistance points.

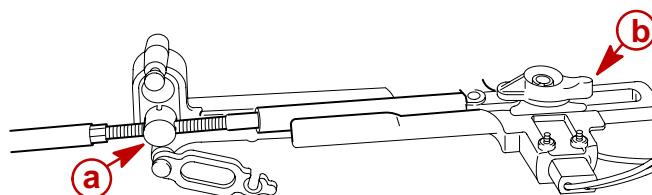


- a** - Shift Cable Retainer
- b** - Anchor Pin

4. Align the shift cable end guide with the center mark as instructed in Step 1.



5. Place shift cable on anchor pin. Adjust cable barrel so it slips freely into the barrel holder.
6. Secure shift cable with shift cable retainer.



- a** - Cable Barrel
- b** - Shift Cable Retainer

7. Check shift cable adjustments as follows:
 - a. With remote control in forward, the propshaft should lock solidly in gear. If it does not, adjust cable barrel closer to cable end guide.
 - b. Shift remote control into neutral. The propshaft should turn freely without drag. If not, adjust barrel away from cable end guide. Repeat steps a and b.
 - c. Shift remote control into reverse while turning propeller. The propshaft should lock solidly in gear. If not, adjust barrel away from cable end guide. Repeat steps a thru c.

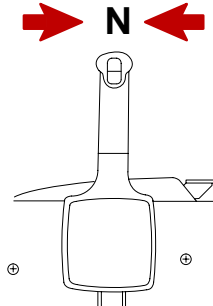


- d. Return remote control handle to neutral. The propeller should turn freely without drag. If not, adjust barrel closer to cable end guide. Repeat steps a thru d.

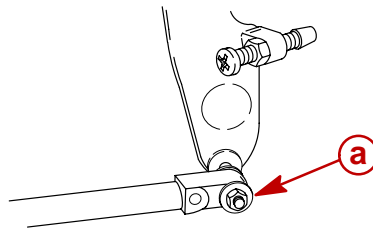
Throttle Cable

INSTALLATION

1. Position remote control into neutral.



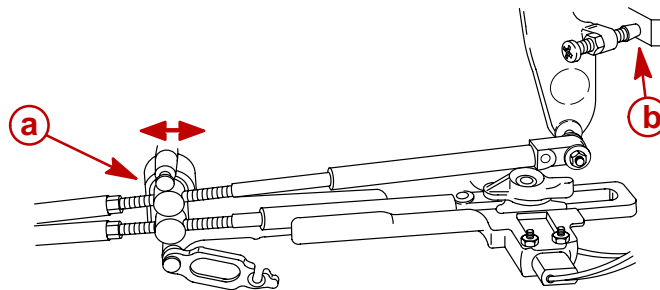
2. Attach throttle cable to the throttle lever. Secure with washer and locknut.



57837

- a** - Washer and Locknut – Tighten locknut and back off 1/4 turn

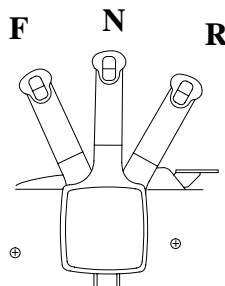
3. Adjust the cable barrel so that the installed throttle cable will hold the idle stop screw against the stop.



57838

- a** - Cable Barrel – Adjust To Hold Idle Stop Screw Against Stop
b - Idle Stop Screw

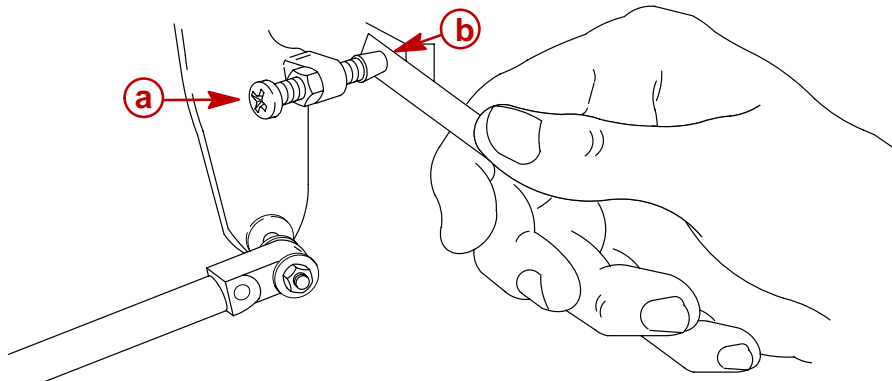
4. Check throttle cable adjustment as follows:
 - a. Shift outboard into gear a few times to activate the throttle linkage. Make sure to rotate the propeller shaft while shifting into reverse.





- b. Return remote control to neutral. Place a thin piece of paper between idle adjustment screw and idle stop. Adjustment is correct when the paper can be removed without tearing, but has some drag on it. Readjust cable barrel if necessary.

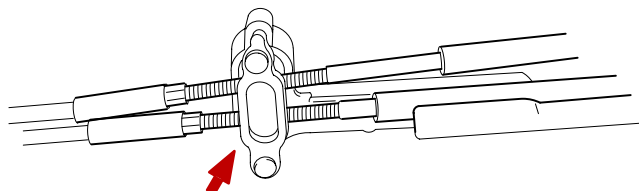
IMPORTANT: The idle stop screw must be touching the stop.



57839

- a - Idle Stop Screw
- b - Idle Stop

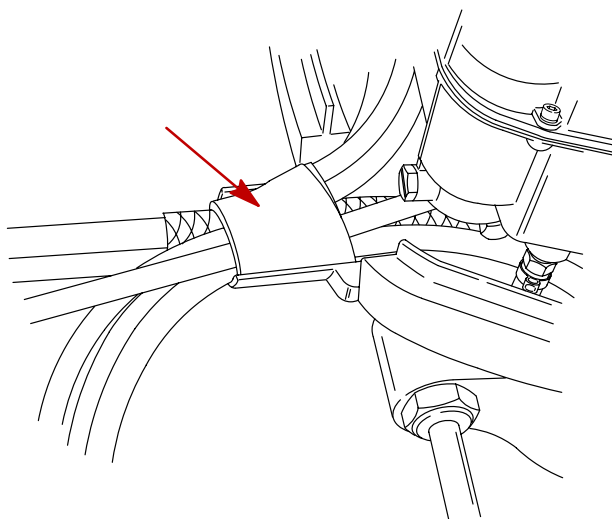
5. Lock the barrel holder in place with the cable latch.



Front Clamp Reassembly

IMPORTANT: Sufficient slack must exist in engine wiring harness, battery cables, fuel hose, and oil hoses routed between clamp and engine attachment point, to relieve stress and prevent hoses from being kinked or pinched.

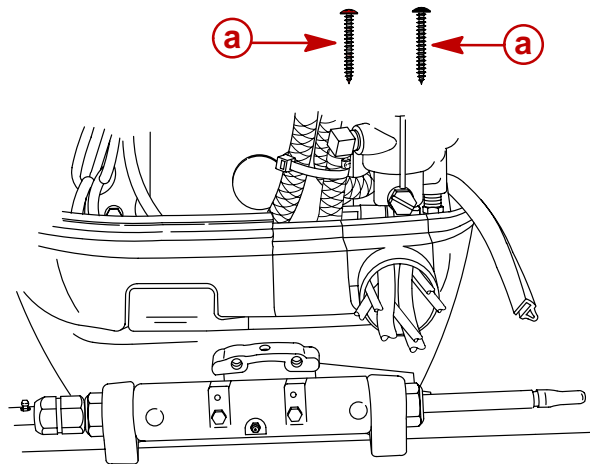
1. Place the neoprene wrap over the wiring, hoses, and control cables as shown.



57840



2. Fasten clamp together with two screws.

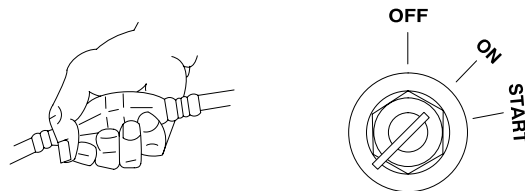


57841

a - Screws

Filling Fuel System

NOTE: For initial start of a new engine or for an engine that ran out of fuel, or was drained of fuel, the fuel system should be filled as follows:

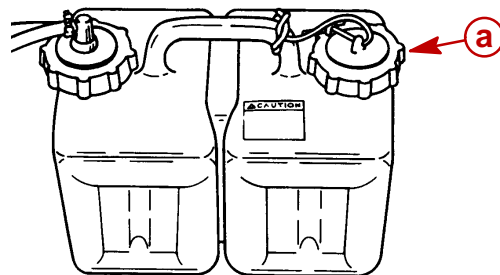


- Squeeze the fuel line primer bulb until it feels firm.
- Turn the ignition key switch to the ON position for three seconds. This operates the electric fuel pump.
- Turn the ignition key switch back to the OFF position, and squeeze the primer bulb again until it feels firm. Turn the ignition key switch to the "ON" position again for three seconds. Continue this procedure until the fuel line primer bulb stays firm.

Oil Injection Set-Up

Filling

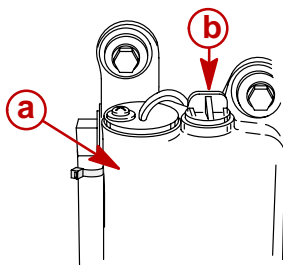
1. Fill remote oil tank with the recommended oil listed in the Operation and Maintenance Manual. Tighten fill cap.



a - Fill Cap



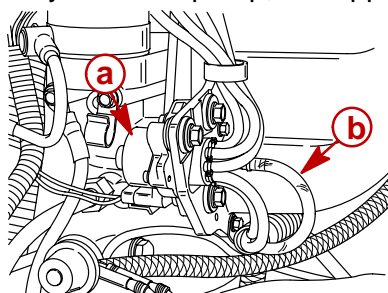
- Remove cap and fill engine oil tank with oil. Reinstall the fill cap.



- a** - Engine Oil Tank
- b** - Fill Cap

Priming the Oil Injection Pump

Before starting engine for the first time, prime the oil injection pump. Priming will remove any air that may be in the pump, oil supply hose, or internal passages.



57686

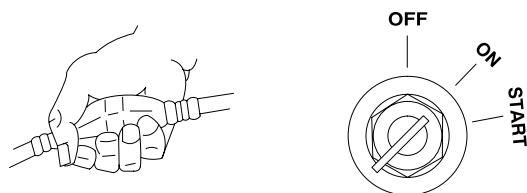
- a** - Oil Injection Pump
- b** - Oil Supply Hose

⚠ CAUTION

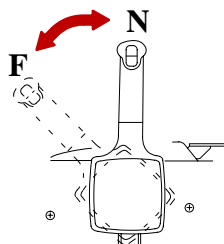
To prevent damage to the fuel pumps, fill the engine fuel system with fuel. Otherwise the fuel pumps will run without fuel during the priming process.

Prime the oil injection pump as follows:

- Fill the engine fuel system with fuel. Connect fuel hose and squeeze primer bulb until it feels firm.
- Turn the ignition key switch to the "ON" position.



- Within the first 10 seconds after the key switch has been turned on, move the remote control handle from neutral into forward gear 3 to 5 times. This will automatically start the priming process.

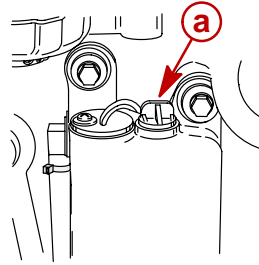


NOTE: It may take a few minutes for the pump to complete the priming process.



Purging Air From the Engine Oil Tank

1. Loosen the fill cap on the engine oil tank.
2. Start the engine. Run the engine until the all the air has been vented out of the tank and oil starts to flow out of the tank. Re-tighten fill cap.



a - Fill Cap

Trim “In” Angle Adjustment

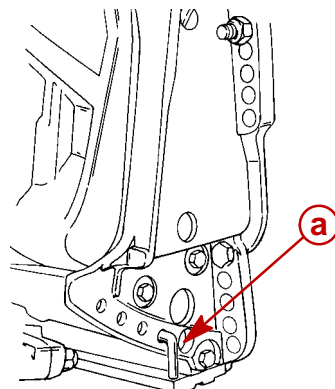
Some outboard boats, particularly some bass boats, are built with a greater than normal transom angle which will allow the outboard to be trimmed further “in” or “under”. This greater trim “under” capability is desirable to improve acceleration, reduce the angle and time spend in a bow high boat attitude during planing off, and in some cases, may be necessary to plane off a boat with aft live wells, given the variety of available propellers and height range of engine installations.

However, once on plane, the engine should be trimmed to a more intermediate position to avoid a bow-down planing condition called “plowing”. Plowing can cause “bow steering” or “over steering” and inefficiently consumes horsepower. In this condition, if attempting a turn or encountering a diagonal, moderate wake, a more abrupt turn than intended may result.

In rare circumstances, the owner may decide to limit the trim under. This can be accomplished by purchasing a stainless steel tilt pin (P/N 17-49930A1) and inserting it through whatever pin hole is desired. The non-stainless steel shipping bolt should not be used in this application other than on a temporary basis.

⚠ WARNING

Avoid possible serious injury or death. Adjust outboard to an intermediate trim position as soon as boat is on plane to avoid possible ejection due to boat spin-out. Do not attempt to turn boat when engine is trimmed extremely under or in.



a - Tilt Pin



Trim Tab Adjustment

Propeller steering torque may cause your boat to pull in one direction. This steering torque results from your outboard not being trimmed so the propeller shaft is parallel to the water surface. The trim tab can help compensate for this steering torque and can be adjusted within limits to reduce any unequal steering effort.

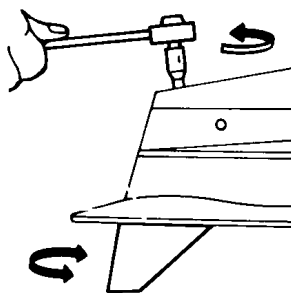
Models Without Power Steering

Operate your boat at normal cruising speed, trimmed to desired position. Turn your boat left and right and note the direction the boat turns more easily.

If adjustment is necessary, loosen trim tab bolt until trim tab moves freely (does not rub against locking ridges). DO NOT strike tab to make adjustments. Make small adjustments at a time. If the boat turns more easily to the left, move the trailing edge of trim tab to the left. If the boat turns more easily to the right move the trailing edge of trim tab to the right. Position trim tab in one of the locating grooves BEFORE tightening bolt to prevent damage to holding mechanism. Torque bolt to 40 lb-ft (54 Nm) and retest.

Models With Power Steering

Trim tab adjustment is not required. The trailing edge of the trim tab should be set straight back.





ELECTRICAL

Section 2A – Ignition

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**2
A**

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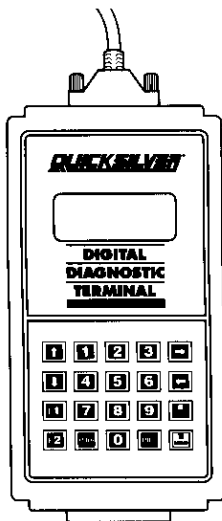
Specifications

IGNITION SYSTEM	Type	Digital Inductive
	Spark Plug Type	Champion QC12GMC
	Model Year 2000	0.040 in. (1.0 mm)
	Spark Plug Gap	NGK PZFR5F-11
	Model Year 2001	0.040 in. (1.0 mm)
	Spark Plug Gap	Not Adjustable; Controlled by ECM
	Maximum Timing	Not Adjustable; Controlled by ECM
	Idle Timing	
	Throttle Position Sensor	
	@ Idle	4.0 – 4.7 VDC
	@ WOT	0.4 – 1.3 VDC
	Crank Position Sensor	
	Air Gap	0.025 in. – 0.040 in. (0.635 mm – 1.01 mm)



Special Tools

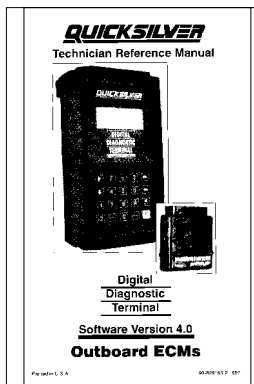
1. Digital Diagnostic Terminal (DDT) 91-823686A2



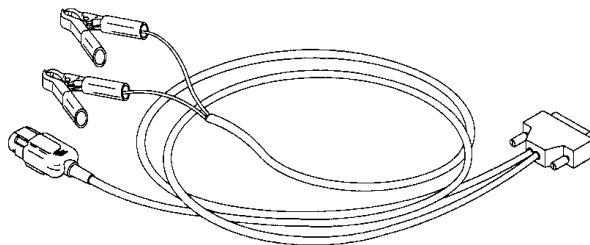
2. Software Cartridge 91-822608--6



3. DDT Reference Manual 90-825159-4

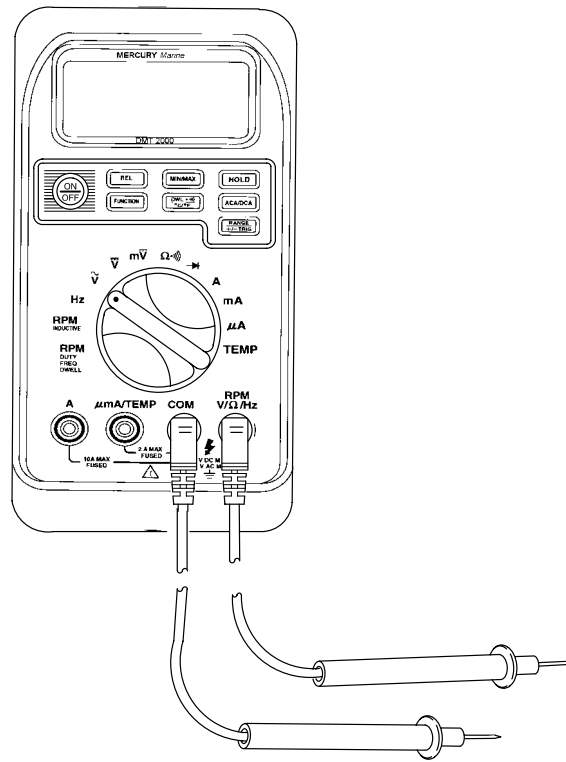


4. Adaptor Harness 84-822560A5

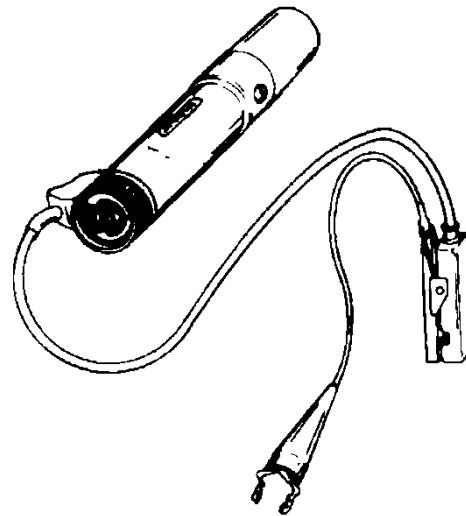




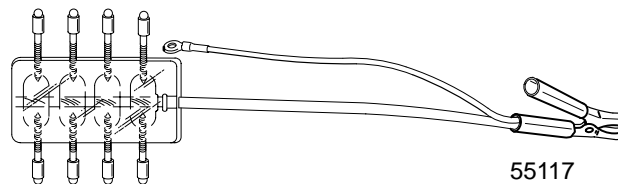
5. DMT 2000 Digital Tachometer Multimeter 91-854009A1



6. Inductive Timing Light 91-99379

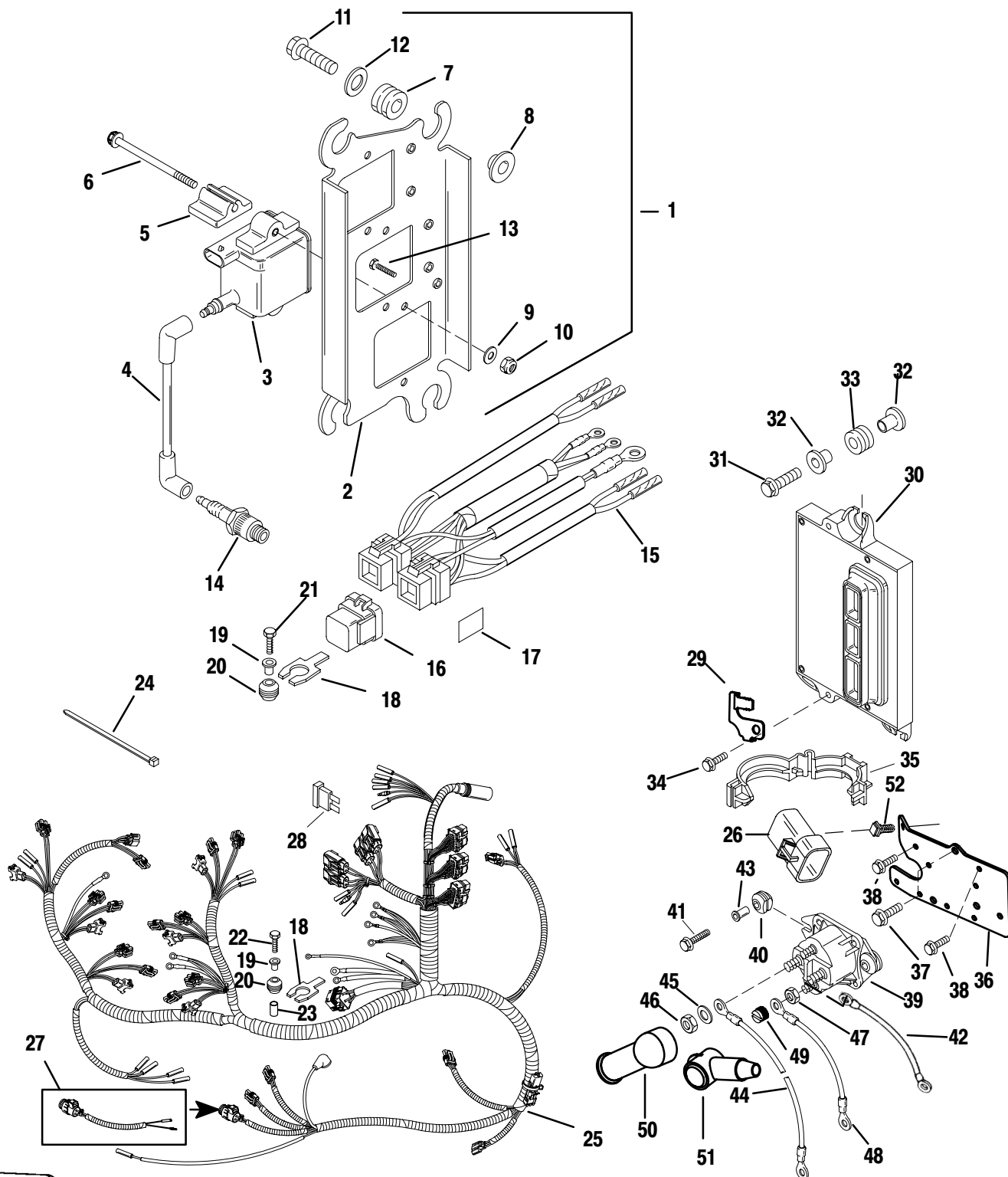


7. Spark Gap Tester 91-850439T





Electrical Components (Model Year 2000)



 6 Dielectric Grease (92-823506--1)

 25 Liquid Neoprene (92-25711--2)

NOTE: COAT ALL EYELET WIRING TERMINALS WITH #25 GACO N700

NOTE: COAT ALL MULTI-PIN ELECTRICAL CONNECTIONS (EXCEPT POWER TRIM RELAY CONNECTORS) WITH #6 DC-4

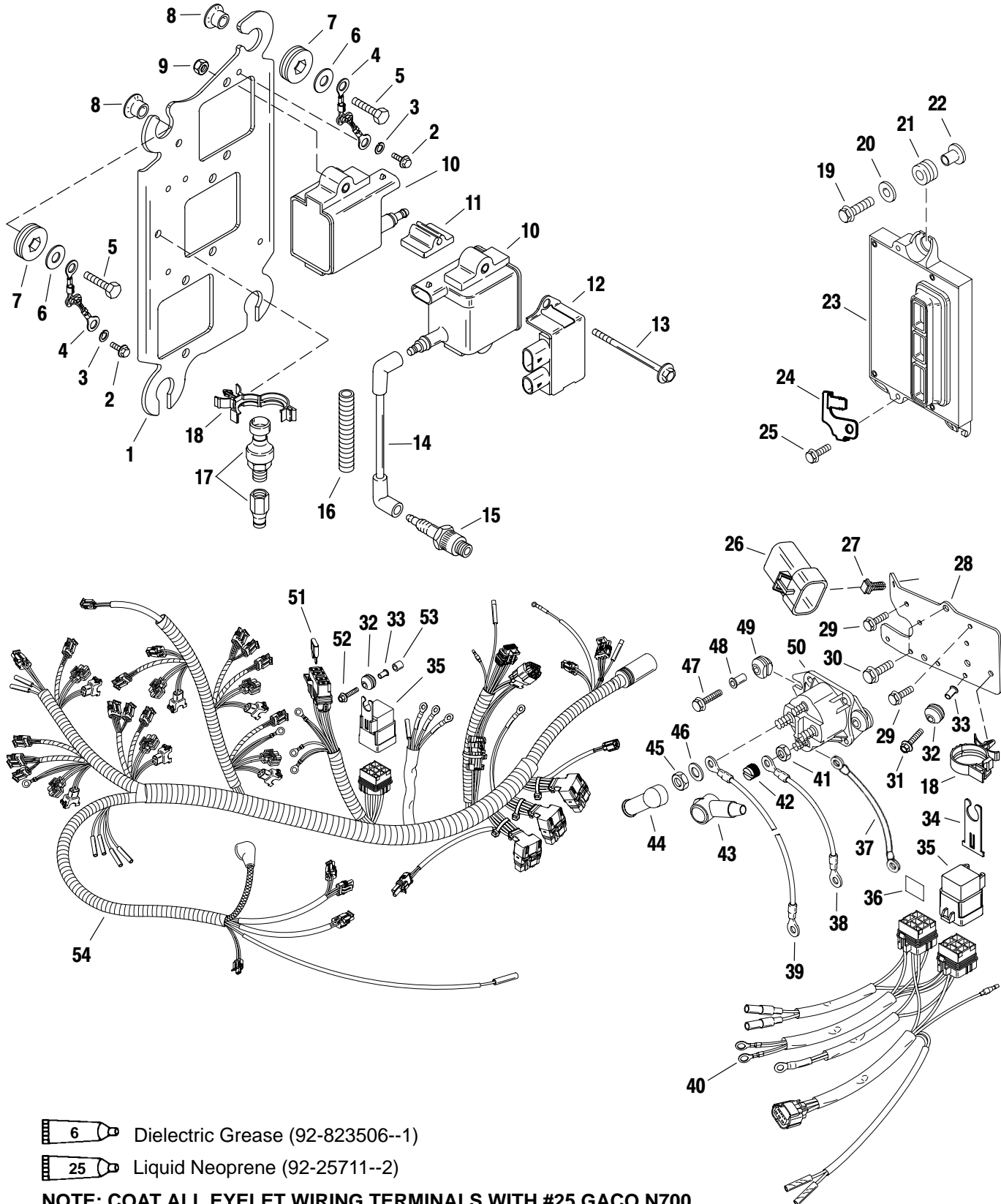


Electrical Components (Model Year 2000)

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	ELECTRICAL MOUNTING PLATE			
2	1	COIL PLATE			
3	6	IGNITION COIL			
4	6	HI-TENSION CABLE			
5	6	SPACER			
6	6	SCREW (M6X80)			
7	4	GROMMET			
8	4	BUSHING			
9	6	WASHER			
10	6	NUT			
11	4	SCREW (.312-18 x 1-1/4 IN.)	235	19.5	26.5
12	4	WASHER			
13	2	SCREW-engine harness ground (M6 x 14)	35		4
14	6	SPARK PLUG		20	27
15	1	TRIM HARNESS			
16	3	RELAY			
17	3	DECAL-Trim Relay			
18	3	BRACKET			
19	3	BUSHING			
20	3	GROMMET			
21	2	SCREW (M6 x 25)	35		4
22	1	SCREW (M6 x 35)	35		4
23	1	BUSHING			
24	2	STA STRAP			
25	1	ENGINE HARNESS			
26	1	FUSE COVER			
27	1	HARNESS			
28	5	FUSE			
29	1	BRACKET-Fuse Holder			
30	1	ECU			
31	3	SCREW (M6 x 25)	70		8
32	6	BUSHING			
33	3	GROMMET			
34	1	SCREW (M6 x 14)	100		11.5
35	1	CLIP			
36	1	SOLENOID MOUNTING PLATE			
37	3	SCREW (M6 x 12)	150		17
38	3	SCREW (M6 x 14)	35		4
39	1	STARTER SOLENOID			
40	2	GROMMET			
41	2	SCREW (M6 x 25)	35		4
42	1	CABLE (BLACK)			
43	2	BUSHING			
44	1	BATTERY CABLE (POSITIVE)			
45	2	LOCKWASHER			
46	2	NUT (5/16-18)	50		5.5
47	2	NUT (10-32)	8		0.9
48	1	CABLE			
49	1	CAP NUT			
50	1	INSULATOR BOOT (RED)			
51	1	INSULATOR BOOT (YELLOW)			
52	1	CLIP			



Electrical Components (Model Year 2001)





Electrical Components (Model Year 2001)

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	COIL MOUNTING PLATE			
2	2	SCREW			
3	2	WASHER			
4	2	GROUND WIRE			
5	4	SCREW	235	19.5	26.5
6	4	WASHER			
7	4	GROMMET			
8	4	BUSHING			
9	6	NUT (0.250-20)	100		11.5
10	6	IGNITION COIL			
11	6	SPACER			
12	3	DUAL COIL DRIVER			
13	6	SCREW (0.250-20 x 3.25)	100		11.5
14	6	HI-TENSION CABLE			
15	6	SPARK PLUG		20	27
16	1	CONDUIT			
17	1	BLOCK PRESSURE SENSOR			
18	2	CLIP			
19	3	SCREW (M6 x 25)	70		8
20	3	WASHER			
21	3	GROMMET			
22	3	BUSHING			
23	1	ECU			
24	1	BRACKET-Fuse Holder			
25	1	SCREW (M6 x 14)	100		11.5
26	1	FUSE COVER			
27	1	CLIP			
28	1	SOLENOID MOUNTING PLATE			
29	3	SCREW (M6 x 14)	35		4
30	3	SCREW (M6 X 12)	150		17
31	2	SCREW (M6 X 25)	35		4
32	3	GROMMET			
33	3	BUSHING			
34	3	BRACKET			
35	3	RELAY			
36	2	DECAL-Trim Relay			
37	1	CABLE (STARTER SOLENOID TO SLAVE SOLENOID)			
38	1	CABLE (GROUND)			
39	1	BATTERY CABLE (POSITIVE)			
40	1	TRIM HARNESS			
41	2	NUT (10-32)	8		0.9
42	1	CAP NUT			
43	1	INSULATOR BOOT (YELLOW)			
44	1	INSULATOR BOOT (RED)			
45	2	NUT (5/16-18)	50		5.5
46	2	LOCKWASHER			
47	2	SCREW (M6 X 25)	35		4
48	2	BUSHING			
49	2	GROMMET			
50	1	SLAVE SOLENOID			
51	4	FUSE-20 AMP			
52	1	SCREW (M6 X 35)	35		4
53	1	SPACER			
54	1	ENGINE HARNESS			



Theory of Operation

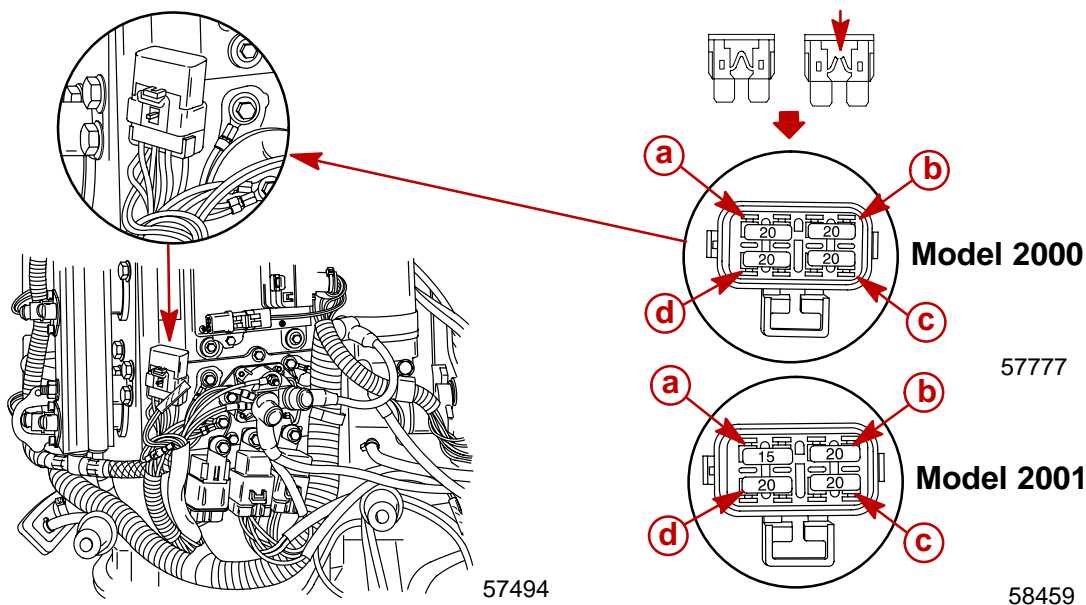
When the ignition key is turned to the RUN position, battery voltage is applied to the main relay through the PURPLE wire. When the Electronic Control Module (ECM) receives a signal from the Crank Position Sensor, the main relay ground circuit is completed through the ECM. The main relay is then closed and D.C. current from the battery or charging system is transferred through the main relay 20 ampere fuse to the positive terminal of all 6 ignition coil primary windings. The negative terminal of the coil primary is connected to engine ground through the ECM. When this circuit is closed, a magnetic field is allowed to be built up in the ignition coil. The Crank Position Sensor senses the location of the 24 teeth (Model 2000) or 54 teeth (Model 2001) on the flywheel and supplies a trigger signal to the ECM. When the ECM receives this signal, the ECM will then open the ground circuit of the coil primary. The magnetic field in the ignition coil primary will then collapse cutting across the coil secondary winding creating a high voltage charge (50,000 volts) that is sent to the spark plug.

Ignition Component Description

Fuses

The electrical wiring circuits on the outboard are protected from overload by fuses in the wiring. If a fuse is blown, try to locate and correct the cause of the overload. If the cause is not found, the fuse may blow again.

1. Open the fuse holder and look at the silver colored band inside the fuse. If band is broken, replace the fuse. Replace fuse with a new fuse with the same rating.
2. The fuses and circuits are identified as follows:
 - a. **Model Year 2000** – ECM Driver Power/Oil Pump Circuit – SFE 20 AMP Fuse
Model Year 2001 – Smart Craft Data Bus Circuit – SFE 15 AMP Fuse.
 - b. Accessories – SFE 20 AMP Fuse.
 - c. Ignition Coil Circuit – SFE 20 AMP Fuse.
 - d. **Model Year 2000** – Electric Fuel Pump Circuit – SFE 20 AMP Fuse
Model Year 2001 – Electric Fuel Pump/ECM Driver Power/Oil Pump Circuit – SFE 20 AMP Fuse.





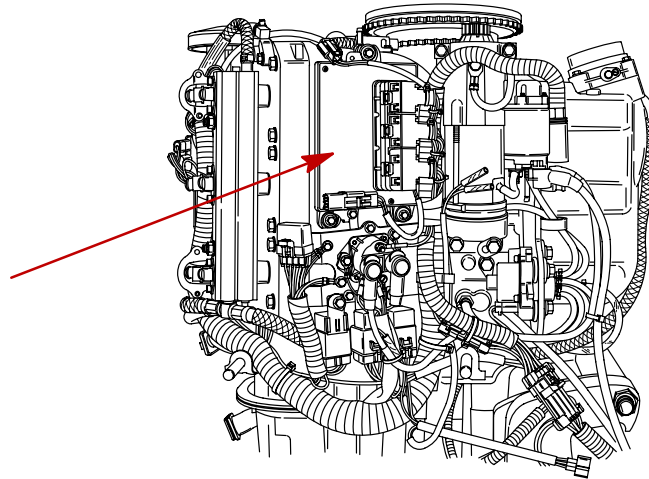
Electronic Control Module (ECM)

The ECM requires 8 VDC minimum to operate. If the ECM should fail, the engine will stop running.

The inputs to the ECM can be monitored and tested by the Digital Diagnostic Terminal 91-823686A2 using adaptor harness 84-822560A5.

The ECM performs the following functions:

- Calculates the precise fuel and ignition timing requirements based on engine speed, throttle position, manifold pressure and coolant temperature.
- Controls fuel injectors for each cylinder, direct injectors for each cylinder and ignition for each cylinder.
- Controls all alarm horn and warning lamp functions.
- Supplies tachometer signal to gauge.
- Controls RPM limit function.
- Monitors shift interrupt switch.
- Records engine running information.



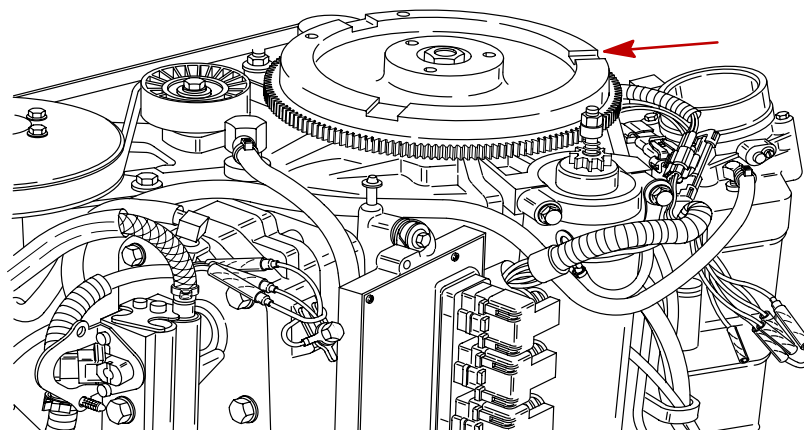
58426

Flywheel

Model Year 2000 – 24 teeth under the flywheel ring gear

Model Year 2001 – 54 teeth under the flywheel ring gear

Provide engine rpm and crankshaft position information to the ECM through the crank position sensor.

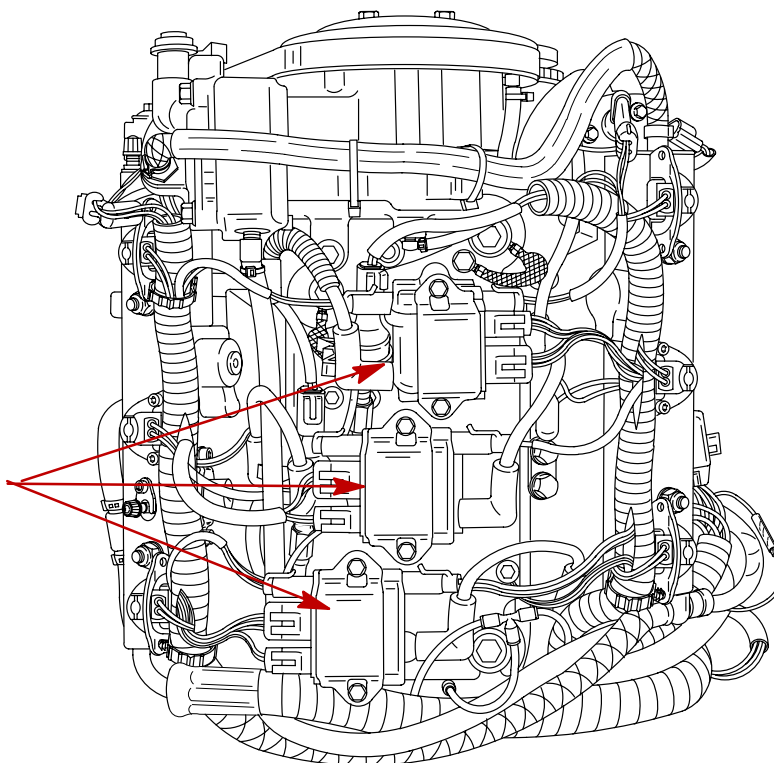




Ignition Coils

Model Year 2000/2001 – Inductive type ignition coils are used on the DFI engines.

12 volt DC is supplied to the coils at all times from the boat battery. For a predetermined length of time (dwell), the primary circuit of the coil is completed by closing the electrical circuit within the coil driver. When the coil driver circuit opens, the primary field of the coil collapses inducing high voltage in the secondary windings which produces up to 50000 volts at the spark plugs.



58443

Ignition Coil Ohm Test

Connect meter leads between primary terminal (GRN/Striped) and (RED/YELLOW) terminal pin.	0.38 - 0.78 Ω
Connect meter leads between spark plug wire/high voltage tower and ground terminal pin.	8.1 - 8.9 k Ω



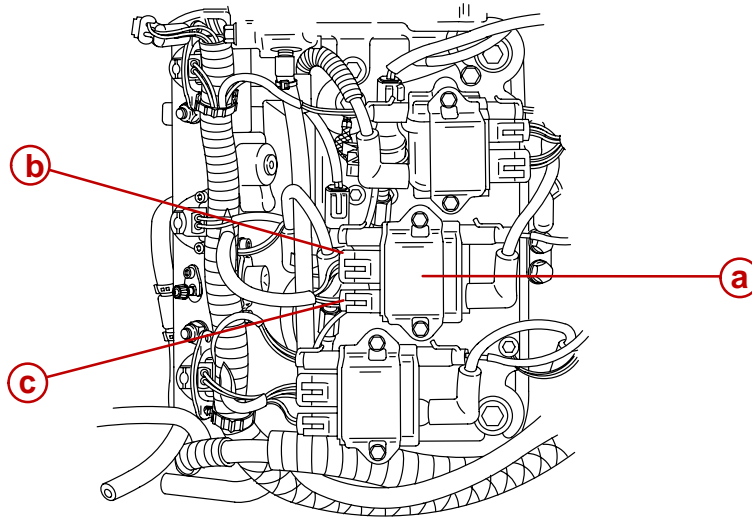
Coil Driver

Model Year 2001 only

The ECM sends a 5 VDC pulse to the coil driver mounted on each ignition coil. Which coil driver receives this pulse is determined by the ECM receiving a signal from the crank position sensor.

When the coil driver receives its ECM pulse (signal), it closes its circuit which allows the primary side of the ignition coil to build up energy which it initially receives from the boat battery.

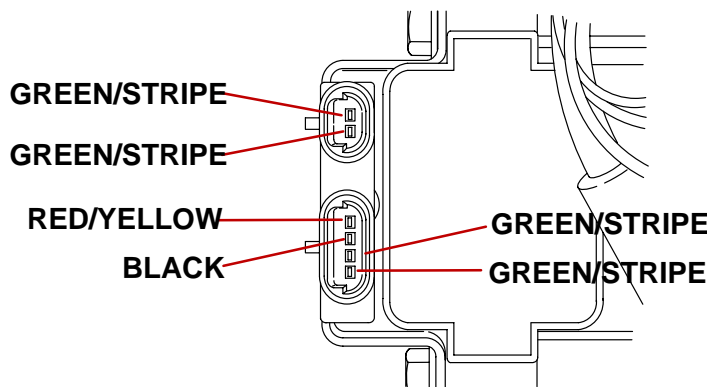
When the ECM pulse (signal) to the coil driver drops below 1.3 volts, the coil driver opens its circuit which causes the primary field of the ignition coil to collapse. This field collapse induces a voltage buildup in the secondary winding of the ignition coil resulting in a potential voltage of up to 50000 volts at the spark plug.



58315

- a** - Coil Driver
- b** - 4 Pin Connector
- c** - 2 Pin Connector

Coil Driver Ohm Test



58418

4 Pin Connector – Connect meter leads between RED/YEL and BLACK male pins.	85 k Ω ± 10%
4 Pin Connector – Connect meter leads between BLACK male pin and each GREEN STRIPED male pin.	10 k Ω ± 10%
Connect meter leads between BLACK male pin on 4 pin connector and each GREEN STRIPED male pin on the 2 pin connector.	OPEN – No Continuity

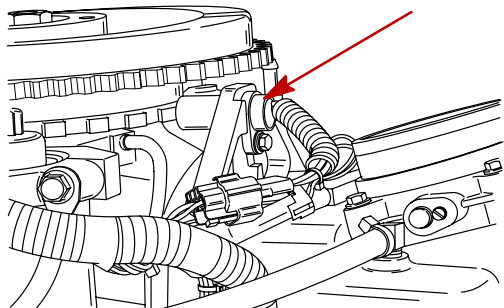


Crank Position Sensor

Model Year 2000 – Senses 24 teeth located on flywheel under ring gear.

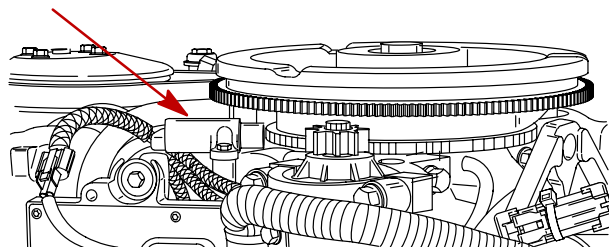
Model Year 2001 – Senses 54 teeth located on flywheel under ring gear.

Supplies the ECM with crank position information and engine speed. If sensor should fail, the engine will stop running.



57526

MODEL YEAR 2000



58323

MODEL YEAR 2001

Throttle Position Sensor (TPS)

The TPS transmits throttle angle information to the ECM which varies the injector pulse width accordingly. Should the sensor fail, the dash mounted CHECK ENGINE light will light and the warning horn will sound. RPM will be reduced by the ECM. TPS settings are not adjustable. TPS settings can be monitored with the Digital Diagnostic Terminal through the ECM. Voltage change should be smooth from idle to wide open throttle. If voltage change is erratic, TPS is defective.

Throttle Position Sensor Specifications	
Idle	4.0 – 4.7 VDC
Wide Open Throttle	0.4 – 1.3 VDC



Throttle Position Sensor (TPS) Troubleshooting

If the throttle position sensor(s) are out of the intended operating range when the engine is started, the Electronic Control Module (ECM) will sense that the Throttle Position Sensor (TPS) has failed. The warning horn will sound, check engine light will illuminate DDT will indicate failed TPS and the engine will go into RPM reduction. When the engine is started, the throttle arm on the engine must be against the throttle stop screw.

- Check throttle cable adjustment. The throttle stop screw on the throttle arm must be against the throttle stop on the cylinder block when the engine is started. Pre-load the throttle cable barrel 1 or 2 turns if necessary.
- Verify driver is not pushing on throttle (if foot throttle is used) or advancing the throttle only on the control box.
- Check throttle cam to roller adjustment. If the roller is not down in the pocket/valley area on the cam, there is a tendency for the roller to ride up or down on the cam which causes the TPS link arm to push/pull on the TPS lever resulting changing values.
- Heat or pressure test the TPS.

HEAT TEST

With engine at idle, heat the TPS (with a hot air gun) below the electrical connection until **warm** to the touch. Watch for any one or a combination of the following symptoms:

- RPM change
- Check engine light illumination
- Momentary warning horn signal
- TPS voltage value change (1/2 volt) on DDT

NOTE: Excessive heat will damage TPS.

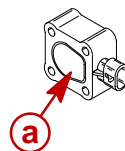
PRESSURE TEST

IMPORTANT: When testing TPS voltage, do not move the drive mechanism (rotor/wiper).

1. Connect DDT and rotate the key to the "ON" position.
2. Set DDT to read TPS voltage; expand the screen to show Now/Min/Max.

NOTE: Test accuracy is improved when TPS is at its lowest voltage reading; this may be idle or WOT depending on model year.

3. Clear the minimum/maximum values on the DDT – press the "0" button.
4. Watch the DDT readings while pressing below the electrical connection point on the TPS cover.



a - Press on cover below electrical connection

5. Voltage reading should change:
 - Less than a couple of digits (i.e. 1.90 v to 1.92 v)

NOTE: Version 5.0 cartridge gives 3 decimal point (millivolts) accuracy if below 1 volt.

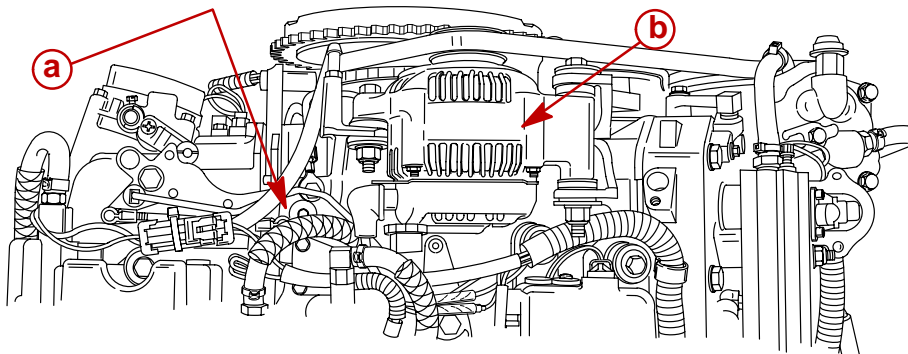
- Less than 10 millivolts (i.e. 0.293 v to 0.285 v)

Replace any TPS that fails either test.



Charging System Alternator

Battery charging system is contained within the belt driven alternator, including the regulator. At cranking speeds, electrical power for the engine is provided by the boat battery – minimum recommended size is 750 CCA, 1,000 MCA, cold cranking amperes or 105 (Minimum) Ampere Hours . Above 550 RPM, all electrical power is provided by the alternator. Should engine rpm drop below 550 RPM, the alternator is not capable of providing sufficient output and the battery becomes the primary source of electrical power. Alternator output (when hot) to the battery @ 2000 RPM is approximately 33 - 38 amperes.



57497

- a** - Throttle Position Sensor (TPS)
- b** - Alternator

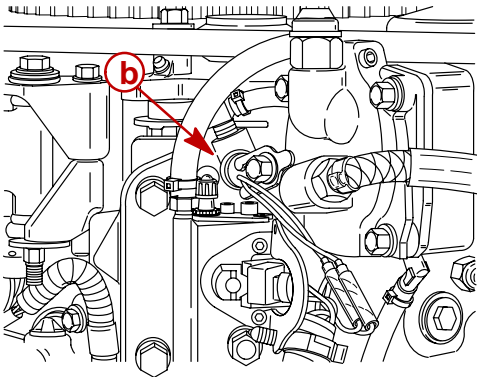


Temperature Sensor

Model Year 2000 – Two (2) temperature sensors are used to provide cylinder head temperature information to the ECM. One sensor is mounted in the starboard cylinder head and one in the air compressor cylinder head.

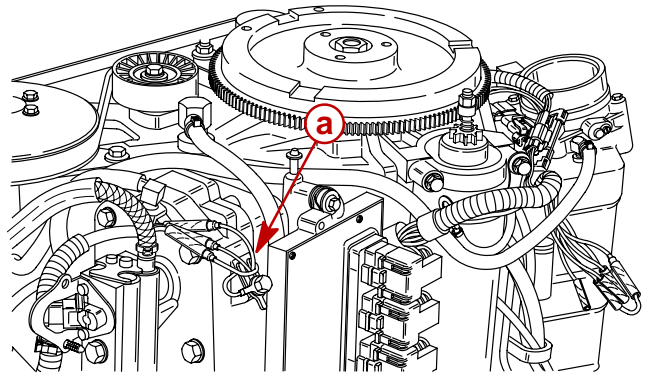
Model Year 2001 – Three (3) temperature sensors are used to provide temperature information to the ECM. One sensor is mounted in each cylinder head and one sensor is mounted in the air compressor cylinder head.

The ECM uses this information to increase injector pulse width for cold starts and to retard timing in the event of an over-heat condition.



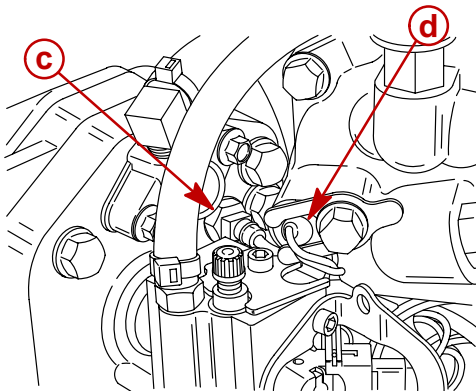
MODEL 2000 PORT

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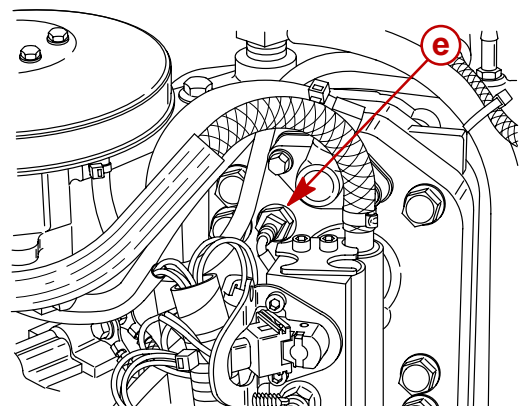
MODEL 2000 STARBOARD

57540



MODEL 2001 PORT

58442



MODEL 2001 STARBOARD

58441

- a** - Cylinder Temperature Sensor
- b** - Air Compressor Temperature Sensor
- c** - Cylinder Temperature Sensor (PORT)
- d** - Air Compressor Temperature Sensor
- e** - Cylinder Temperature Sensor (STARBOARD)

Temperature Sensor Test (Refer to Charts Following)

Model 2000 - Between BLACK and each TAN/BLACK wire	No Continuity
Model 2001 - Between BLACK/ORANGE and each GREEN or TAN/GREEN wire.	
Between each lead and ground	No Continuity



An ohms test of the temperature sensor would be as follows:

MODEL YEAR 2000 – Insert digital or analog ohmmeter test leads into both TAN/BLACK sensor leads. With engine at temperature (F°) indicated, ohm readings should be as indicated $\pm 10\%$. There should be no continuity between BLACK and each TAN/BLACK lead and no continuity between each TAN/BLACK lead and ground.

MODEL YEAR 2001 – Disconnect temperature sensor harness and check continuity with digital or analog ohmmeter test leads between both connector pins. With engine at temperature (F°) indicated, ohm readings should be as indicated $\pm 10\%$. There should be no continuity between each connector pin and ground.

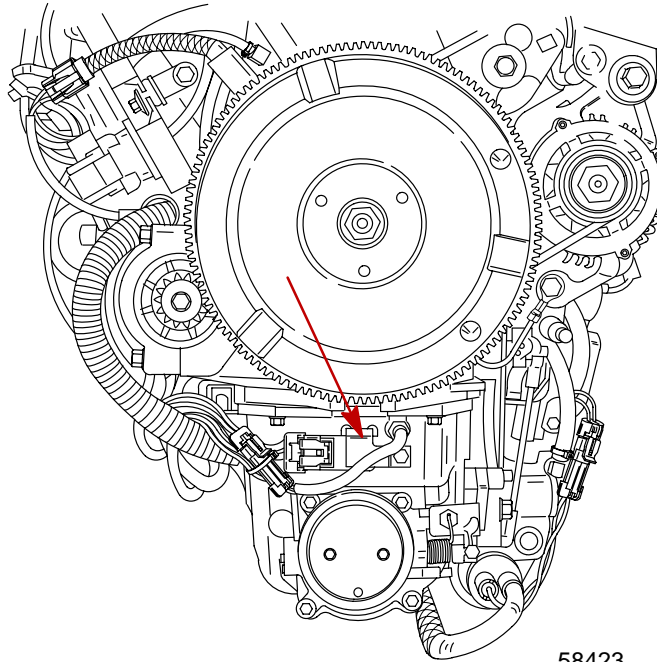
MODEL YEAR 2000		
F	C	OHMS
257	125	34
248	120	38
239	115	44
230	110	51
221	105	59
212	100	68
203	95	79
194	90	92
185	85	107
176	80	126
167	75	148
158	70	175
149	65	208
140	60	248
131	55	298
122	50	360
113	45	436
104	40	532
95	35	653
86	30	805
77	25	1000
68	20	1250
59	15	1573
50	10	1993
41	5	2546
32	0	3277
14	-10	5579
5	-15	7372

MODEL YEAR 2001		
F	C	OHMS
257	125	340
248	120	390
239	115	450
230	110	517
221	105	592
212	100	680
203	95	787
194	90	915
185	85	1070
176	80	1255
167	75	1480
158	70	1752
149	65	2083
140	60	2488
131	55	2986
122	50	3603
113	45	4370
104	40	5327
95	35	6530
86	30	8056
77	25	10000
68	20	12493
59	15	15714
50	10	19903
41	5	25396
32	0	32654
14	-10	55319
5	-15	72940



Manifold Absolute Pressure (MAP) Sensor

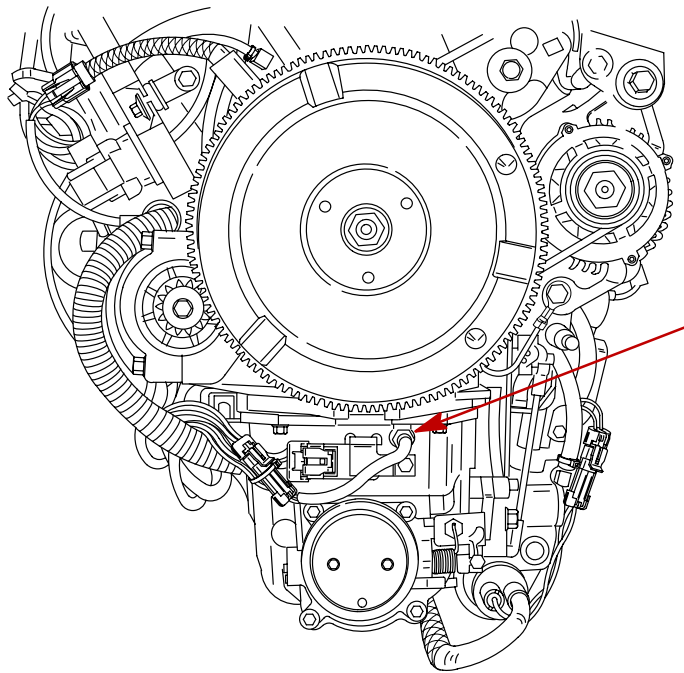
The MAP sensor is mounted on top of the air plenum. The ECM regulates fuel flow, in part, based on manifold absolute pressure.



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Air Temperature Sensor

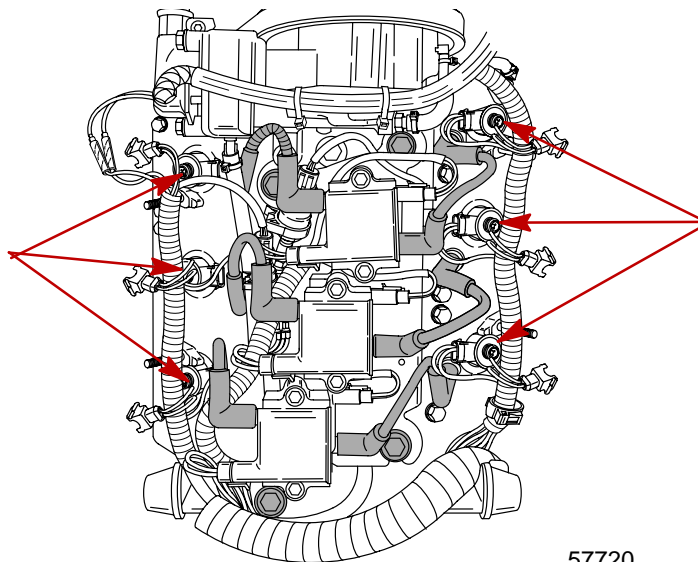
The air temperature sensor is mounted on top of the air plenum. The ECM regulates fuel flow, in part, based on manifold air temperature. As air temperature increases, the ECM decreases fuel flow.





Direct Injectors

6 direct injectors (1 per cylinder) are used to inject a fuel/air mix into cylinders. Injectors are mounted between fuel rails and cylinder heads.

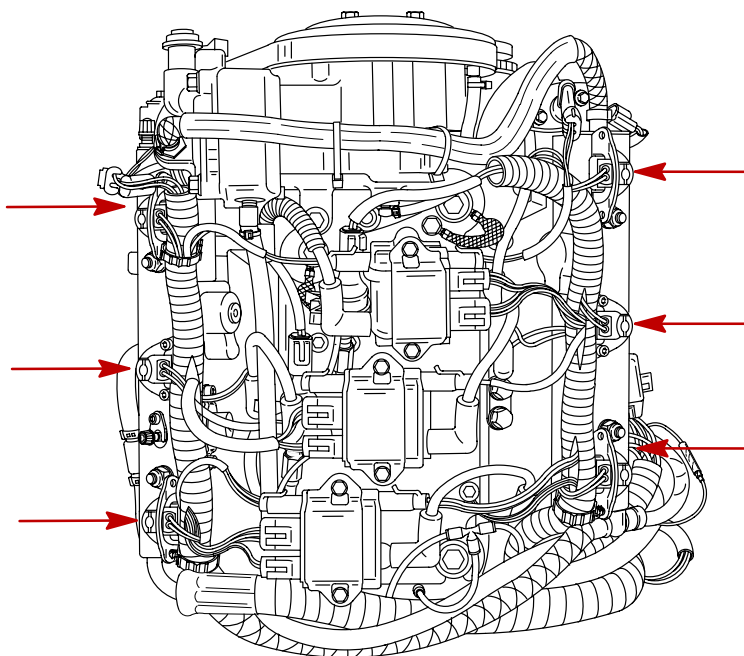


57720

Direct Injector Ohm Test (Injector Lead Disconnected)	
Connect meter leads between each injector terminal pin.	1 - 1.6 Ω

Fuel Injectors

6 fuel injectors (1 per cylinder) are used to provide fuel from the fuel rail to the direct injectors. The fuel injectors are mounted in the fuel rail.

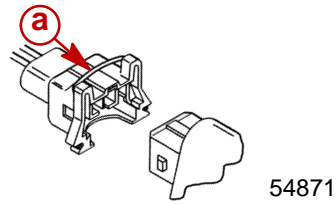


Fuel Injector Ohm Test (Injector Lead Disconnected)	
Connect meter leads between each injector terminal pin.	1.7 - 1.9 Ω

NOTE: Injector ohms test verifies electrical integrity; not mechanical integrity of injectors.

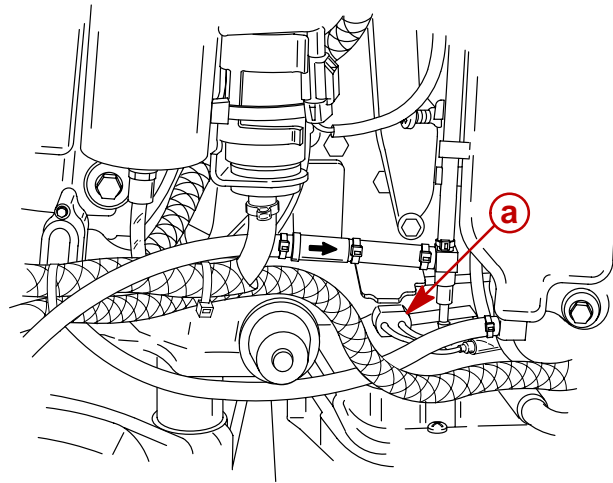


Disconnecting Harness Connectors from Ignition Coils and/or Injectors



a - Wire Clip (push center down to remove)

Shift Interrupt Switch



a - Shift Interrupt Switch

The shift interrupt switch is designed to reduce the torque load on the gear case components to assist in shifting. The switch is monitored by the ECM which will interrupt the fuel flow momentarily to 3 cylinders (#1, #2 and #4) when engine speed exceeds 600 rpm in neutral.

The switch function can be monitored by the DDT. The DDT will display ON when outboard is in neutral and OFF when in gear.

The switch is open (no continuity) when outboard is in gear and closed (continuity) when outboard is in neutral.

If shift operation is difficult, shift interrupt switch function can be checked by the DDT or an ohmmeter – for open or closed operation and for a continuity check of the switch harness for shorts or open wiring.



Troubleshooting

The ECM is designed such that if a sensor fails, the ECM will compensate so that the engine does not go into an over-rich condition.

Disconnecting a sensor for troubleshooting purposes may have no noticeable effect.

Troubleshooting Without Digital Diagnostic Terminal

Troubleshooting without the DDT is limited to checking resistance on some of the sensors.

Typical failures usually do not involve the ECM. Connectors, set-up, and mechanical wear are most likely at fault.

- Verify spark plug wires are securely installed (pushed in) into the coil tower.
- The engine may not run or may not run above idle with the wrong spark plugs installed.
- Swap ignition coils to see if the problem follows the coil or stays with the particular cylinder.

NOTE: ECMs are capable of performing a cylinder misfire test to isolate problem cylinders. Once a suspect cylinder is located, an output load test on the ignition coil, fuel injector and direct injector may be initiated through use of the DDT.

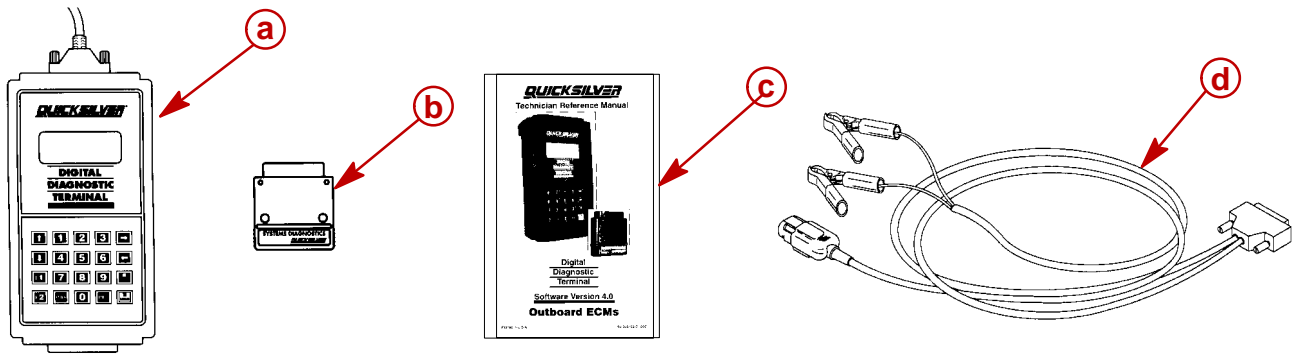
- Any sensor or connection can be disconnected and reconnected while the engine is operating without damaging the ECM. Disconnecting the crank position sensor will stop the engine.

IMPORTANT: Any sensor that is disconnected while the engine is running will be recorded as a Fault in the ECM Fault History. Use the DDT to view and clear the fault history when troubleshooting/repair is completed.

- If all cylinders exhibit similar symptoms, the problem is with a sensor or harness input to the ECM.
- If problem is speed related or intermittent, it is probably connector or contact related. Inspect connectors for corrosion, loose wires or loose pins. Secure connector seating; use dielectric compound 92-823506-1.
- Inspect the harness for obvious damage: pinched wires, chaffing.
- Secure grounds and all connections involving ring terminals (coat with Liquid Neoprene 92-25711--3).
- Check fuel pump connections and fuel pump pressure.
- Check air compressor pressure.



Troubleshooting with the Digital Diagnostic Terminal



- a** - Digital Diagnostic Terminal (91-823686A2)
- b** - **2000 and Prior** – Software Cartridge (91-822608--4 or --5 or --6)
2001 and Up – Software Cartridge (91-880118)
- c** - **2000 and Prior** – DDT Reference Manual (90-825159-3)
2001 – DDT Reference Manual (90-881204)
- d** - Adapter Harness (84-822560A5)

The Quicksilver Digital Diagnostic Terminal (DDT) has been developed specifically to help technicians diagnose and repair Mercury Marine 2 and 4 cycle engines.

Attach the diagnostic cable to the ECM diagnostic connector and plug in the software cartridge. You will be able to monitor sensors and ECM data values including status switches.

The ECM program can help diagnose intermittent engine problems. It will record the state of the engine sensors and switches for a period of time and then can be played back to review the recorded information.

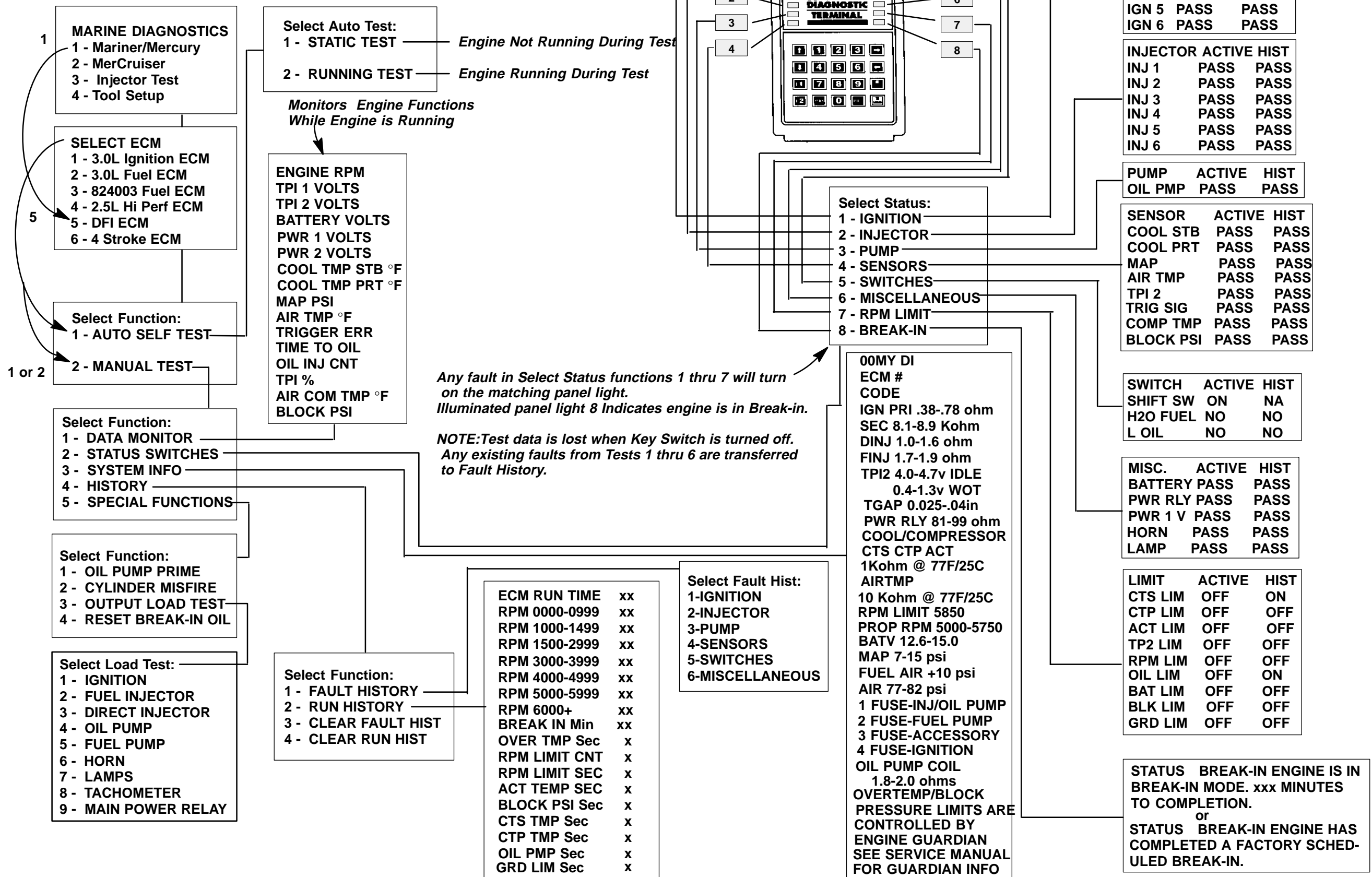
Refer to the Digital Diagnostic Terminal Reference Manual for complete diagnostic procedures.



Notes:

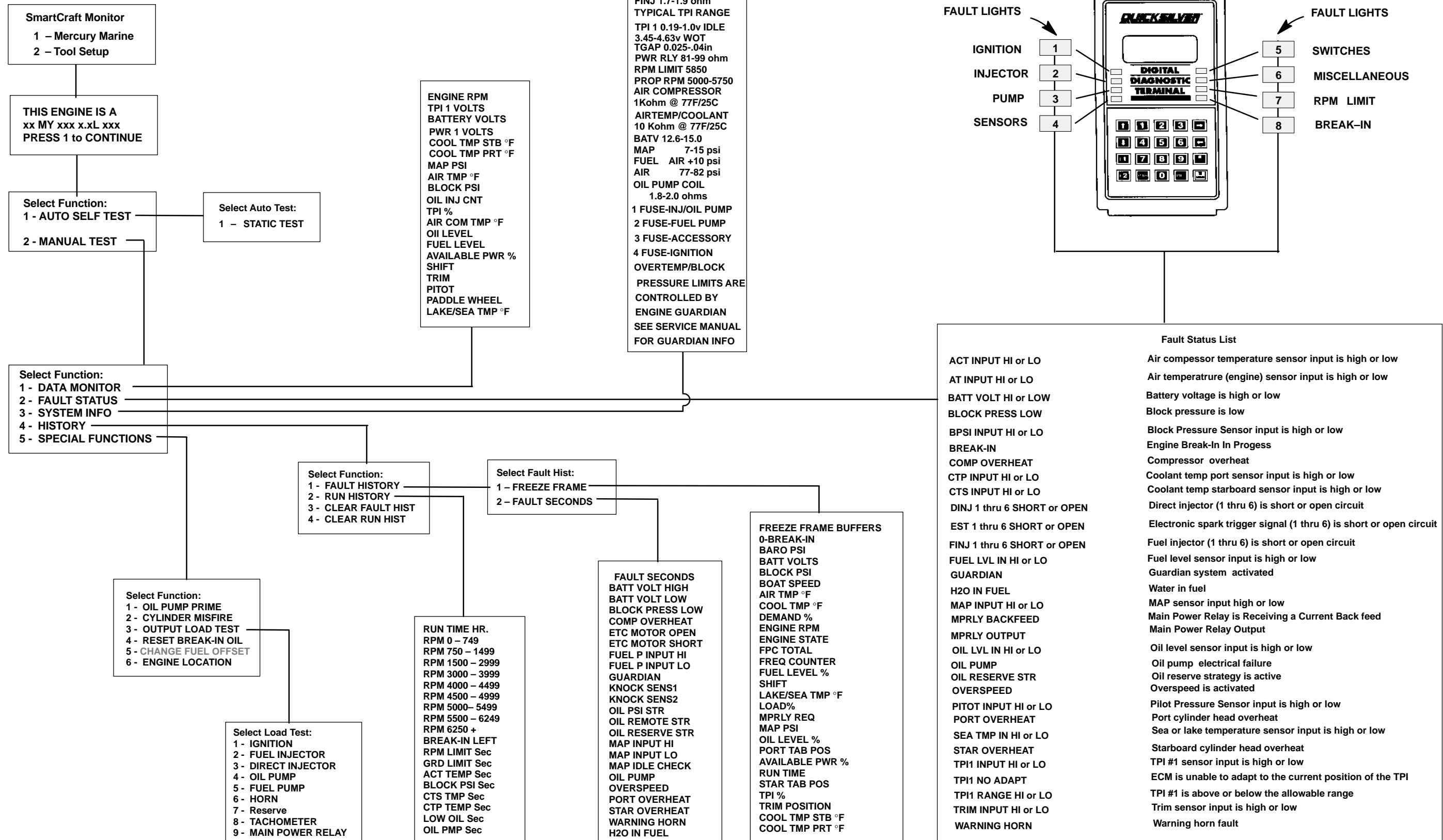


DDT Functions – Optimax Models Software Version 5.0 (P/N 822608-6)





DDT Functions – Optimax Models Software Version 1.0 (P/N 880118)





DFI Troubleshooting Guide		
Symptom	Cause	Action
1. Engine cranks but won't start	1.0 Lanyard stop switch in wrong position.	Reset lanyard stop switch.
	1.1 Weak battery or bad starter motor, battery voltage drops below 8 volts while cranking (ECM cuts out below 8 volts) (Fuel pump requires 9 volts).	Replace/charge battery. Inspect condition of starter motor. Check condition of battery terminals and cables.
	1.2 Low air pressure in rail (less than 70 psi at cranking)	Inspect air system for leaks. Inspect air filter for plugging (air pressure measured on port rail). Inspect air compressor reed valves if necessary.
	1.3 No fuel	Check that primer bulb is firm. Key-on engine to verify that fuel pump runs for 2 seconds and then turn off. Measure fuel pressure (valve on starboard rail). Fuel pressure should be 10 ± 1 psi greater than the air pressure.
	1.4 Low fuel pressure	Check fuel pressure from low pressure electric fuel pump (6–10 psi). Check for fuel leaks. If fuel pressure leaks down faster than air pressure, seals on fuel pump may be leaking. Check air system pressure, see 1.2 .
	1.5 Flywheel misaligned during installation	Remove flywheel and inspect.
	1.6 Blown fuse	Replace fuse. Inspect engine harness and electrical components.
	1.7 Main Power Relay not functioning	Listen for relay to “click” when the key switch is turned on.
1.8 Spark Plugs	Remove fuel pump fuse. Unplug all direct injector connectors. Remove spark plugs from each cylinder. Connect spark plug leads to Spark Gap Tester 91-830230T. Crank engine or use DDT output load test for each ignition coil and observe spark. If no spark is present, replace appropriate ignition coil. If spark is present, replace spark plugs.	



DFI Troubleshooting Guide (continued)		
Symptom	Cause	Action
3. Engine idle is rough	3.1 Low air pressure in rail (less than 79 ± 2 psi while running) 3.2 Fouled spark plug 3.3 Failed direct injector 3.4 Failed fuel injector 3.5 Bad coil/weak spark 3.6 Flywheel misaligned during installation	See 1.2 Replace spark plug: –If carbon bridges electrode gap or if it is completely black. –If it is not firing and is wet with fuel. <i>Note: If spark plug is grey or completely black with aluminum specs, this indicates a scuffed piston.</i> Refer to specifications for ohm test. Refer to specifications for ohm test. Refer to specifications for ohm test. Remove flywheel and inspect.
4. Engine idles fast (rpm >700) or surges	4.1 Broken fuel pressure regulator or tracker diaphragm 4.2 Fuel leak 4.3 Tracker Valve spring missing 4.4 Improper set-up	Measure fuel pressure. Remove and inspect diaphragms (a special tool is required for assembly). Check for fuel entering induction manifold or air compressor inlet. Fuel pump diaphragm leaking and/or Vapor Separator flooding over. Inspect tracker valve for proper assembly. Check throttle cable & cam roller adjustment.
5. Engine runs rough below 3000 rpm	5.1 Fouled spark plug 5.2 Low air pressure in rail 5.3 Throttle misadjusted 5.4 Bad coil/weak spark 5.5 TPS malfunction	See 3.2 See 1.2 Check throttle cam setup on induction manifold. Inspect linkage and roller. If throttle plate stop screws have been tampered with, contact Mercury Marine Service Department for correct adjustment procedures. See 3.5 See 2.4
6. Engine runs rough above 3000 rpm	6.1 Fouled spark plug 6.2 Speed Reduction 6.3 Low air pressure in rails 6.4 TPS malfunction	See 3.2 See 7 See 1.2 See 2.4



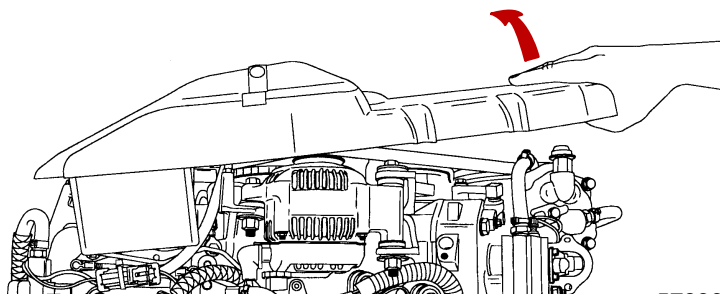
DFI Troubleshooting Guide (continued)		
Symptom	Cause	Action
7. Speed Reduction (RPM reduced)	7.1 Low battery voltage ECM requires 8 volts minimum Fuel Pump requires 9 volts	Check battery and/or alternator. Check electrical connections.
	7.2 Overheat condition (engine and/or air compressor)	Check water pump impeller/cooling system.
	7.3 Oil pump electrical failure	Check electrical connection.
	7.4 TPS failure If TPS fails, rpm is reduced to idle	Check electrical connections.
8. Engine RPM reduced to idle only	8.1 TPS failed	See 2.4
	8.2 Battery voltage below 9.5 volts	Use DDT to monitor system
9. Loss of spark on 1 cylinder	9.1 Loose wire or pin in connectors between ECM and coil primary.	Check connectors.
	9.2 Faulty ignition coil.	Replace coil.
	9.3 Faulty spark plug.	Replace spark plug.
	9.4 Faulty spark plug wire	Replace spark plug wire.
	Note: If spark plug is partially fouled or the plug gap is too small, the DDT may indicate the incorrect cylinder as having an ignition fault. Example: If the DDT indicates an ignition fault on cylinder #4, the problem may be on the prior cylinder in the firing order – I.E. cylinder number #3.	

Ignition Components Removal and Installation

Flywheel Cover Removal and Installation

REMOVAL

Remove flywheel cover by lifting off.



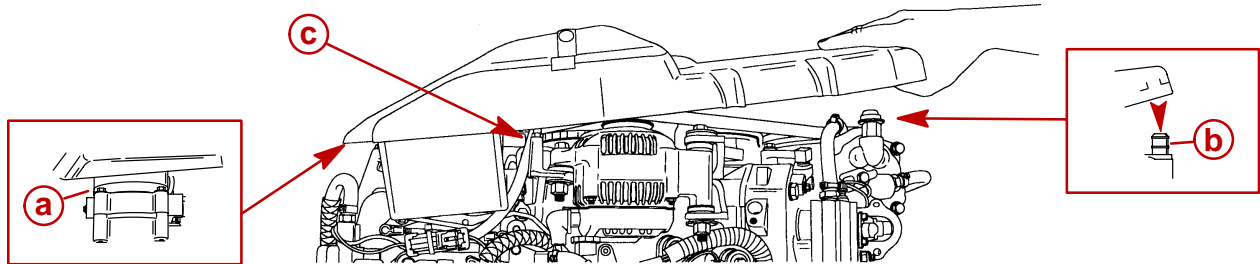
57836



INSTALLATION

Install flywheel cover as follows:

- Place cover onto the front flange (a).
- Push rear of the cover down onto the rear pin and air intake tube (b) for the air compressor.
- Connect vent hose onto fitting (c).

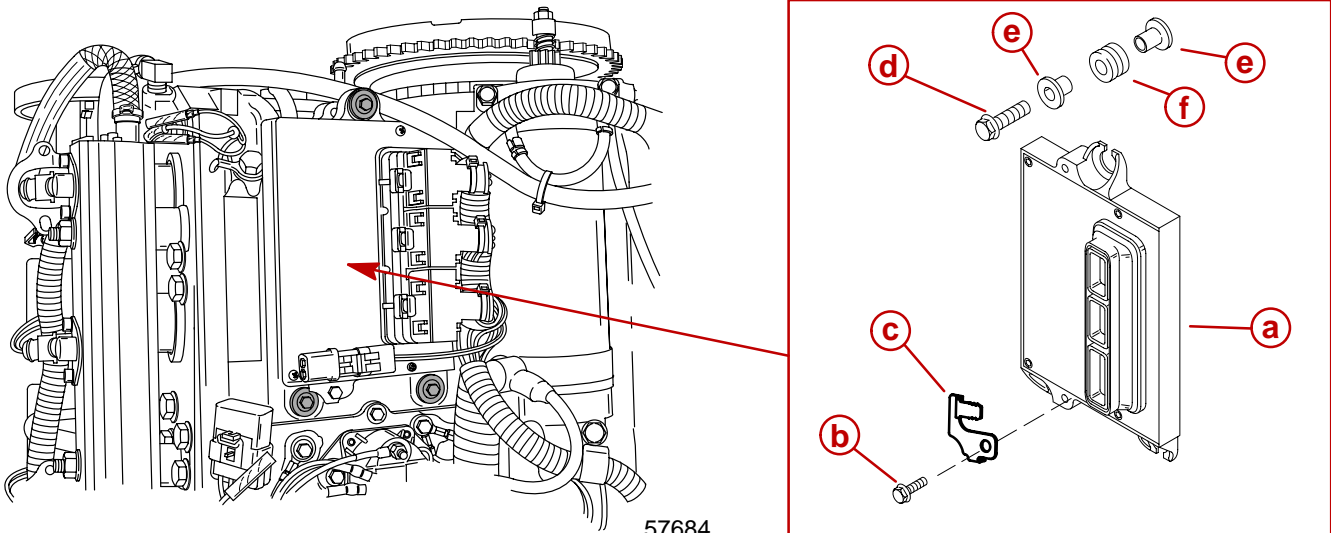


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Electronic Control Module (ECM)

REMOVAL

- Disconnect ECM harness connectors.
- Remove 3 bolts securing ECM.



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- a** - Electronic Control Module
- b** - Screw [Torque to 100 lb in. (11.5 Nm)]
- c** - Bracket
- d** - Screw [Torque to 70 lb in. (8.0 Nm)]
- e** - Bushing
- f** - Grommet

INSTALLATION

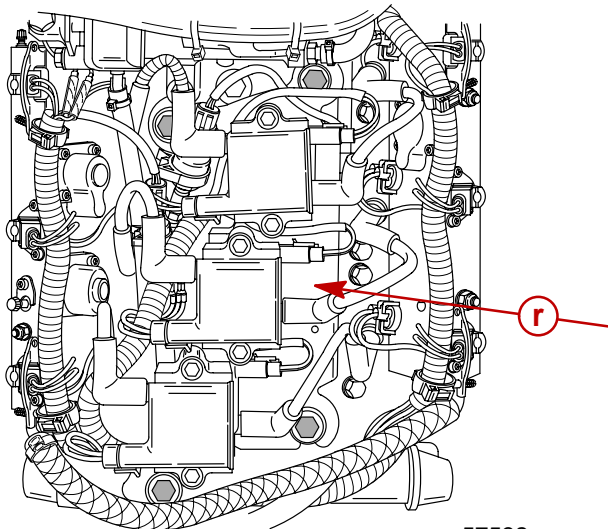
- Secure ECM to powerhead with 3 bolts.
- Reconnect harness connectors.



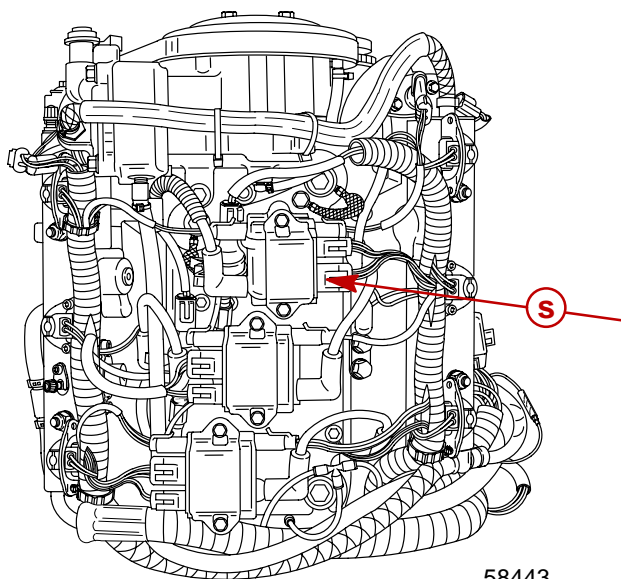
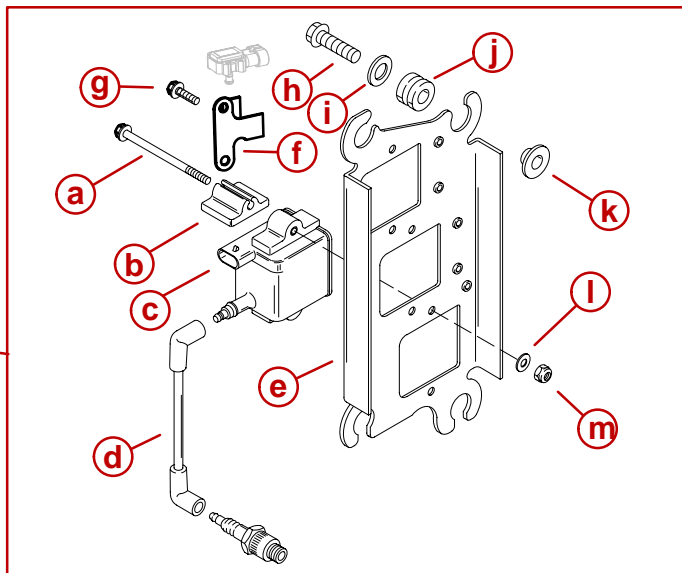
Ignition Module (Coil)

REMOVAL

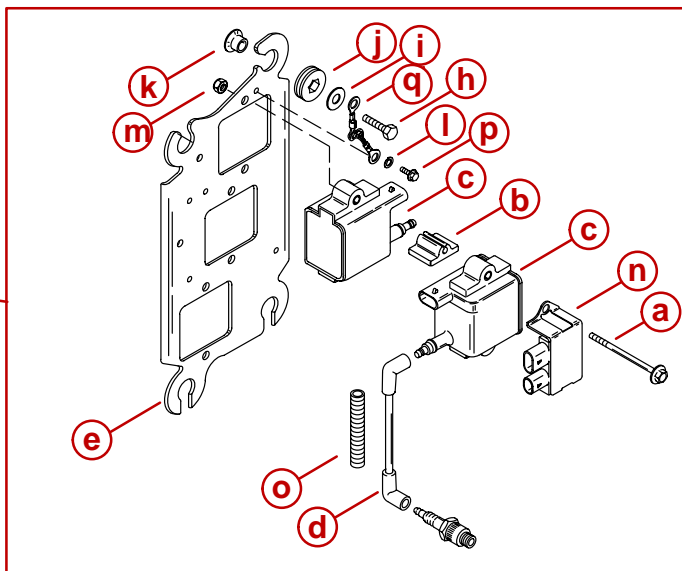
1. Disconnect coil harness and spark plug lead.
2. Loosen the electrical mounting plate to gain access to the rear locknuts.
3. Remove module attaching bolts.



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58443



- a** - Bolts (6) –Torque to 80 lb-in (9 Nm).
- b** - Spacer – Place on Bolts between Coils
- c** - Ignition Coils (6)
- d** - Spark Plug Lead
- e** - Electrical Mounting Plate
- f** - Bracket
- g** - Screw [Torque to 35 lb. in. (4.0 Nm)]
- h** - Bolts (4) – Torque to 20 lb. ft. (27 N·m)
- i** - Washer

- j** - Rubber Grommet
- k** - Bushing
- l** - Washer
- m** - Locknut (6)
- n** - Coil Driver (3)
- o** - Conduit
- p** - Screw (Drive Tight)
- q** - Ground Strap
- r** - Model Year 2000
- s** - Model Year 2001



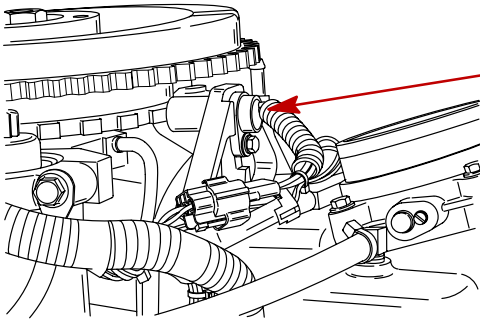
INSTALLATION

1. Fasten coils to electrical mounting plate as shown.
2. Reinstall electrical mounting plate.
3. Reconnect spark plug lead and coil harness.

Crank Position Sensor

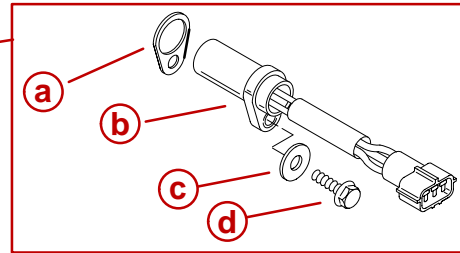
REMOVAL

1. Disconnect harness.
2. Remove bolt securing sensor to bracket.

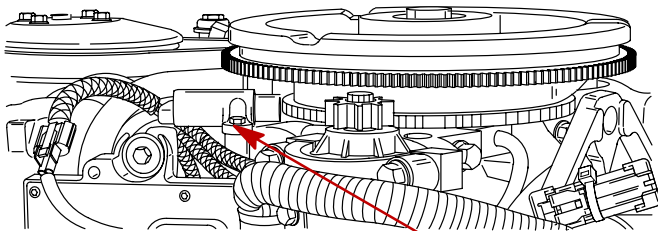


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MODEL 2000

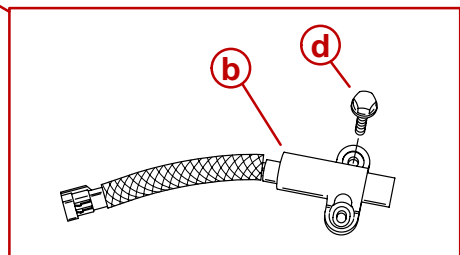


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58323

MODEL 2001



58613

- a** - Shim (0.010 or 0.020 in.) (0.254 mm 0.508 mm)
- b** - Crank Position Sensor
- c** - Washer
- d** - Bolt – Torque to 50 lb. in (5.5 Nm)

INSTALLATION

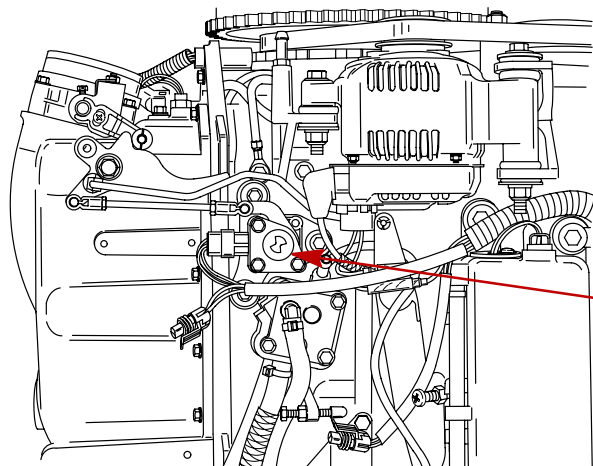
1. Fasten sensor to bracket with bolt.
2. Set air gap @ 0.025 in. – 0.040 in. (0.635 mm – 1.01 mm) (Model 2000)
3. Reconnect sensor harness.



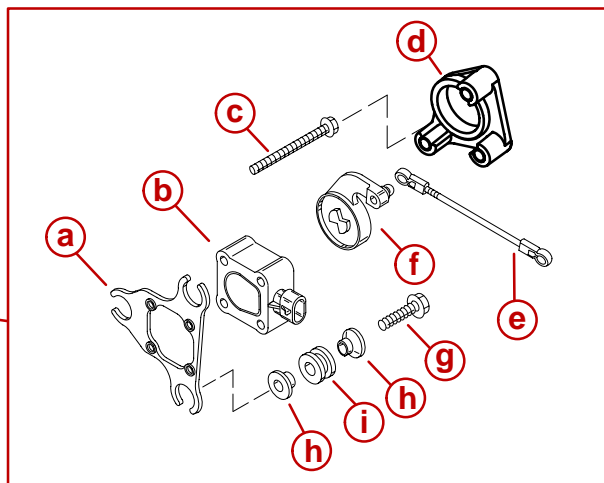
Throttle Position Sensor (TPS)

REMOVAL

1. Disconnect wiring harness.
2. Remove screws securing sensor to bracket.



57496



- a** - Bracket
- b** - Sensor
- c** - Screw (3) – Torque to 20 lb. in (2.5 Nm).
- d** - TPS Cover

- e** - Throttle Link
- f** - TPS Lever
- g** - Screw [Torque to 70 lb. in. (8.0 Nm)]
- h** - Bushing (2)
- i** - Grommet

INSTALLATION

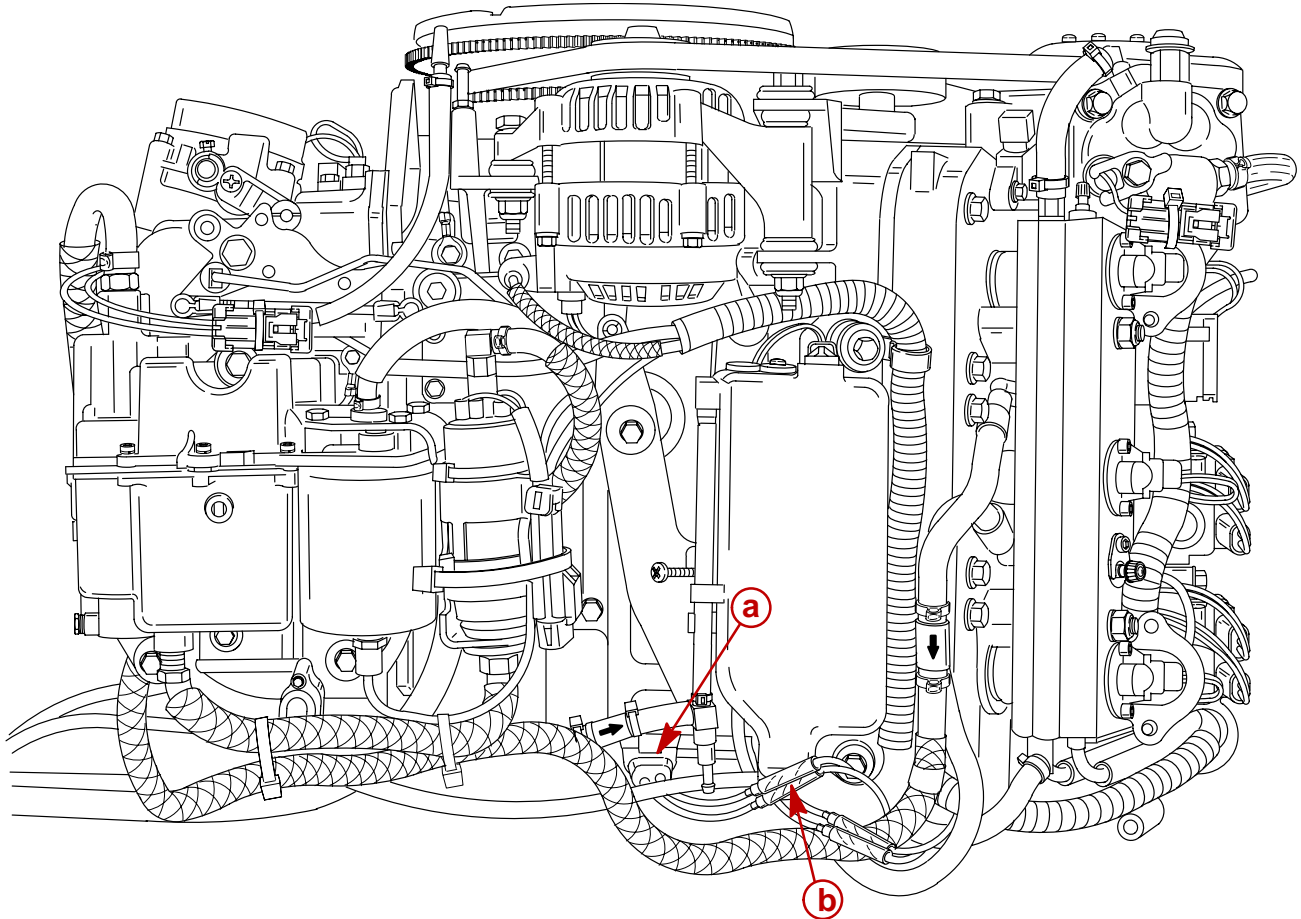
1. Fasten sensors to bracket as shown.
2. Reconnect wiring harness.



Shift Interrupt Switch

REMOVAL

1. Remove bottom cowl.
2. Disconnect switch bullet connectors
3. Remove 2 screws securing switch and remove switch.



58425

- a** - Shift Interrupt Switch
b - Bullet Connectors

INSTALLATION

1. Secure switch with 2 screws.
2. Connect bullet connectors
3. Reinstall bottom cowl.



ELECTRICAL

Section 2B – Charging & Starting System

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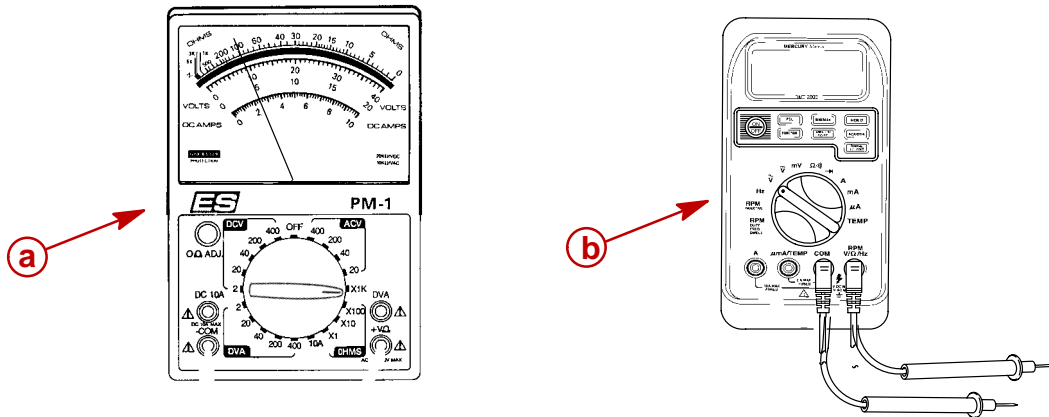
Specifications

CHARGING SYSTEM	Alternator Output (Regulated) Brush Length Voltage Output Regulator Current Draw	32 - 38 Amperes @ 2000 RPM @ Battery 52 - 60 Amperes @ 2000 RPM @ Alternator Std Exposed Length: 0.413 in. (10.5 mm) Min. Exposed Length: 0.059 in. (1.5 mm) 13.5 to 15.1 Volts 0.15 mA (Ign. Switch Off) 30.0 mA (Ign. Switch On)
STARTING SYSTEM	Electric Start - All Models Model Year 2000 Starter Draw (Under Load) Starter Draw (No Load) Minimum Brush Length Model Year 2001 Starter Draw (Under Load) Starter Draw (No Load) Minimum Brush Length Battery Rating	165 Amperes 30 Amperes 0.25 in. (65.4 mm) 170 Amperes 60 Amperes 0.25 in. (65.4 mm) 1000 (Minimum) Marine Cranking Amps (MCA) 750 (Minimum) Cold Cranking Amps (CCA) 105 (Minimum) Amp Hour



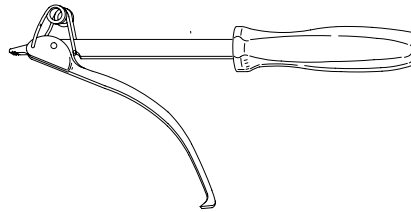
Special Tools

1. Volt/Ohm Meter 91-99750A1or DMT 2000 Digital Tachometer Multimeter 91-854009A1



- a - Volt/Ohm Meter 91-99750A1
- b - DMT 2000 Digital Tachometer Multimeter 91-854009A1

2. Ammeter (60 Ampere minimum) (Obtain locally)
3. Flywheel Holder 91-52344

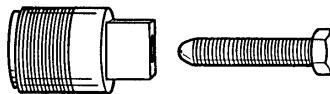


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4. Protector Cap 91-24161



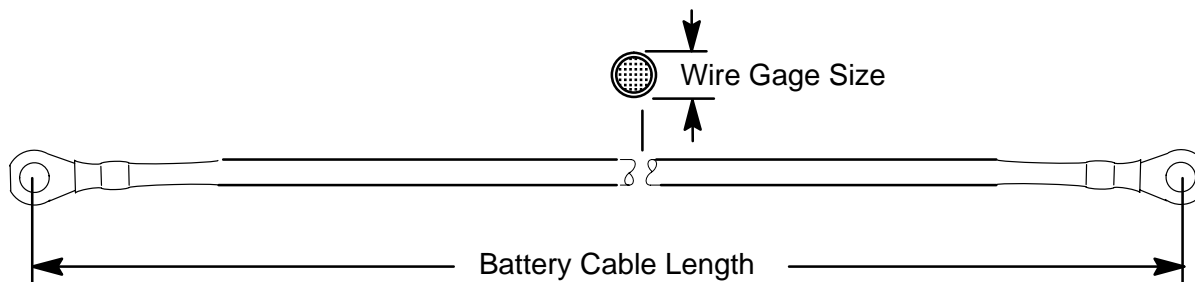
5. Flywheel Puller 91-73687A1





Battery Cable Size

If standard (original) battery cables are replaced with longer cables, the wire gauge size must increase. See chart below for correct wire gauge size.



Battery Cable Wire Gage Size Mercury/Mariner Outboards																	
Models	Battery Cable Length																
	8 ft. 2.4m	9 ft. 2.7m	10ft. 3.0m	11ft. 3.4m	12ft. 3.7m	13ft. 4.0m	14ft. 4.3m	15ft. 4.6m	16ft. 4.9m	17ft. 5.2m	18ft. 5.5m	19ft. 5.8m	20ft. 6.1m	21ft. 6.4m	22ft. 6.7m	23ft. 7.0m	24ft. 7.3m
	Wire Gage Size No. SAE																
6-25 Hp	#8*	#8	#6	#6	#6	#6	#4	#4	#4	#4	#4	#4	#4	#4	#2	#2	#2
30-115 Hp	#6*	#4	#4	#4	#4	#4	#2	#2	#2	#2	#2	#2	#2	#2	#0	#0	#0
125-250 Hp (except DFI)			#6*	#6	#4	#4	#4	#4	#4	#4	#2	#2	#2	#2	#2	#2	#2
DFI Models					#4*	#2	#2	#2	#2	#2	#2	#2	#2	#2	#0	#0	#0

* = Standard (original) Cable Length and wire gage size.

Replacement Parts

⚠ WARNING

Electrical, ignition and fuel system components on your Mercury/Mariner outboard are designed and manufactured to comply with U. S. Coast Guard Rules and Regulations to minimize risks of fire and explosions. Use of replacement electrical, ignition or fuel system components, which do not comply with these rules and regulations, could result in a fire or explosion hazard and should be avoided.

Recommended Battery

A 12 volt marine battery with a minimum Cold Cranking amperage rating of 750 amperes or 1000 (minimum) Marine Cranking amperes should be used.



Battery

Precautions

⚠ CAUTION

If battery acid comes in contact with skin or eyes, wash skin immediately with a mild soap. Flush eyes with water immediately and see a doctor.

When charging batteries, an explosive gas mixture forms in each cell. Part of this gas escapes through holes in vent plugs and may form an explosive atmosphere around battery if ventilation is poor. This explosive gas may remain in or around battery for several hours after it has been charged. Sparks or flames can ignite this gas and cause an internal explosion which may shatter the battery.

The following precautions should be observed to prevent an explosion.

1. DO NOT smoke near batteries being charged or which have been charged very recently.
2. DO NOT break live circuits at terminals of batteries because a spark usually occurs at the point where a live circuit is broken. Always be careful when connecting or disconnecting cable clamps on chargers. Poor connections are a common cause of electrical arcs which cause explosions.
3. DO NOT reverse polarity of battery terminal to cable connections.

Charging a Discharged Battery

⚠ WARNING

Hydrogen and oxygen gases are produced during normal battery operation or charging. Sparks or flame can cause this mixture to ignite and explode, if they are brought near the vent openings. Sulphuric acid in battery can cause serious burns, if spilled on skin or in eyes. Flush or wash away immediately with clear water.

The following basic rule applies to any battery charging situation:

1. Any battery may be charged at any rate (in amperes) or as long as spewing of electrolyte (from violent gassing) does not occur and for as long as electrolyte temperature does not exceed 125° F (52° C). If spewing of electrolyte occurs, or if electrolyte temperature exceeds 125° F, charging rate (in amperes) must be reduced or temporarily halted to avoid damage to the battery.
2. Battery is fully charged when, over a 2-hour period at a low charging rate (in amperes), all cells are gassing freely (not spewing liquid electrolyte), and no change in specific gravity occurs. Full charge specific gravity is 1.260-1.275, corrected for electrolyte temperature with electrolyte level at 3/16 in. (4.8 mm) over plate, unless electrolyte loss has occurred (from age or over-filling) in which case specific gravity reading will be lower. For most satisfactory charging, lower charging rates in amperes are recommended.
3. If, after prolonged charging, specific gravity of at least 1.230 on all cells cannot be reached, battery is not in optimum condition and will not provide optimum performance; however, it may continue to provide additional service, if it has performed satisfactorily in the past.



4. To check battery voltage while cranking engine with electric starting motor, place RED (+) lead of tester on POSITIVE (+) battery terminal and BLACK (-) lead of tester on NEGATIVE (-) battery terminal. If the voltage drops below 9-1/2 volts while cranking, the battery is weak and should be recharged or replaced.

Winter Storage of Batteries

Battery companies are not responsible for battery damage either in winter storage or in dealer stock if the following instructions are not observed:

1. Remove battery from its installation as soon as possible and remove all grease, sulfate and dirt from top surface by running water over top of battery. Be sure, however, that vent caps are tight beforehand, and blow off all excess water thoroughly with compressed air. Check water level, making sure that plates are covered.
2. When adding distilled water to battery, be extremely careful not to fill more than 3/16 in. (4.8 mm) above perforated baffles inside battery. Battery solution or electrolyte expands from heat caused by charging. Overfilling battery will cause electrolyte to overflow (if filled beyond 3/16" above baffles).
3. Grease terminal bolts well with 2-4-C Marine Lubricant and store battery in a COOL-DRY place. Remove battery from storage every 30-45 days, check water level and put on charge for 5 or 6 hours at 6 amperes. **DO NOT FAST CHARGE.**
4. If specific gravity drops below 1.240, check battery for reason and recharge. When gravity reaches 1.260, discontinue charging. To check specific gravity, use a hydrometer, which can be purchased locally.
5. Repeat preceding charging procedure every 30-45 days, as long as battery is in storage, for best possible maintenance during inactive periods to ensure a good serviceable battery in spring. When ready to place battery back in service, remove excess grease from terminals (a small amount is desirable on terminals at all times), recharge again as necessary and reinstall battery.



Flywheel Removal and Installation

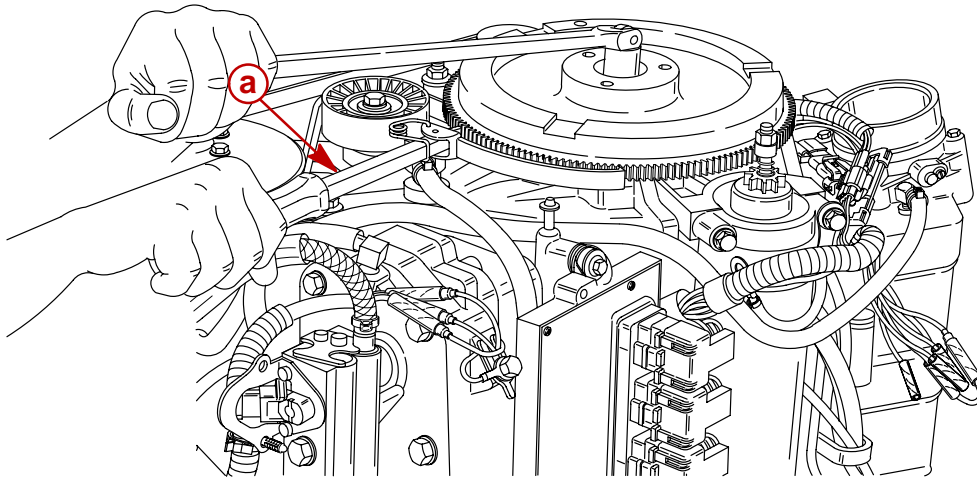
Removal

1. Remove flywheel cover from engine.

⚠ WARNING

Engine could possibly start when turning flywheel during removal and installation; therefore, disconnect (and isolate) spark plug leads from spark plugs to prevent engine from starting.

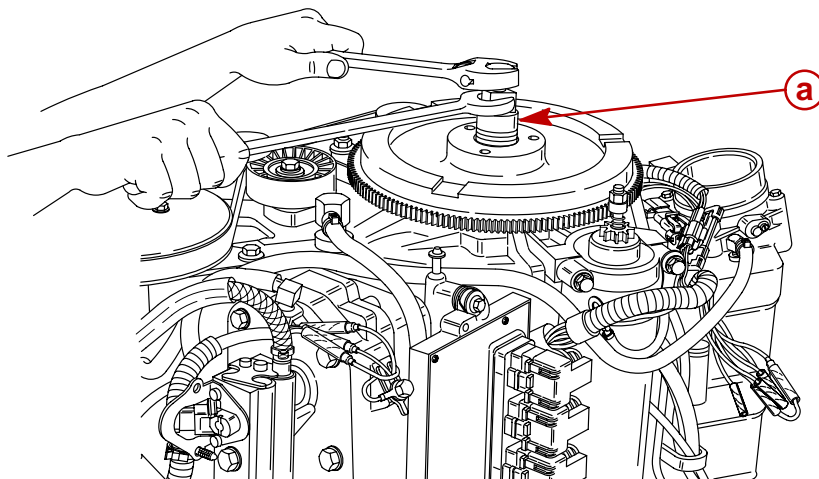
2. Disconnect spark plug leads from spark plugs.
3. While holding flywheel with flywheel holder (91-52344), remove flywheel nut and washer.



57529

a - Flywheel Holder (91-25344)

4. Install a crankshaft Protector Cap (91-24161) on end of crankshaft, then install Flywheel Puller (91-73687A2) into flywheel.
5. Hold flywheel tool with wrench while tightening bolt down on protector cap. Tighten bolt until flywheel comes free.



57528

a - Flywheel Puller (91-73687A2)



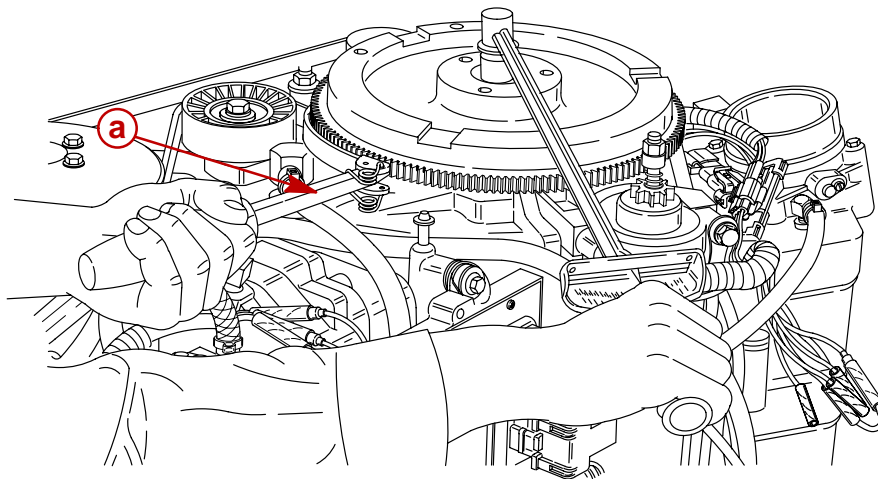
NOTE: Neither heat or hammer should be used on flywheel to aid in removal as damage to flywheel or electrical components under flywheel may result.

6. Remove flywheel. Inspect flywheel for cracks or damage.

Installation

IMPORTANT: Clean flywheel/crankshaft taper with solvent and assemble dry.

1. Install flywheel.
2. Install flywheel washer and nut.
3. Hold flywheel with Flywheel Holder (91-52344). Torque nut to 125 lb-ft (169.5 Nm).



a - Flywheel Holder (91-52344)

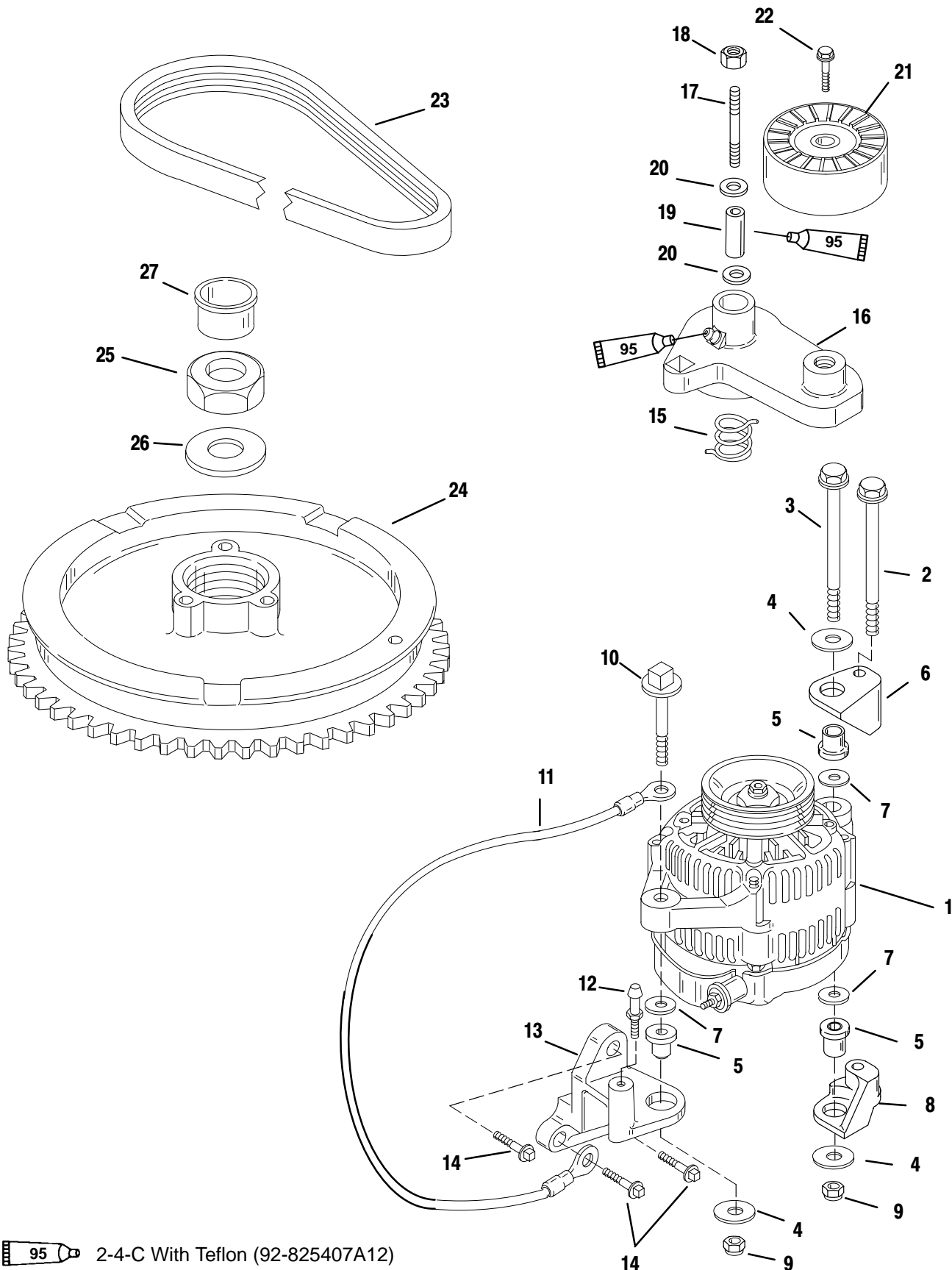
57527



Notes:



Flywheel/Alternator



 95 2-4-C With Teflon (92-825407A12)



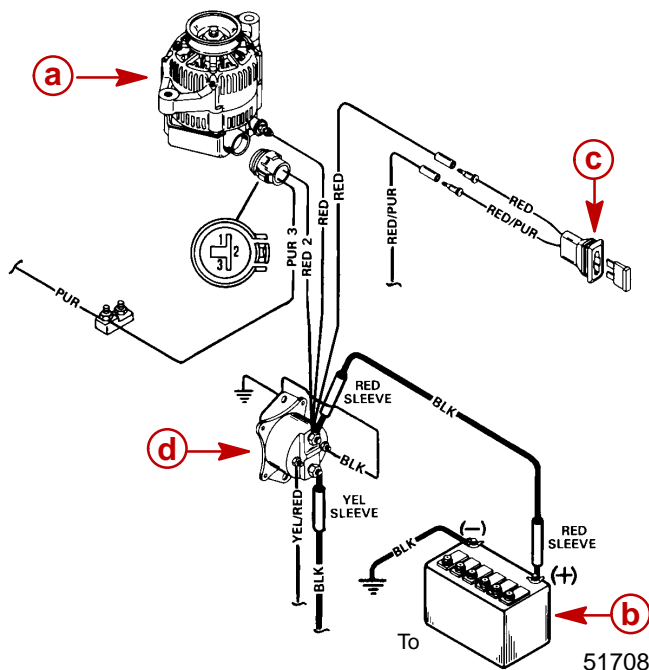
Flywheel/Alternator

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb. in.	lb. ft.	Nm
1	1	ALTERNATOR			
2	1	SCREW (M10 x 100)	480	40	54
3	1	SCREW (M10 x120)	480	40	54
4	3	WASHER			
5	3	MOUNT			
6	1	BRACKET			
7	3	WASHER			
8	1	BRACKET			
9	2	NUT	480	40	54
10	1	SCREW (M10 x 55)	480	40	54
11	1	CABLE			
12	1	PIN			
13	1	BRACKET			
14	3	SCREW (5/16-18 x 1 IN.)	185	15.5	21
15	1	SPRING			
16	1	BELT TENSIONER ARM ASSY			
17	1	STUD (M10 x 85)			
18	1	NUT	180	15	20
19	1	BUSHING			
20	2	WASHER			
21	1	PULLEY			
22	1	SCREW (M10 x 35)	300	25	34
23	1	BELT			
24	1	FLYWHEEL			
25	1	NUT (M16X1.5)		125	170
26	1	WASHER			
27	1	PLUG			



System Components

The battery charging system consists of the alternator, battery, ignition switch, starter solenoid and the wiring which connects these components.



- a** - Alternator
- b** - Battery
- c** - 20 Ampere Fuse
- d** - Starter Solenoid

Precautions

The following precautions must be observed when working on the alternator system. Failure to observe these precautions may result in serious damage to the alternator system.

1. Do not attempt to polarize the alternator.
2. Do not short across or ground any of the terminals on the alternator, except as specifically instructed.
3. Never disconnect the alternator output lead, regulator harness or battery cables when the alternator is being driven by the engine.
4. Always remove NEGATIVE (-) battery cable from battery before working on alternator system.
5. When installing battery, be sure to connect the NEGATIVE (-) (GROUNDED) battery cable to NEGATIVE (-) battery terminal and the POSITIVE (+) battery cable to POSITIVE (+) battery terminal.
6. When using a charger or booster battery, connect it in parallel with existing battery (POSITIVE to POSITIVE; NEGATIVE to NEGATIVE).



Alternator Description

The alternator employs a rotor, which is supported in 2 end frames by ball bearings, and is driven at 2.5 times engine speed. The rotor contains a field winding enclosed between 2 multiple-finger pole pieces. The ends of the field winding are connected to 2 brushes which make continuous sliding contact with the slip rings. The current (flowing through the field winding) creates a magnetic field that causes the adjacent fingers of the pole pieces to become alternate north and south magnetic poles.

A 3-phase stator is mounted directly over the rotor pole pieces and between the 2 end frames. It consists of 3 windings wound 120° electrically out-of-phase on the inside of a laminated core. The windings are connected together on one end, while the other ends are connected to a full-wave rectifier bridge.

The rectifier bridge contains 8 diodes which allows current to flow from ground, through the stator and to the output terminal, but not in the opposite direction.

When current is supplied to the rotor field winding, and the rotor is turned, the movement of the magnetic fields created induces an alternating current into the stator windings. The rectifier bridge changes this alternating current to direct current which appears at the output terminal. A diode trio is connected to the stator windings to supply current to the regulator and the rotor field during operation.

Voltage output of the alternator is controlled by a transistorized voltage regulator that senses the voltage at the battery and regulates the field current to maintain alternator voltage for properly charging the battery. Current output of the alternator does not require regulation, as maximum current output is self-limited by the design of the alternator. As long as the voltage is regulated within the prescribed limits, the alternator cannot produce excessive current. A cutout relay in the voltage regulator also is not required, as the rectifier diodes prevent the battery from discharging back through the stator.

A small amount of current is supplied by the excitation circuit in the regulator to the rotor field to initially start the alternator charging. Once the alternator begins to produce output, field current is supplied solely by the diode trio.

The alternator is equipped with 2 fans which induce air flow through the alternator to remove heat created by the rectifier and stator.

Diagnosis of Alternator System on Engine

1. If problem is an undercharged battery, verify condition has not been caused by excessive accessory current draw or by accessories which have accidentally been left on.
2. Check physical condition and state of charge of battery. Battery must be at least 75% (1.230 specific gravity) of fully charged to obtain valid results in the following tests. If not, charge battery before testing system.
3. Inspect entire alternator system wiring for defects. Check all connections for tightness and cleanliness, particularly battery cable clamps and battery terminals.

IMPORTANT: RED output lead from alternator must be tight. A darkened RED sleeve indicates lead was loose and becoming hot.

4. Check alternator drive belt for cracks and fraying. Replace if necessary. Check belt tension. Adjust if necessary, as outlined under “**Drive Belt Replacement and Adjustment.**”



Notes:

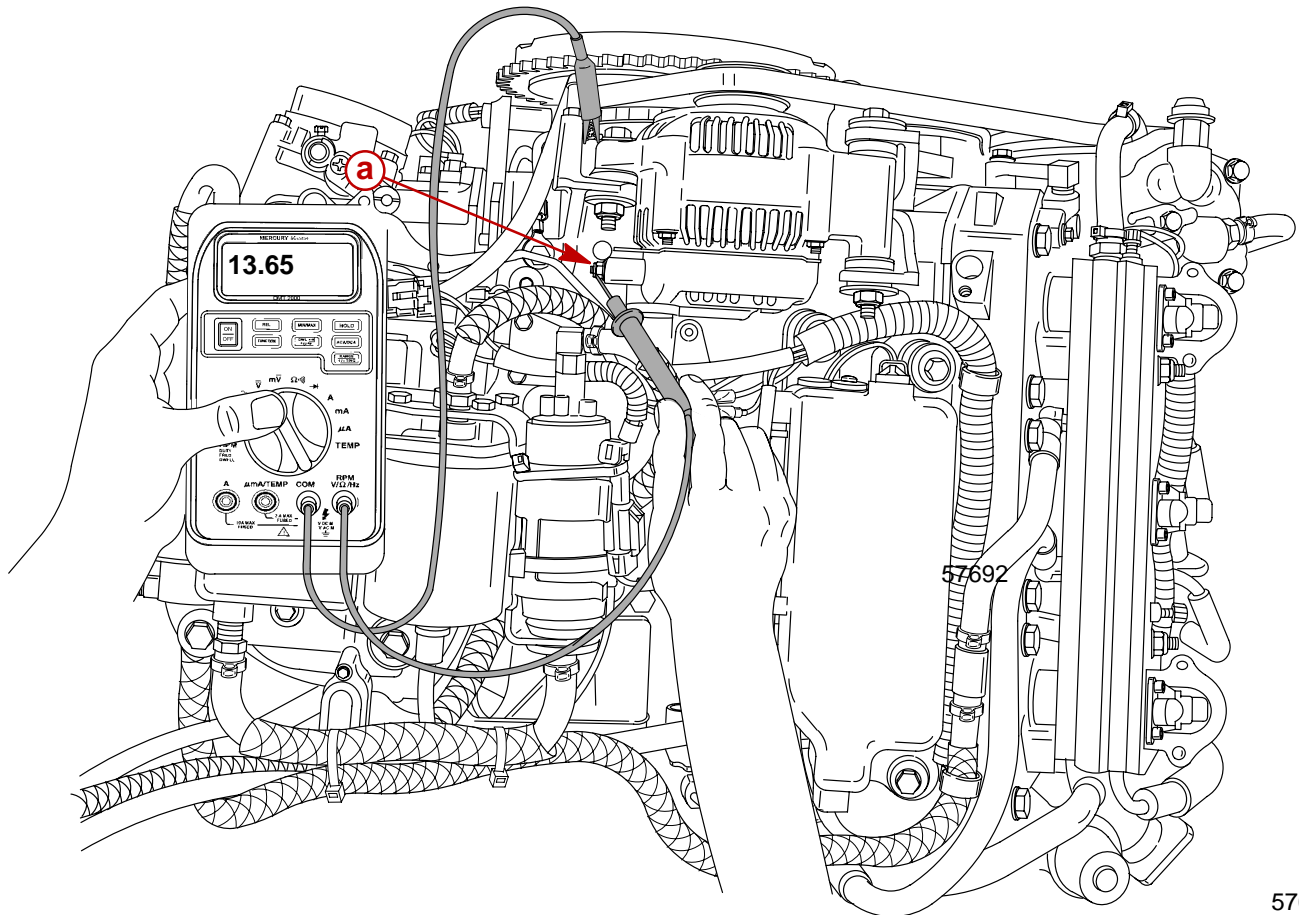


Alternator System Circuitry Test

Using a 0-20 volt DC voltmeter, perform the following tests:

Output Circuit

1. Connect POSITIVE (+) voltmeter lead to alternator terminal B (output terminal). Connect NEGATIVE (-) lead to case ground on alternator.
2. Shake alternator wiring harness. Meter should indicate battery voltage and should not vary. If proper reading is not obtained, check for loose or dirty connections or damaged wiring.



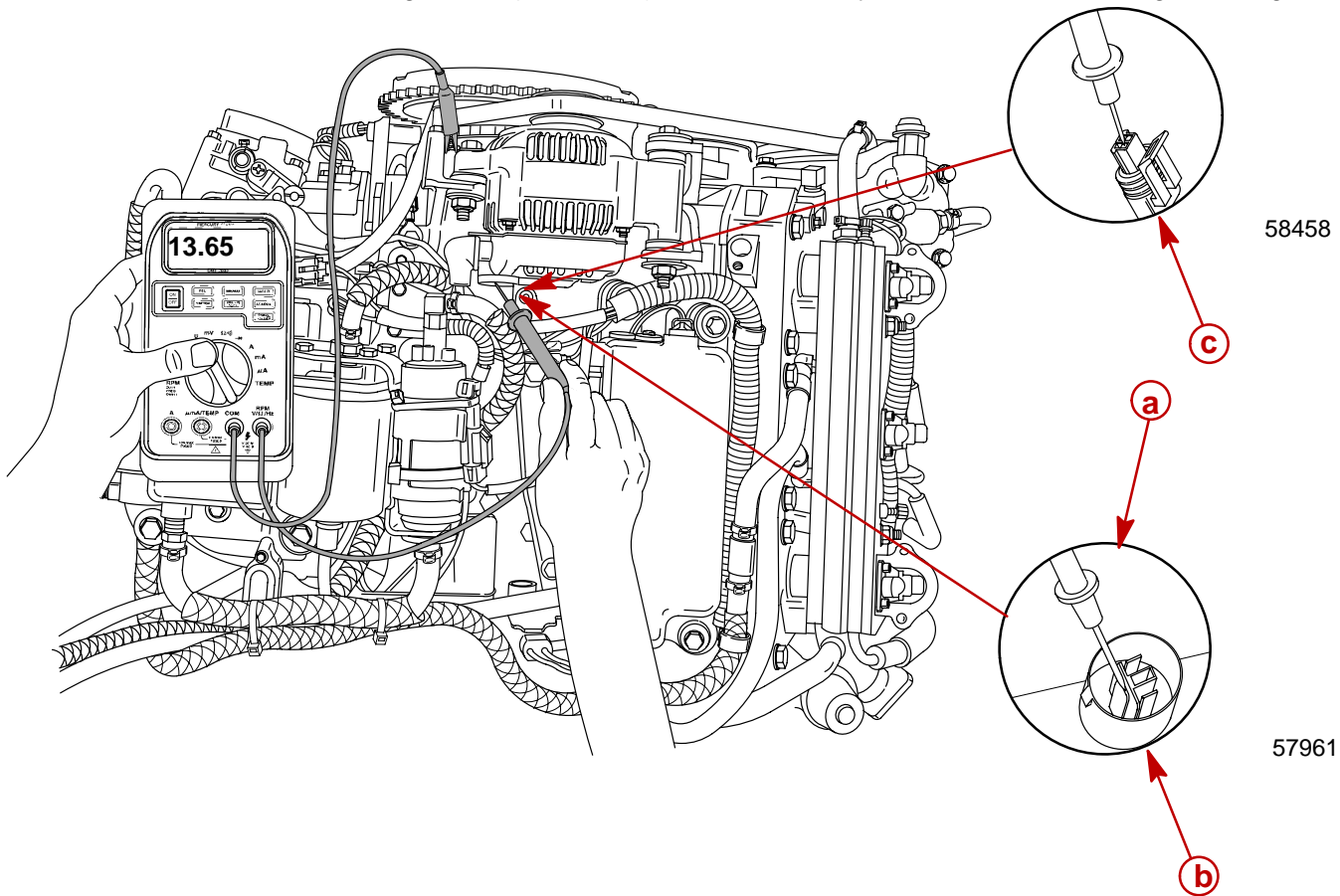
a - Terminal B

57692



Sensing Circuit

1. Unplug RED and PURPLE lead connector from alternator.
2. Connect POSITIVE (+) voltmeter lead to RED lead and NEGATIVE (-) voltmeter lead to ground.
3. Voltmeter should indicate battery voltage. If correct voltage is not present, check sensing circuit (RED lead) for loose or dirty connections or damaged wiring.

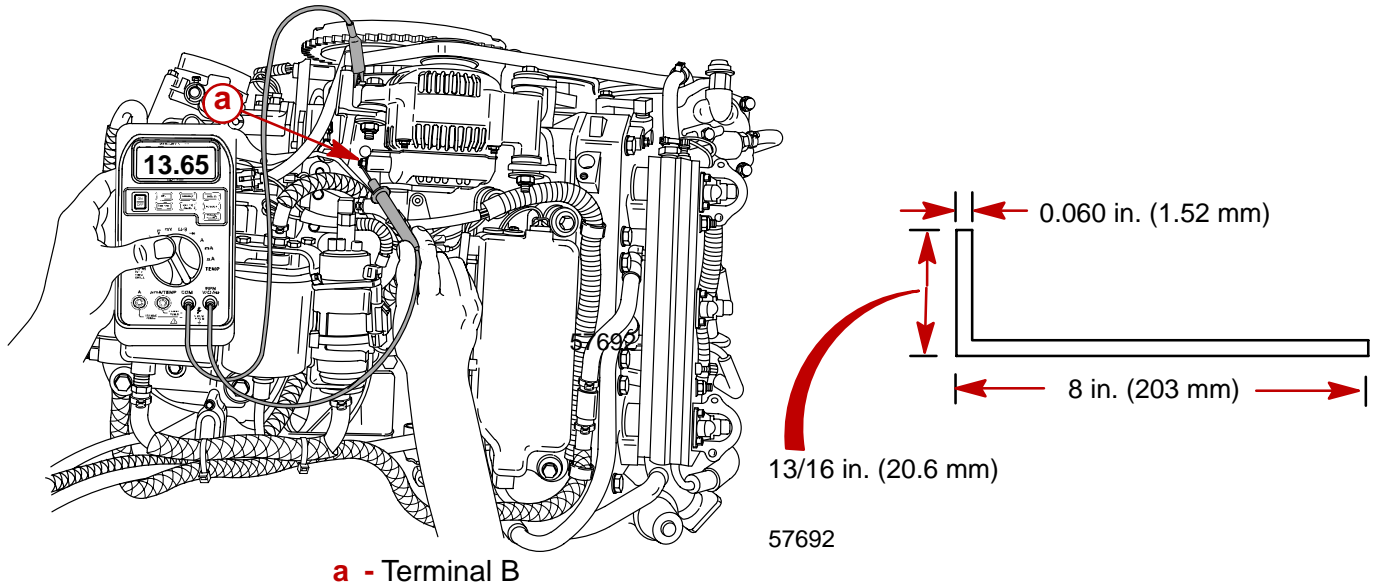


- a** - Sense Lead (RED)
- b** - Model Year 2000 Connector
- c** - Model Year 2001 Connector

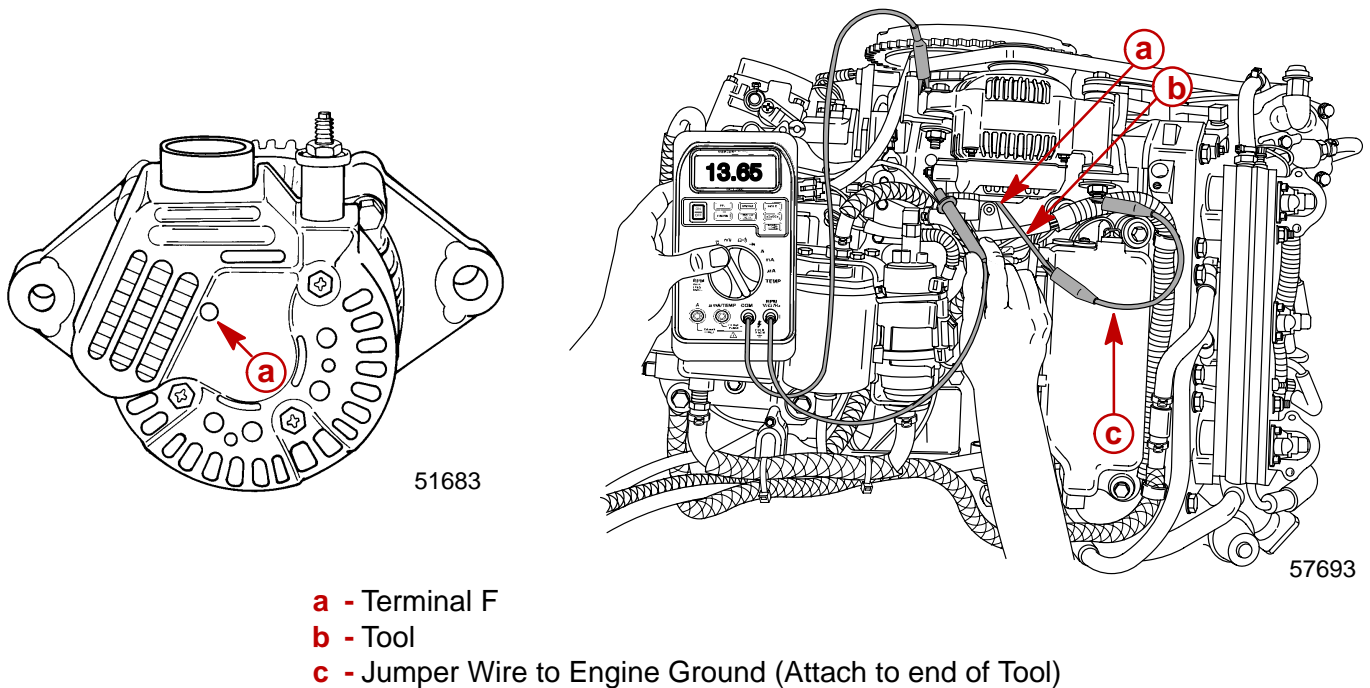


Voltage Output

1. Using a 0-20 volt DC voltmeter, connect POSITIVE (+) lead of voltmeter to TERMINAL B of alternator and NEGATIVE (-) lead of voltmeter to engine ground.
2. Start engine and allow to warm up. Increase engine RPM from idle to 2000. Normal voltage output should be 13.5 – 15.1 volts. If voltage reading is greater than normal, replace voltage regulator.
3. If voltage reading is less than normal, fabricate a tool from a piece of stiff wire to the following specifications:



4. Insert bent end of tool through end cover and ground TERMINAL F.

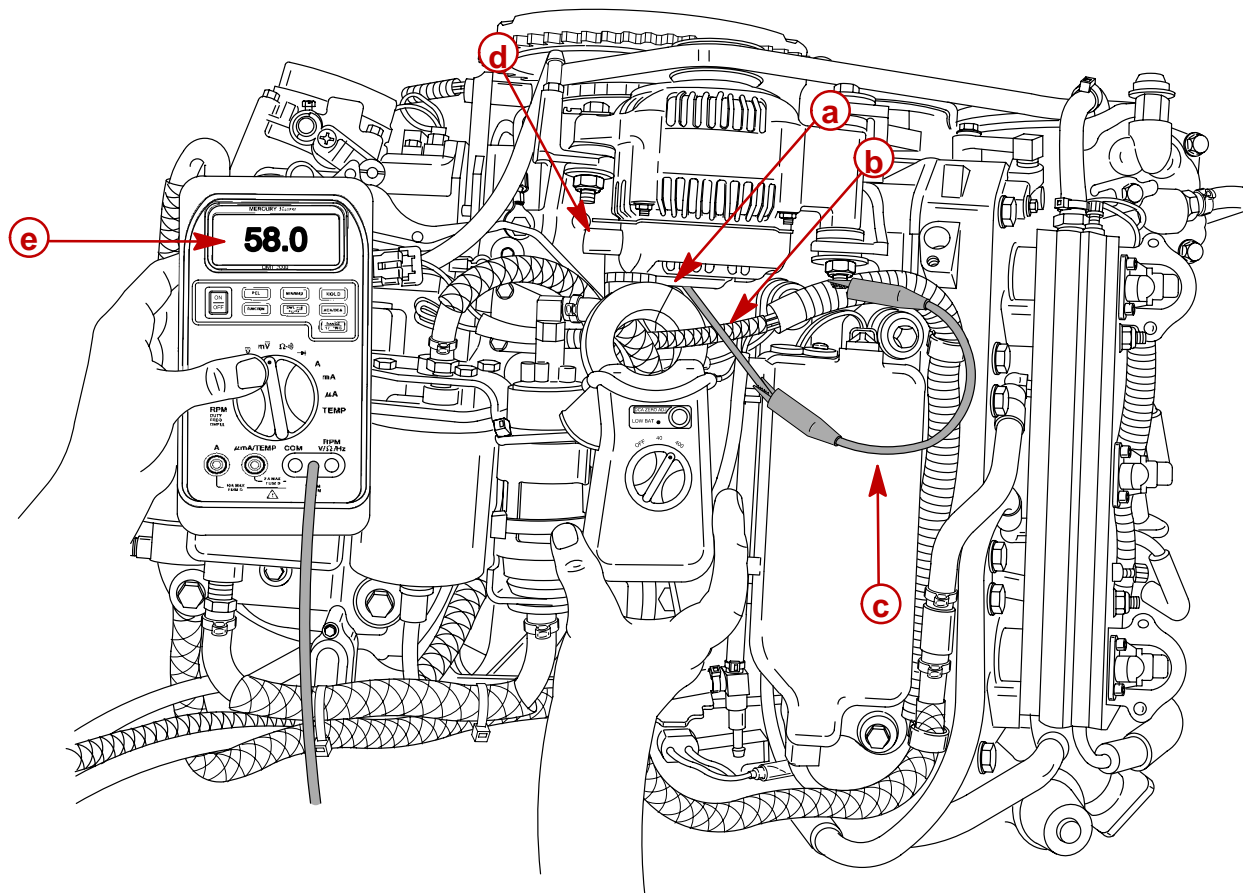


5. With TERMINAL F grounded, voltage should rise to within the normal range (13.5 – 15.1). If voltage rises, replace the regulator.
6. If the voltage DOES NOT rise to within the normal range with TERMINAL F grounded, perform “CURRENT OUTPUT” test.



Current Output

1. With engine shut off, install ammeter (capable of reading 60+ amperes) in series between TERMINAL B on alternator and POSITIVE (+) terminal of battery.
2. Start engine and allow to warm up. Advance RPM to 2000.
3. Insert tool, previously fabricated for **VOLTAGE OUTPUT**, through end cover and ground TERMINAL F.



57964

- a - Terminal F
- b - Tool
- c - Jumper Wire to Engine Ground
- d - Terminal B
- e - Ammeter

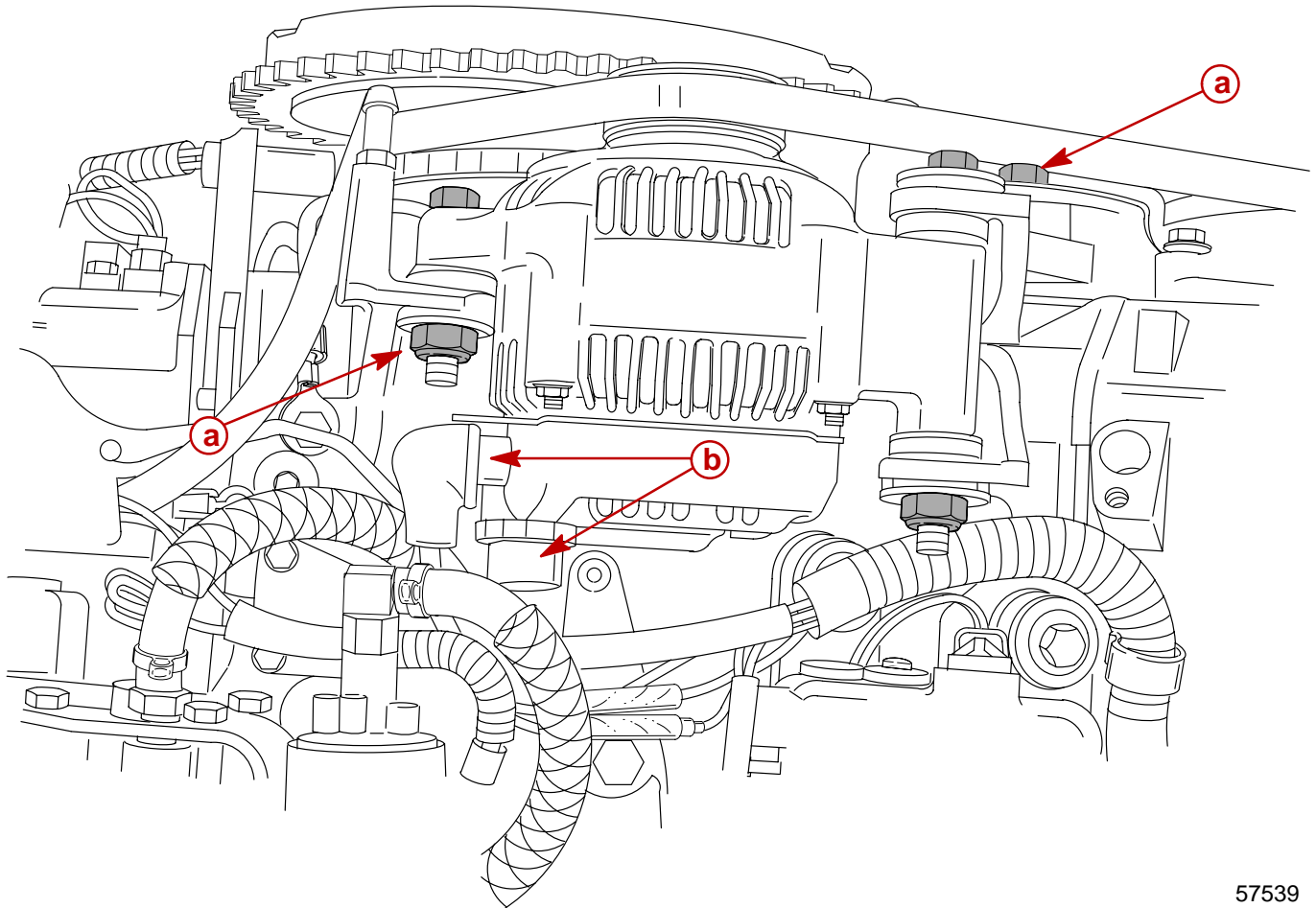
4. Normal output is 52 – 60 amperes @ 2000 RPM @ the alternator. If output is normal, replace regulator. If output is low, a disassembly of the alternator is necessary to inspect and test individual components.



Repair

Removal

1. Remove top cowling.
2. Disconnect battery cables from battery.
3. Disconnect wiring harness from alternator.
4. Remove pivot bolt and tension bolt.



a - Attaching Bolt

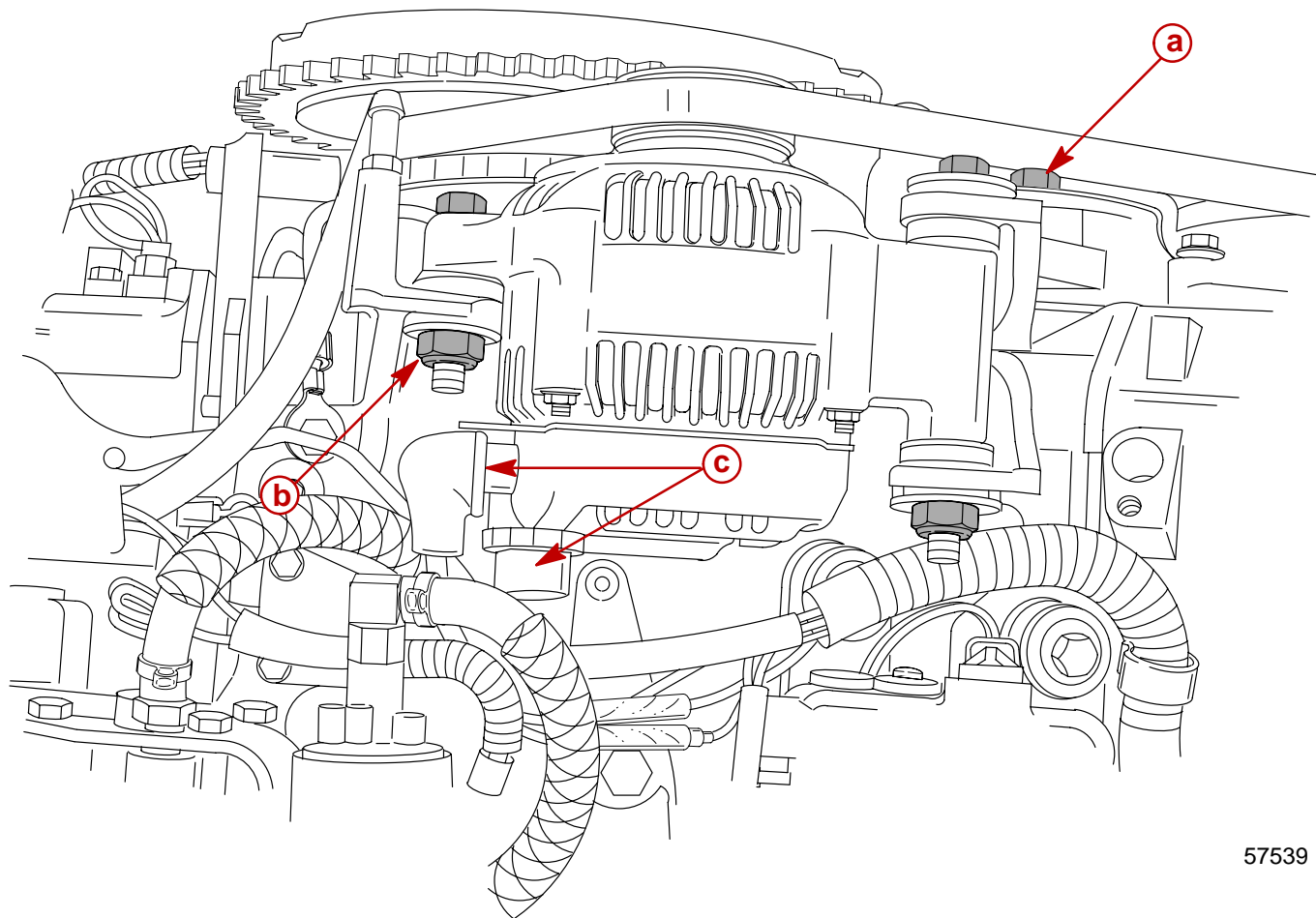
b - Harnesses

57539



Installation

1. Secure alternator to engine block with attaching bolts. Torque top bolt to 40 lb-ft (54 Nm). Torque bottom bolt to 35 lb-ft (47.5 Nm).
2. Install alternator belt in V-groove of flywheel and alternator pulley.
3. Reconnect electrical harness to alternator.



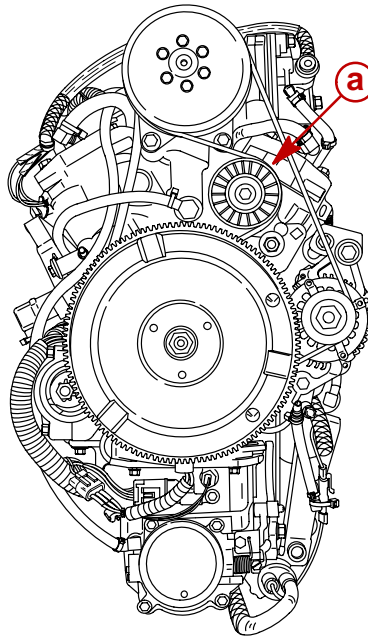
57539

- a** - Top Bolt [Torque to 40 lb-ft (54 Nm)]
- b** - Bottom Nut [Torque to 35 lb-ft. (47.5 Nm)]
- c** - Harnesses



Alternator Belt Tension Adjustment

Correct alternator belt tension is maintained by a belt tensioner assembly.



57489

a - Belt Tensioner Assembly

Starter System

Starter Motor Amperes Draw

STARTER MOTOR PART NO.	NO LOAD AMP. DRAW	NORMAL AMP. DRAW
50-833153-1	30 AMPS	165 AMPS
50-853329-1	60 AMPS	170 AMPS

Starter System Components

- a** - Battery
- b** - Starter Solenoid
- c** - Neutral Start Switch
- d** - Starter Motor
- e** - Ignition Switch
- f** - Slave Solenoid (Model Year 2001)

Description

The battery supplies electricity to activate the starter motor. When the ignition is turned to the "START" position, the starter solenoid is energized and completes the starter circuit between the battery and starter.

Model year 2001 engines incorporate a slave solenoid to activate the starter solenoid.

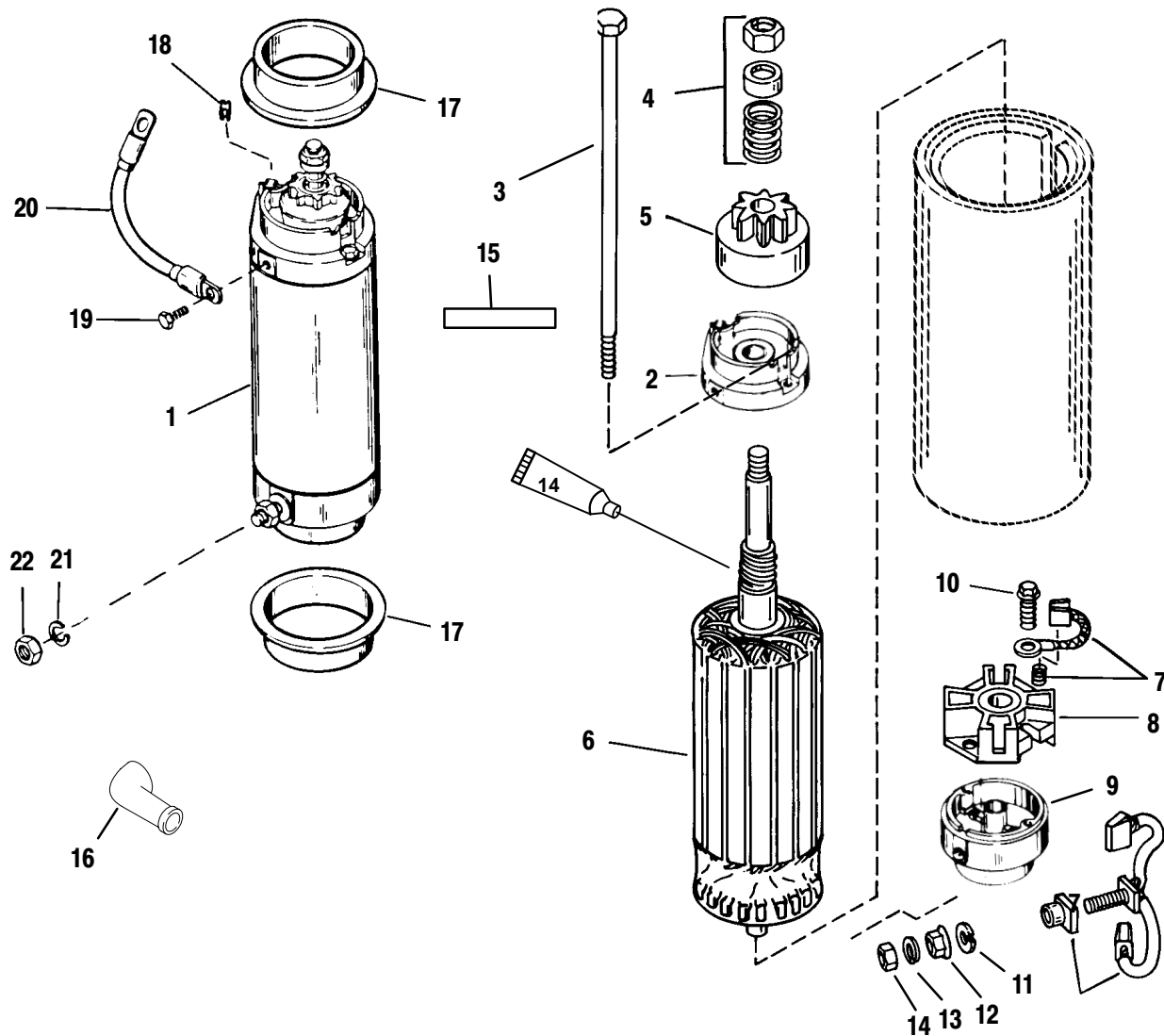
The neutral start switch opens the starter circuit when the shift control lever is not in neutral thus preventing accidental starting when the engine is in gear.

CAUTION

The starter motor may be damaged if operated continuously. **DO NOT** operate continuously for more than 30 seconds. Allow a 2 minute cooling period between starting attempts.



Starter Motor (Model Year 2000)(Centrifugal Bendix)



 14 Formula 50 2 Cycle Motor Oil

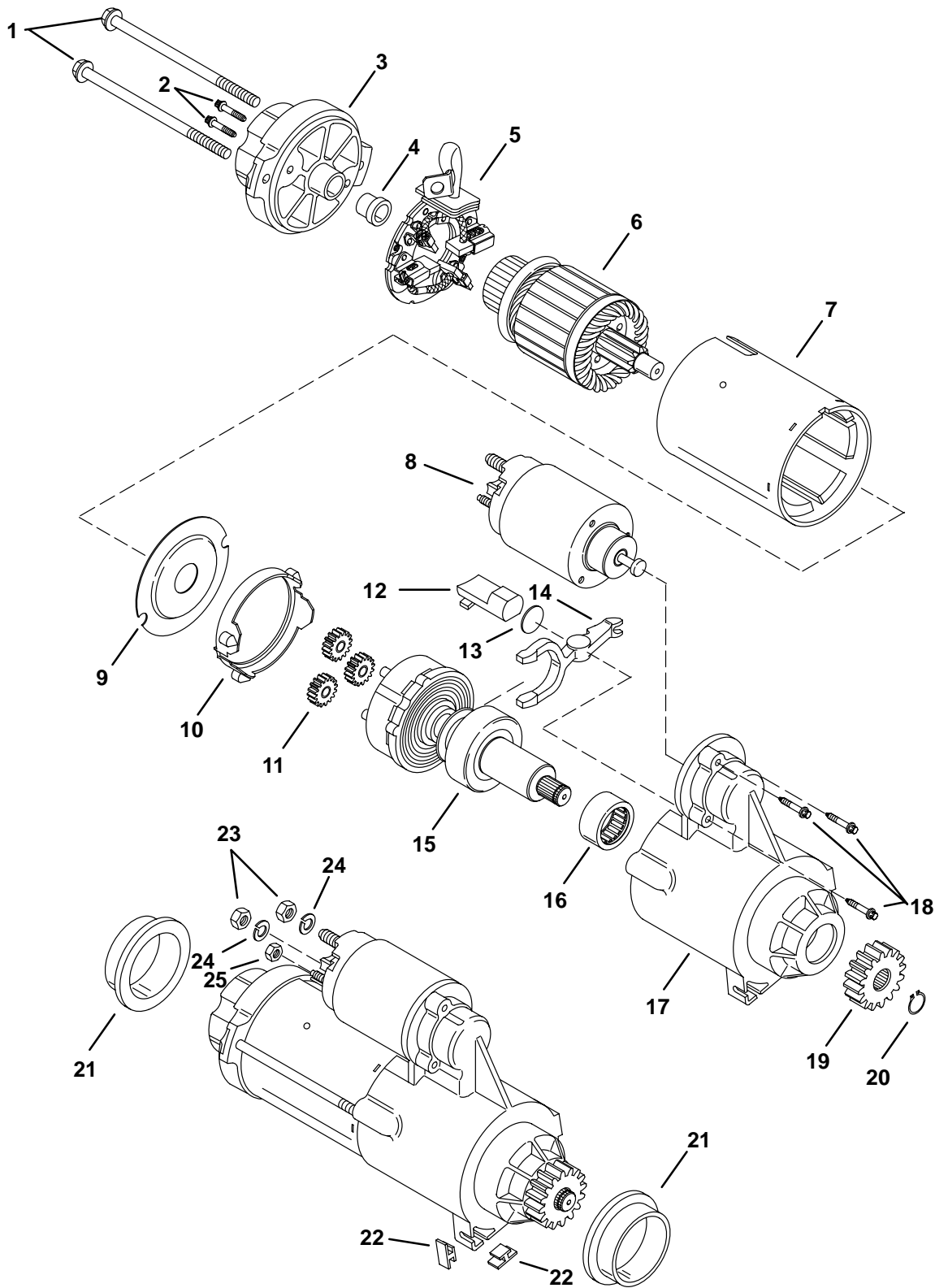


Starter Motor (Model Year 2000)(Centrifugal Bendix)

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb. in.	lb. ft.	Nm
1	1	STARTER MOTOR			
2	1	DRIVE CAP			
3	2	THRU BOLT	70		8.0
4	1	DRIVE KIT			
5	1	PINION			
6	1	ARMATURE			
7	1	BRUSH/SPRING KIT			
8	1	BRUSH HOLDER			
9	1	COMMUTATOR CAP			
10	2	SCREW			Drive Tight
11	1	LOCKWASHER			
12	1	NUT (1/4-20)	35		4.0
13	1	LOCKWASHER			
14	1	NUT (1/4-20)	35		4.0
15	1	DECAL-Warning-High Voltage			
16	1	BOOT			
17	2	COLLAR			
18	2	RUBBER STOP			
19	1	SCREW (1/4-20 x 5/8)	80		9.0
20	1	WIRE ASSEMBLY (BLACK)			
21	1	LOCKWASHER			
22	1	NUT	60		7.0



Starter Motor (Model Year 2001)(Solenoid Driven Bendix)



58430



Starter Motor (Model Year 2001)(Solenoid Driven Bendix)

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
1	2	THRU BOLT	110		12.5
2	2	SCREWS	30		3.4
3	1	END CAP			
4	1	BUSHING			
5	1	BRUSH PLATE ASSEMBLY			
6	1	ARMATURE			
7	1	FIELD FRAME			
8	1	SOLENOID			
9	1	SHIELD			
10	1	CUSHION			
11	3	PLANETARY GEARS			
12	1	PLUG			
13	1	DISC			
14	1	SHIFT FORK			
15	1	GEAR/CLUTCH ASSEMBLY			
16	1	BEARING			
17	1	HOUSING			
18	3	SCREW	40		4.5
19	1	DRIVE GEAR			
20	1	SNAP RING			
21	2	MOUNTING COLLAR			
22	2	STOP			
23	2	NUT	55		6.0
24	2	WASHER			
25	1	NUT	20		2.3

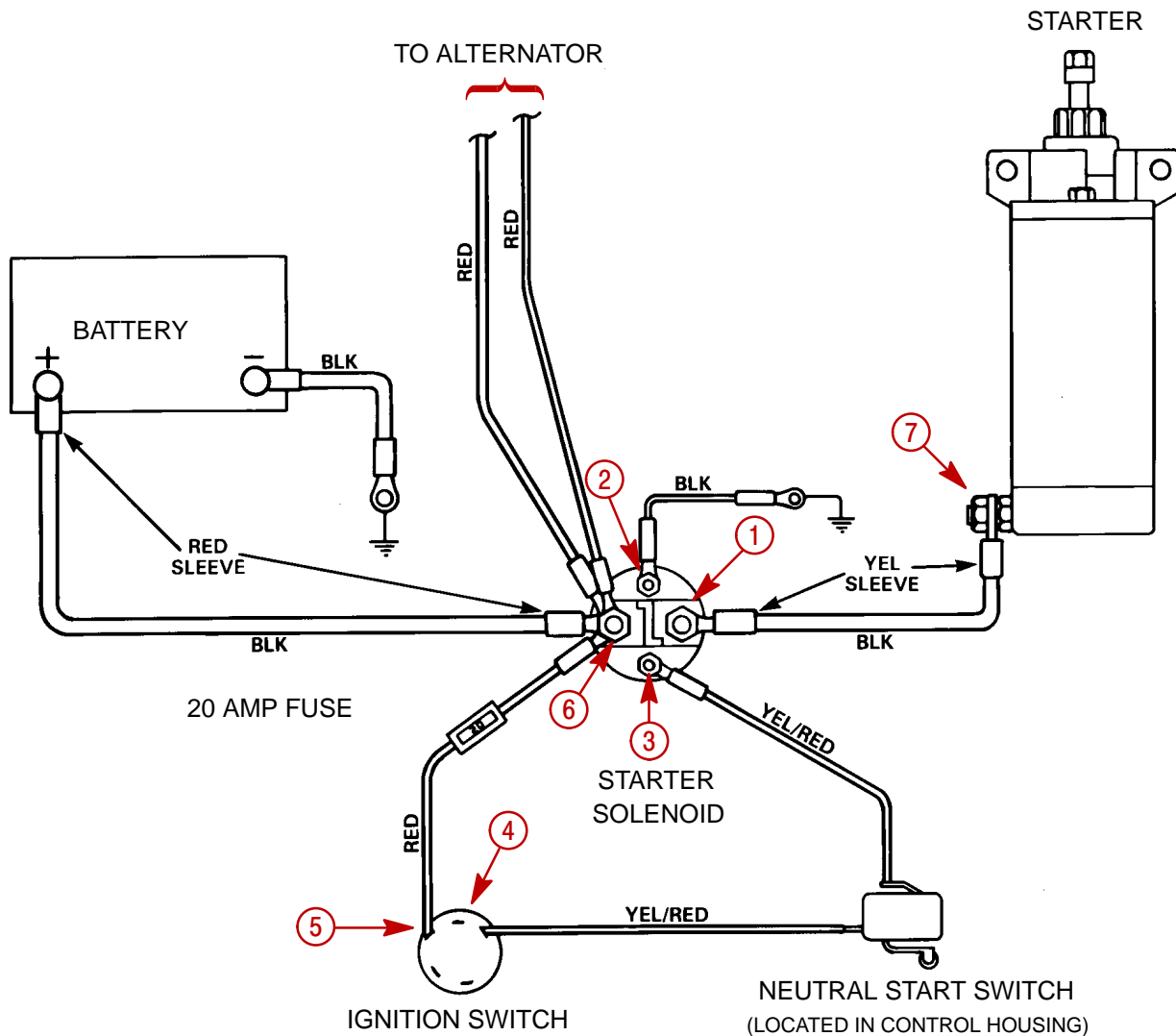


Troubleshooting the Centrifugal Bendix Starter Circuit

Before beginning the troubleshooting flow chart, verify the following conditions:

1. Confirm that battery is fully charged.
2. Check that control lever is in "NEUTRAL" position.
3. Check terminals for corrosion and loose connections.
4. Check cables and wiring for frayed and worn insulation.
5. Check 20 amp fuse.

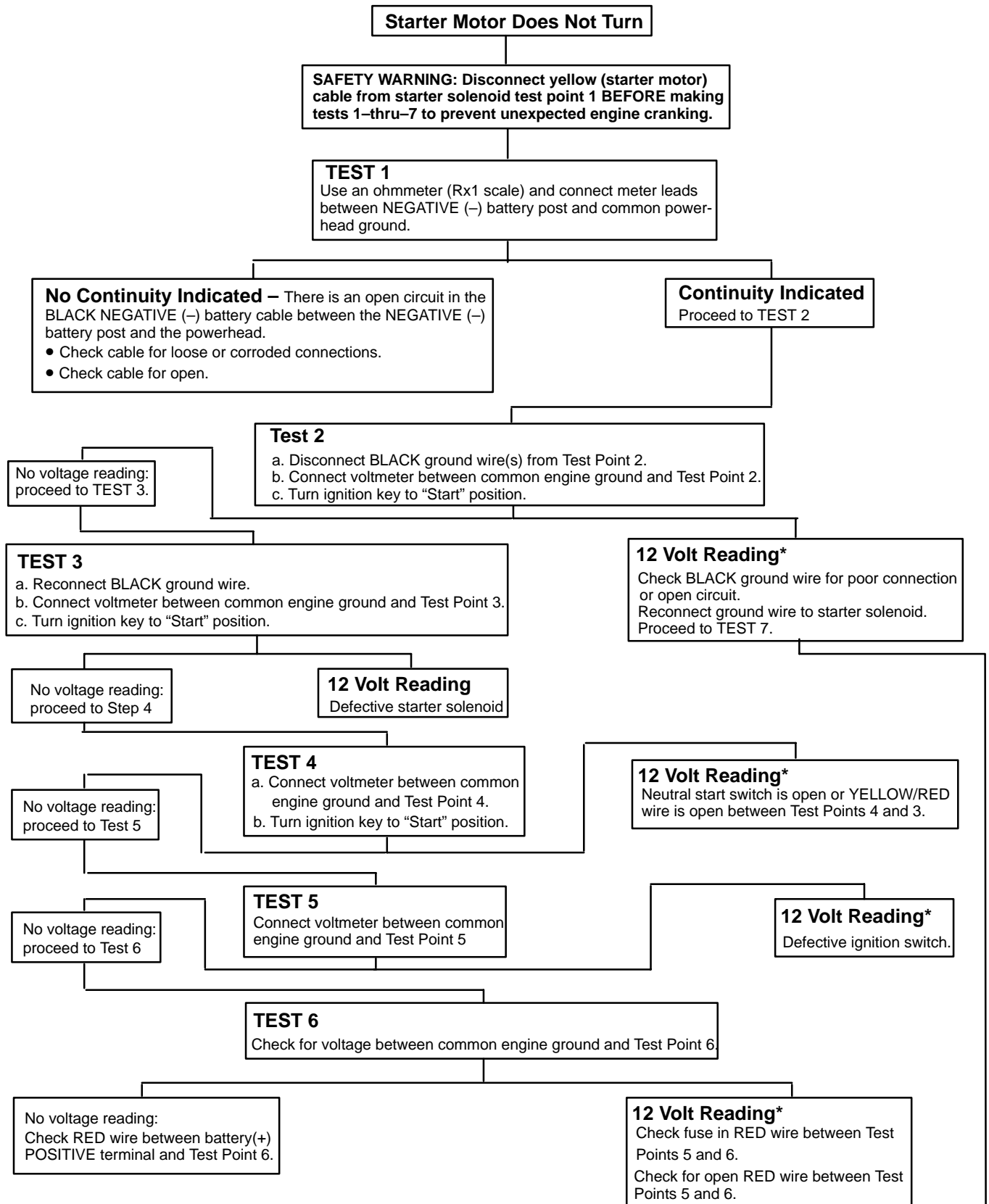
Location of "Test Points" (called out in flow chart) are numbered below.



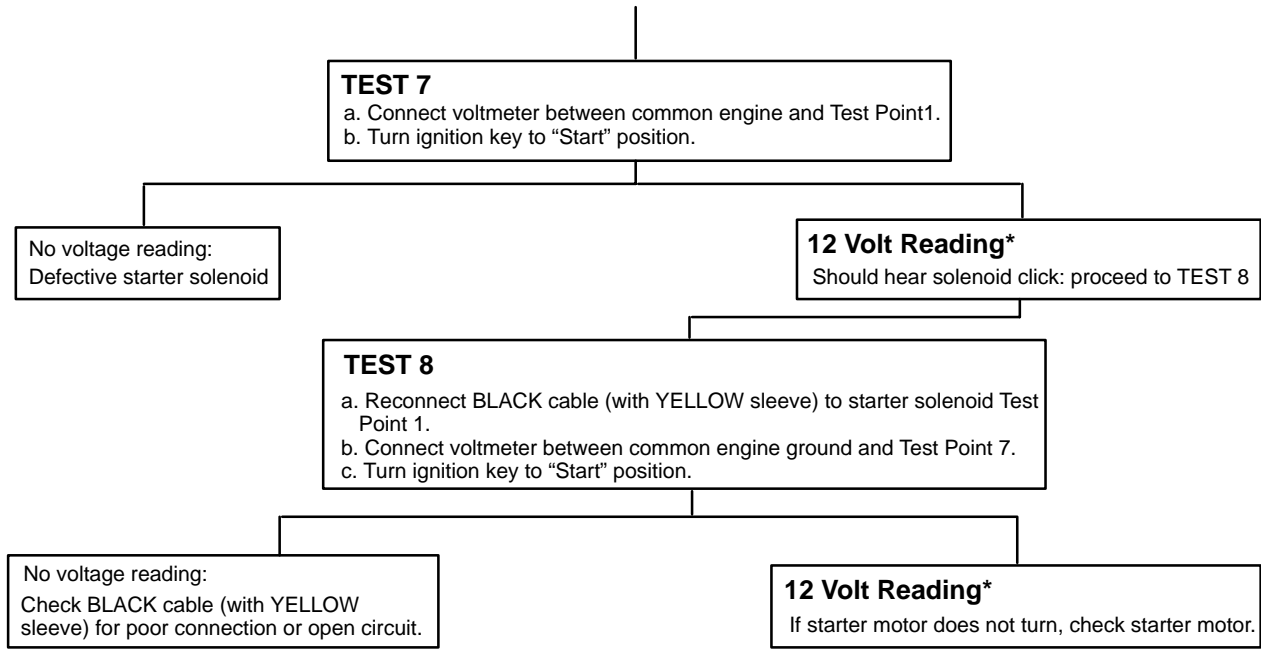
Centrifugal Bendix Starter Circuit



Starter Circuit Troubleshooting Flow Chart (Centrifugal Bendix)



* Battery Voltage



*Battery Voltage

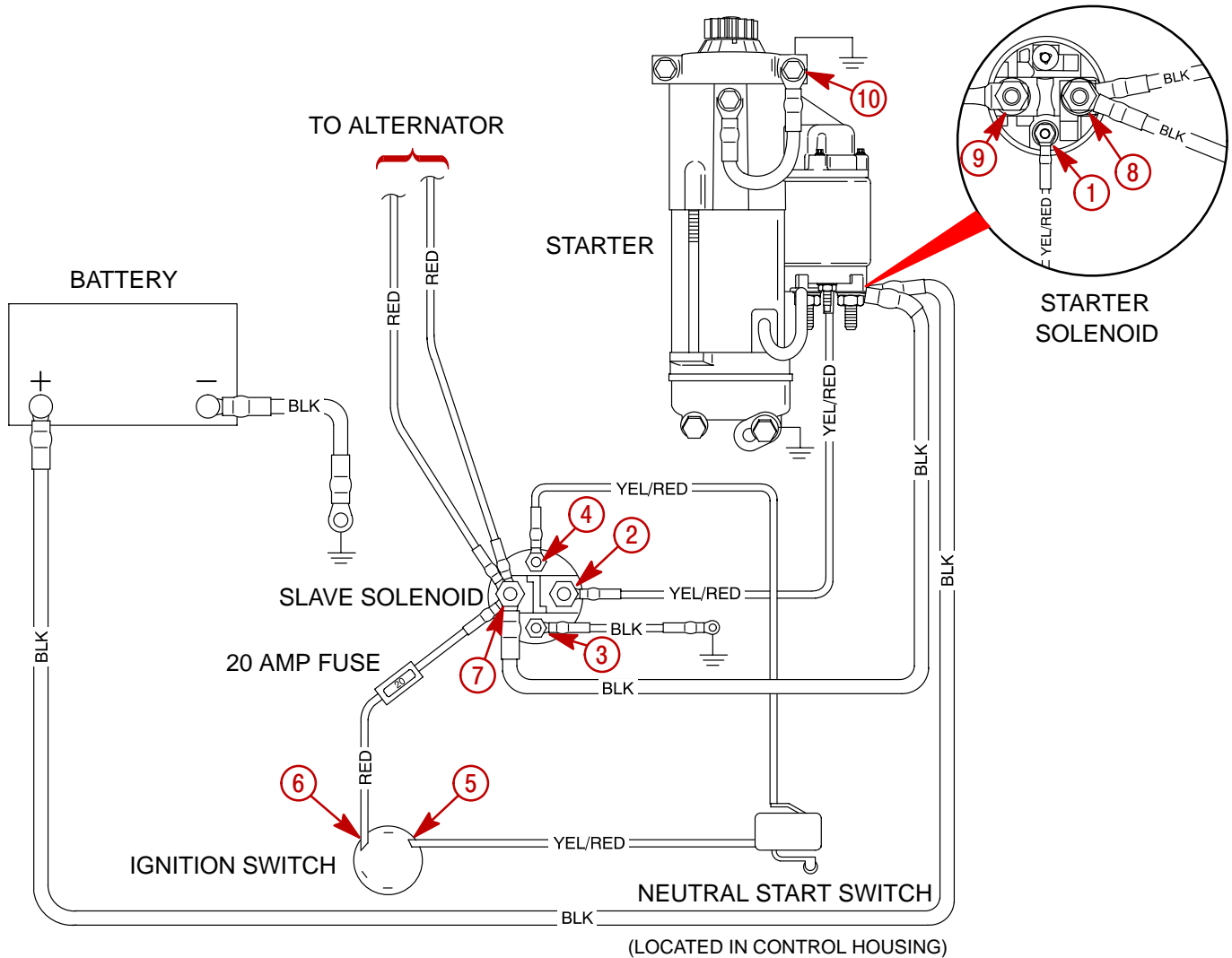


Troubleshooting the Solenoid Driven Bendix Starter Circuit

Before beginning the troubleshooting flow chart, verify the following conditions:

1. Confirm that battery is fully charged.
2. Check that control lever is in "NEUTRAL" position.
3. Check terminals for corrosion and loose connections.
4. Check cables and wiring for frayed and worn insulation.
5. Check 20 amp fuse.

Location of "Test Points" (called out in flow chart) are numbered below.

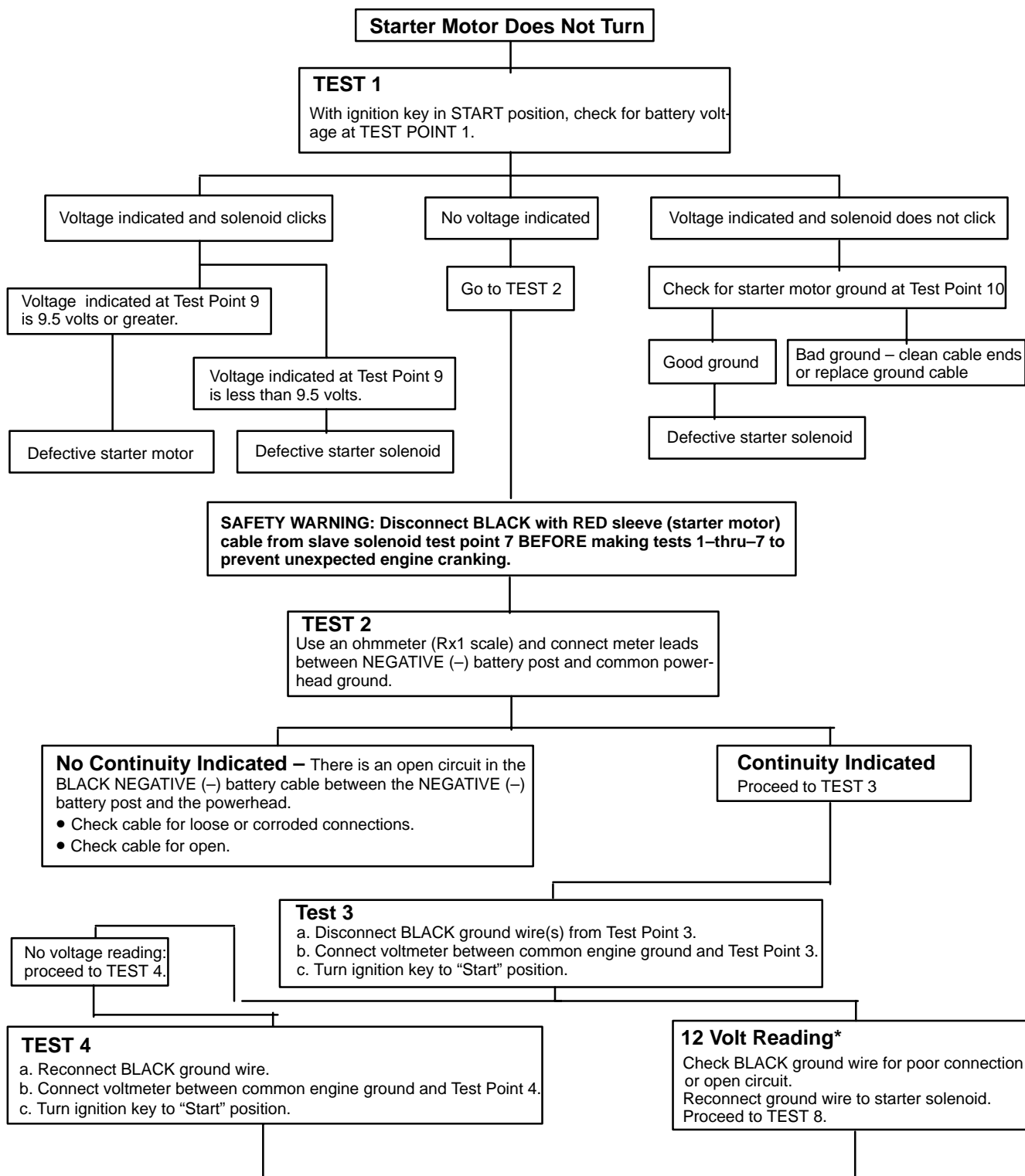


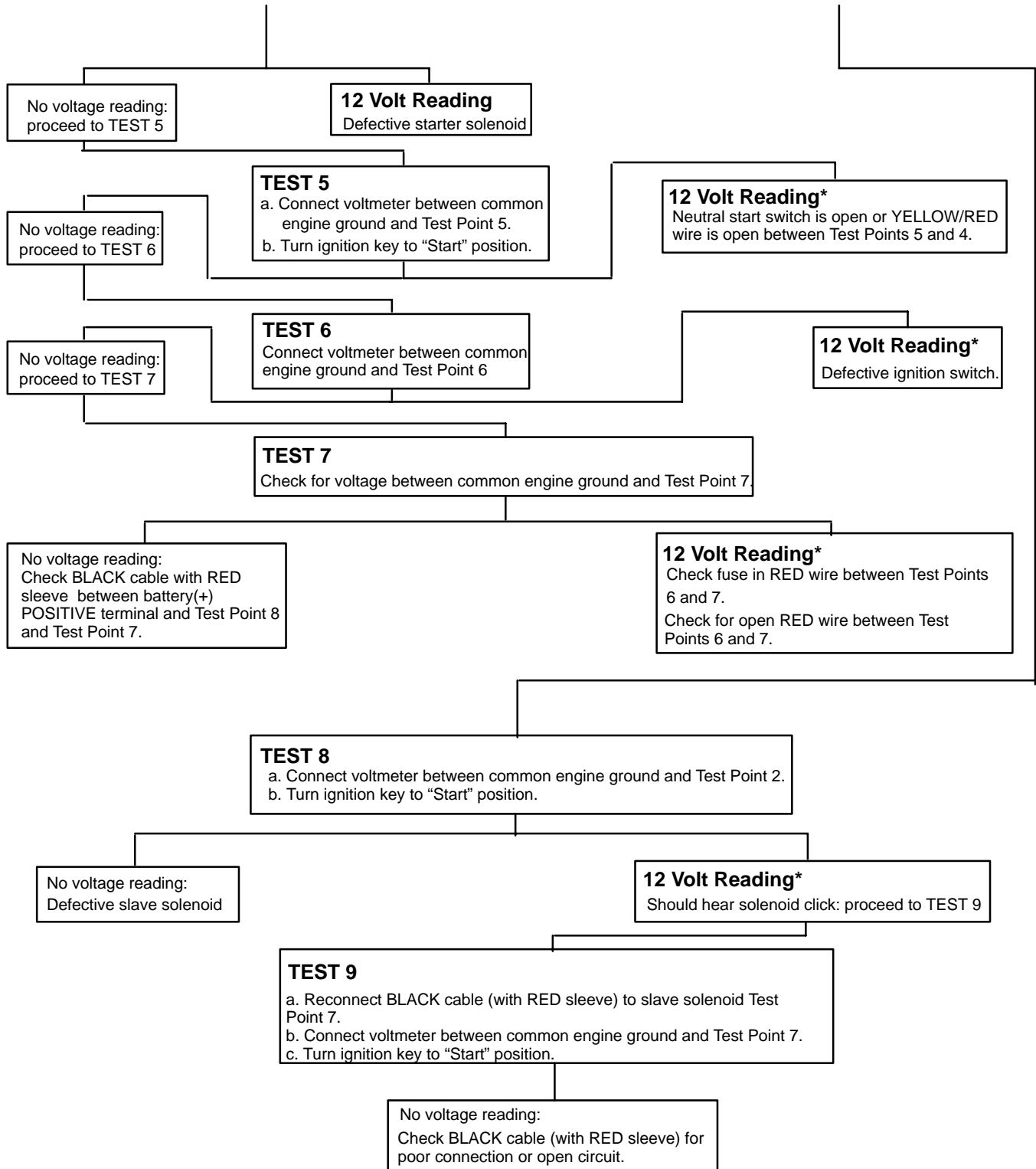
Solenoid Driven Bendix Starter Circuit

58431



Starter Circuit Troubleshooting Flow Chart (Solenoid Driven Bendix)





*Battery Voltage



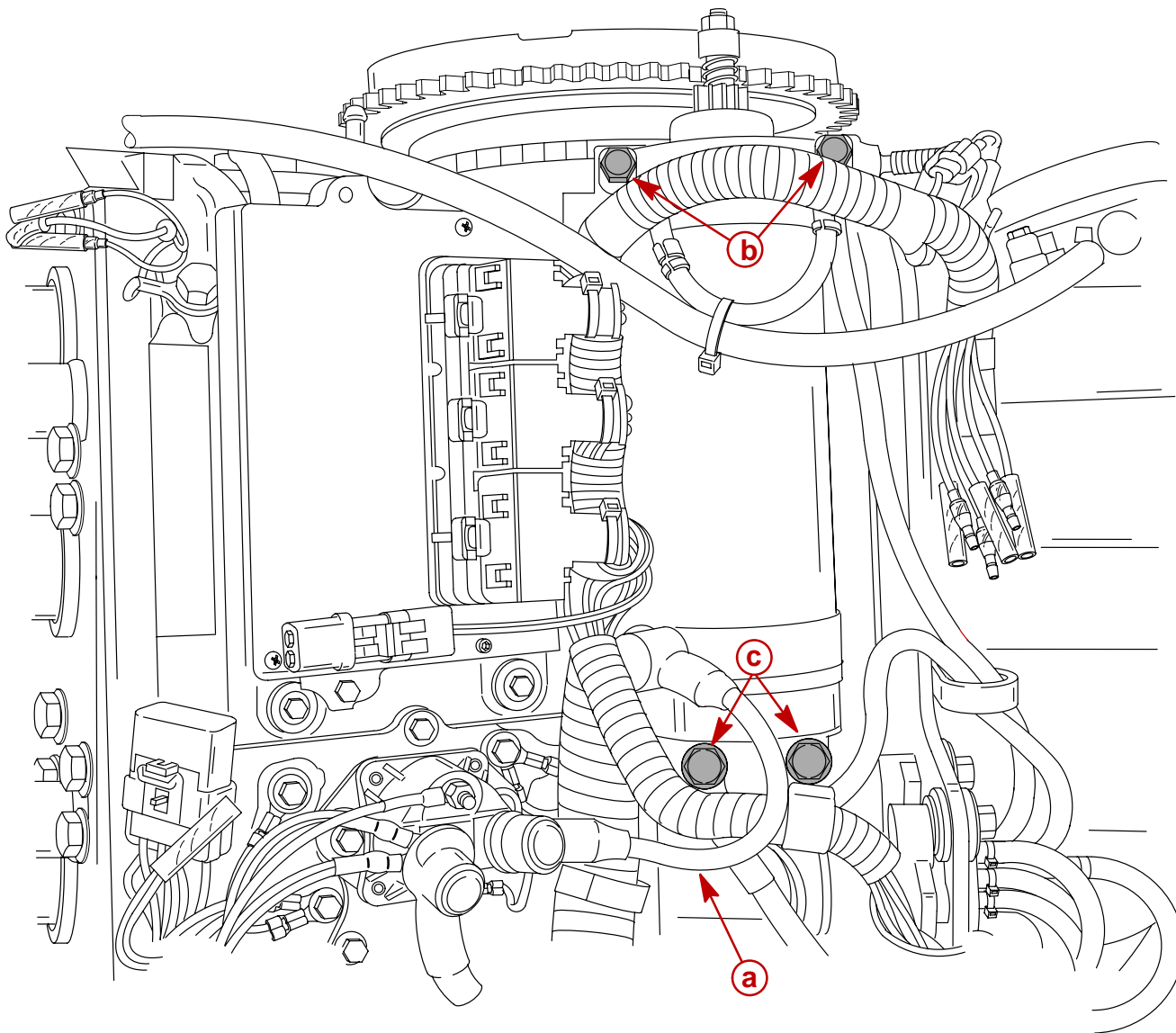
Starter Removal and Installation (2000 Model)

Removal

⚠ CAUTION

Disconnect battery leads from battery before removing starter.

1. Disconnect BLACK ground cable from starter.
2. Disconnect BLACK cable (with YELLOW sleeve – **2000 Model**) from starter.
3. Remove 2 upper bolts and 2 lower bolts securing starter and remove starter.



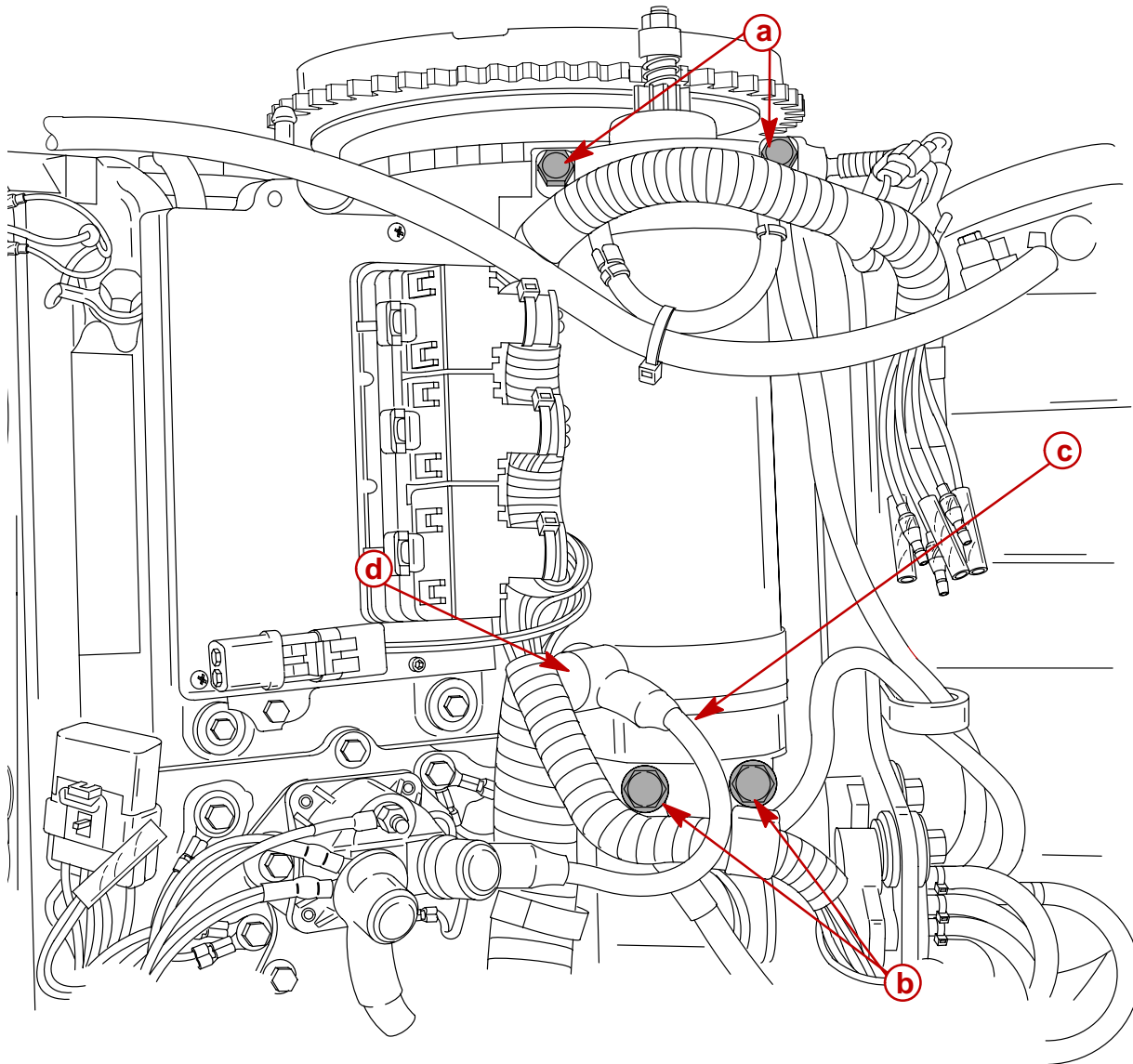
a - BLACK (with YELLOW sleeve) POSITIVE (+) 12-Volt Cable

b - Upper Mounting Bolts
c - Lower Mounting Bolts



Installation

1. Secure starter to engine with 4 bolts. Use Left top bolt to attach BLACK NEGATIVE (-) battery cable.
Torque top attaching bolts to 23 lb-ft (31 Nm). Torque bottom attaching bolts to 21 lb-ft (28.5 Nm).
2. Secure BLACK cable (with YELLOW sleeve) to POSITIVE (+) terminal on starter.
Torque nut to 60 lb-in (7 Nm).



57685

- a** - Top Bolts [Torque to 23 lb-ft (31 Nm)]
- b** - Bottom Bolts [Torque to 21 lb-ft (28.5 Nm)]
- c** - BLACK Cable (with YELLOW sleeve)
- d** - Nut [Torque to 60 lb-in (7 Nm)]



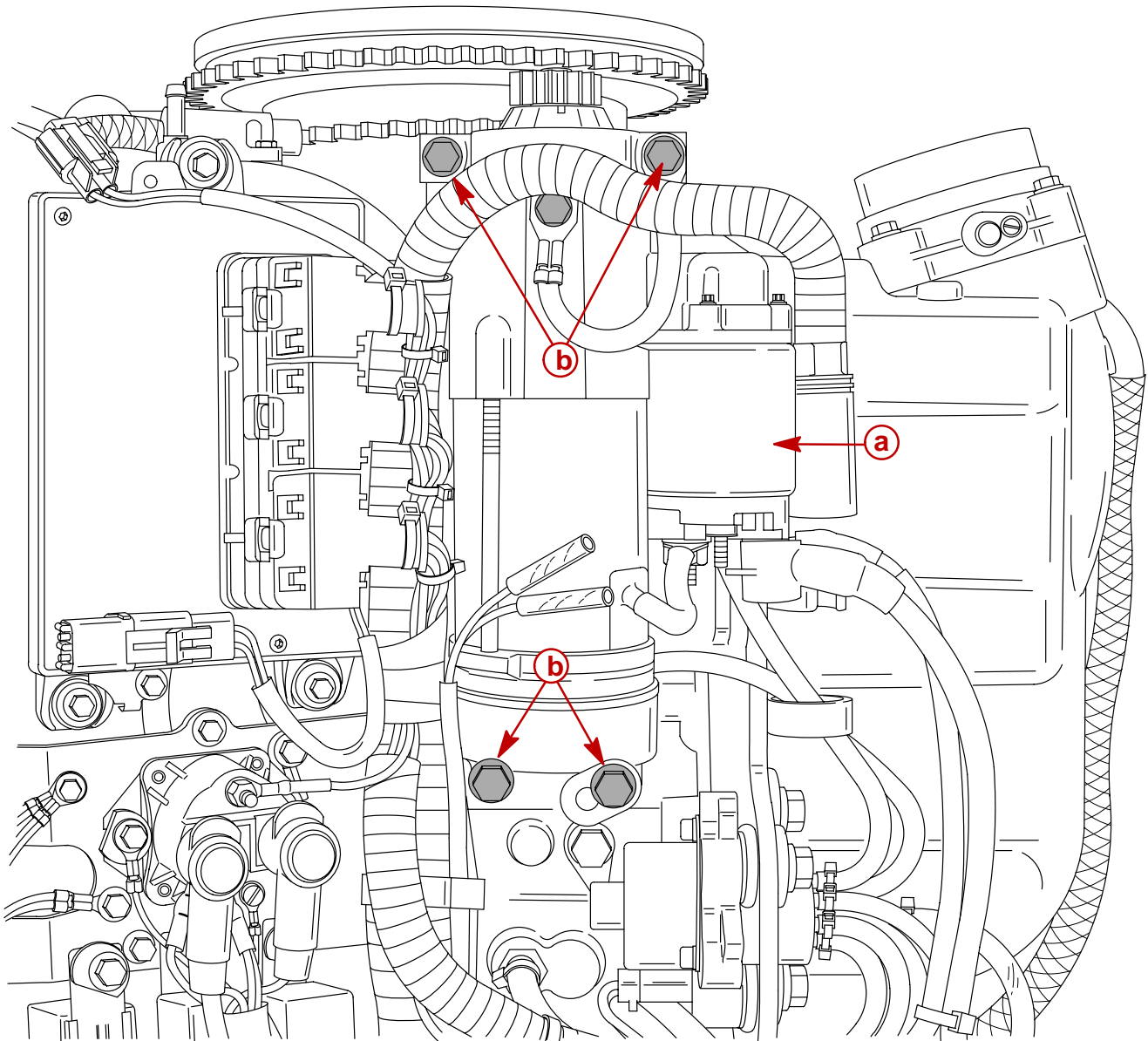
Starter Removal and Installation (2001 Model)

Removal

⚠ CAUTION

Disconnect battery leads from battery before removing starter.

1. Disconnect battery cables from battery.
2. Disconnect wires from starter solenoid terminals.
3. Remove starter trunion mounting bolts and remove starter from engine.



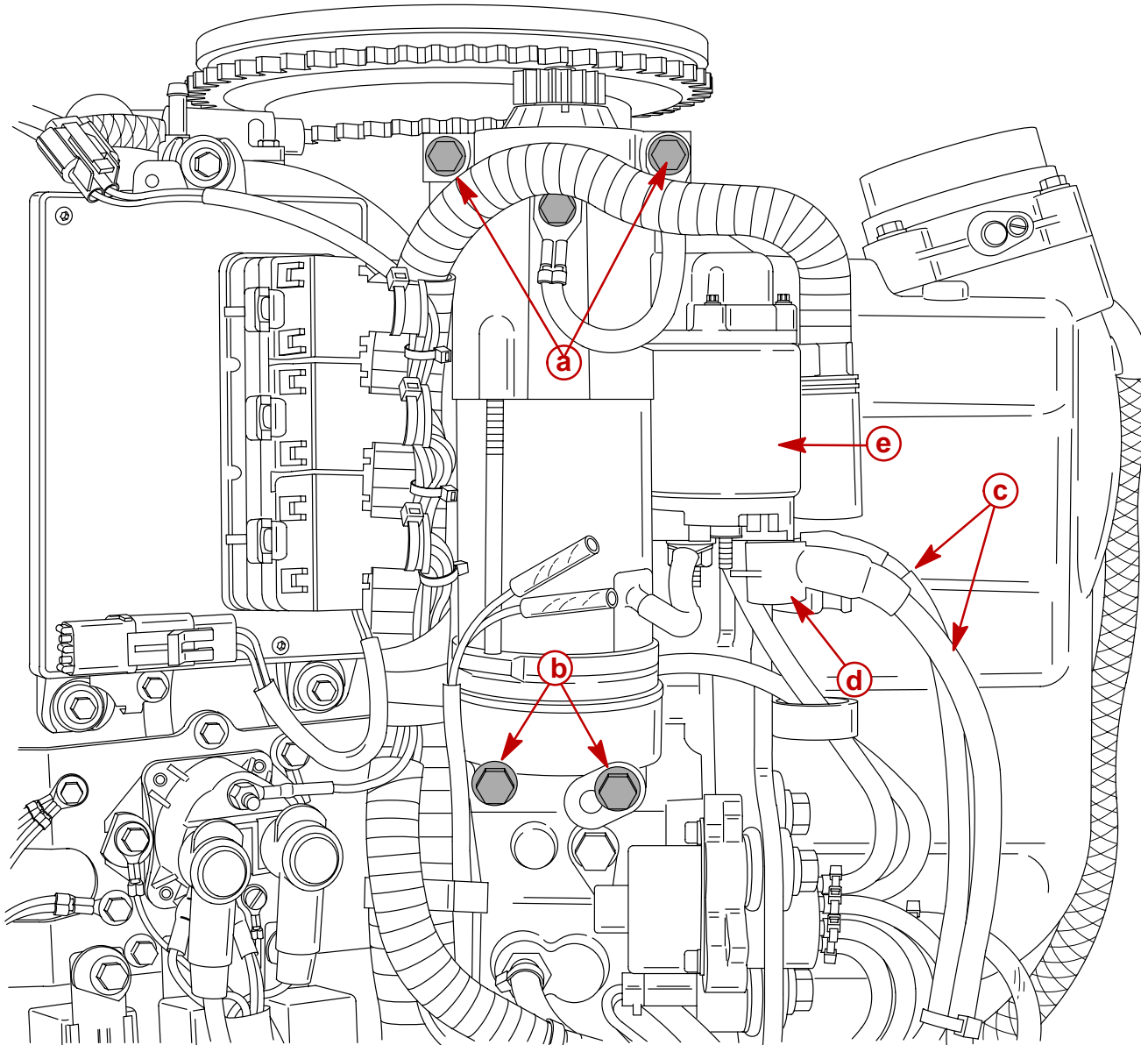
58428

a - Starter Solenoid
b - Mounting Bolts



Installation

1. Secure starter to engine with 4 bolts. Use right top bolt to attach BLACK NEGATIVE. Torque top attaching bolts to 23 lb-ft (31 Nm). Torque bottom attaching bolts to 21 lb-ft (28.5 Nm).
2. Secure BLACK cables (with RED sleeveS) to POSITIVE (+) terminal on starter solenoid. Torque nut to 55 lb-in (6 Nm).



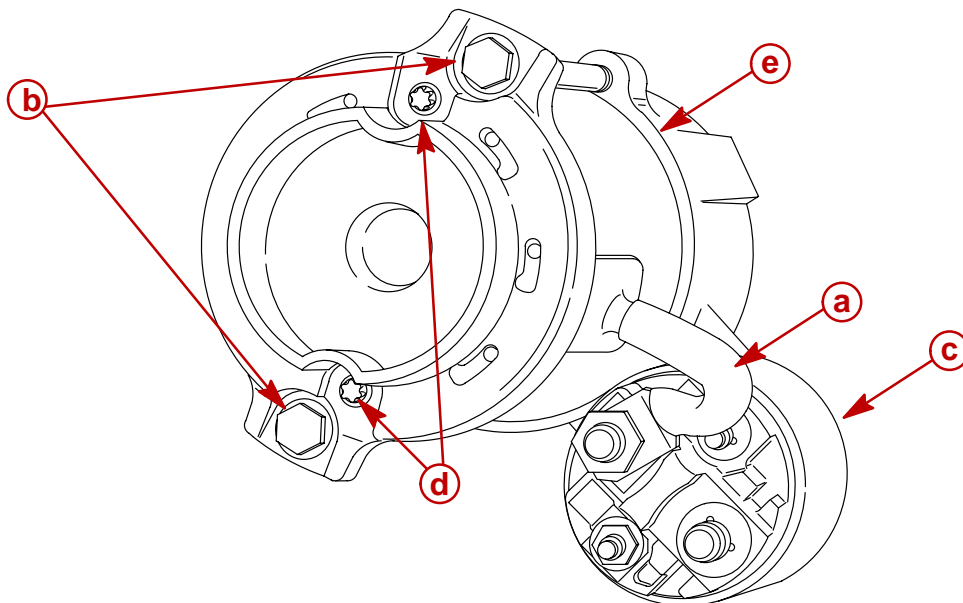
58428

- a** - Top Bolts [Torque to 23 lb-ft (31 Nm)]
- b** - Bottom Bolts [Torque to 21 lb-ft (28.5 Nm)]
- c** - BLACK Cables (with RED sleeveS)
- d** - Nut [Torque to 55 lb-in (6 Nm)]
- e** - Starter Solenoid



Disassembly (Solenoid Driven Bendix Starter)

1. Remove brush lead from solenoid and through bolts from end frame.

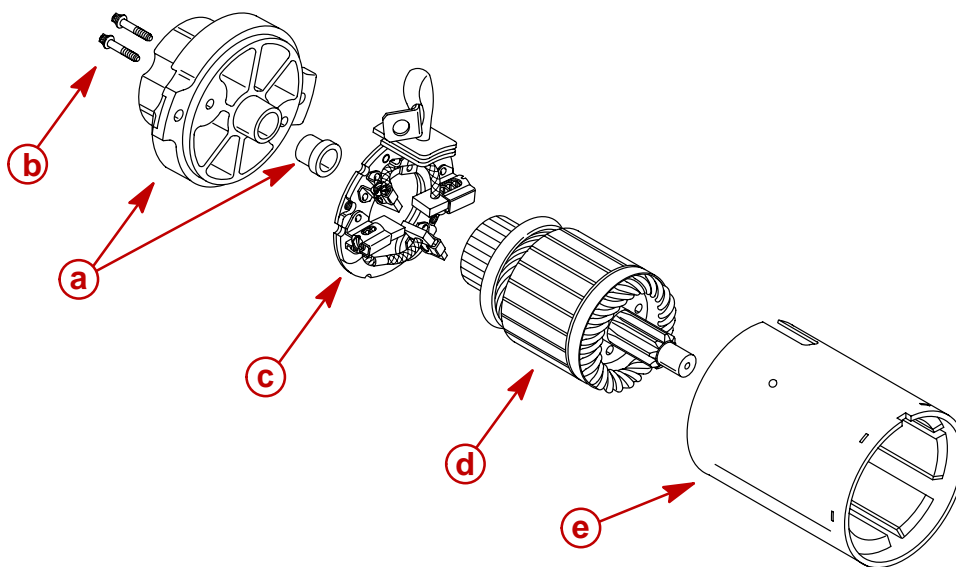


58434

- a - Brush Lead
- b - Through Bolts
- c - Starter Solenoid
- d - Brush Plate Screws
- e - End Frame

2. Remove armature and field frame from drive housing.

NOTE: Permanent magnets inside field frame will be holding armature in place.

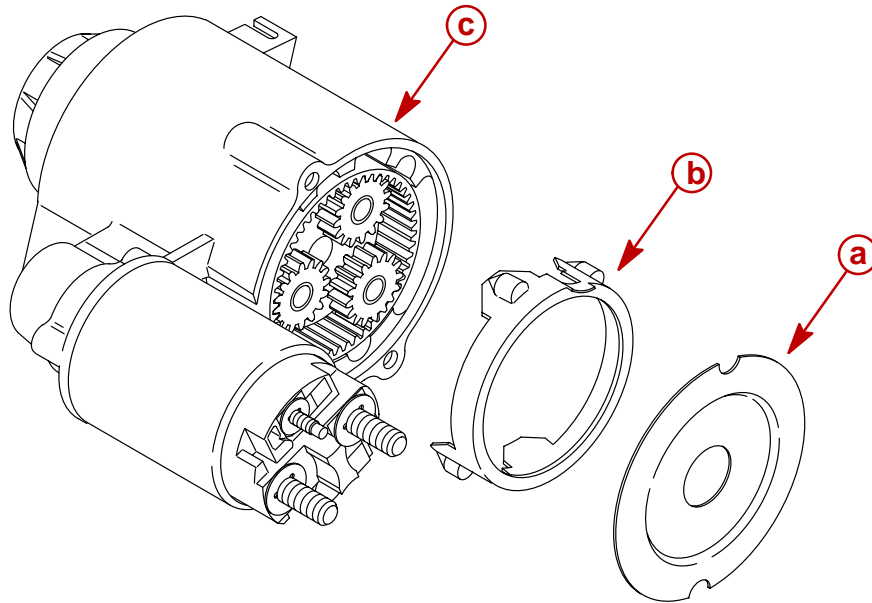


58430

- a - End Frame and Bearing
- b - Screws (2) [Internal Torx – Snap On E6 Socket]
- c - Brush Holder
- d - Armature
- e - Field Frame



3. Remove shield and cushion from drive housing.

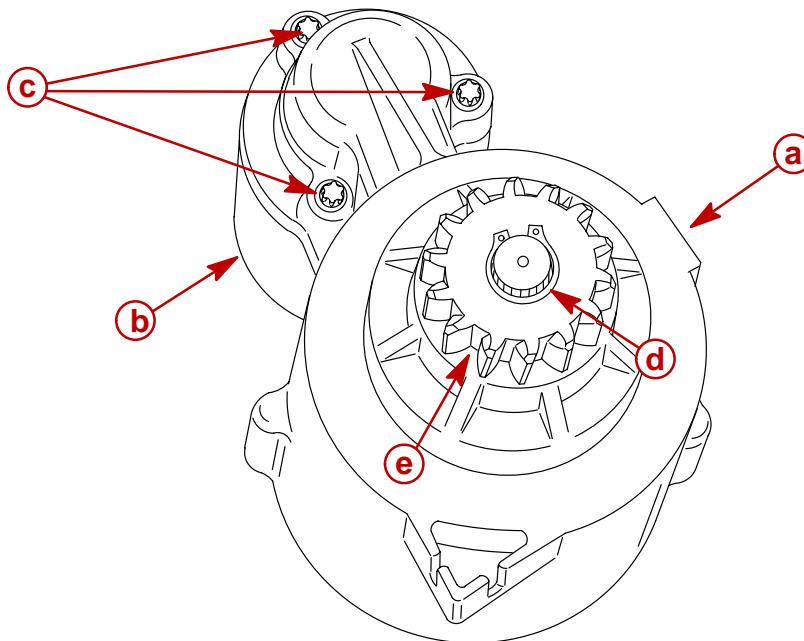


58432

- a - Shield
- b - Cushion
- c - Drive Housing

4. Remove 3 screws retaining starter solenoid. Remove solenoid from drive housing.

5. Remove snap ring and gear from starter shaft.

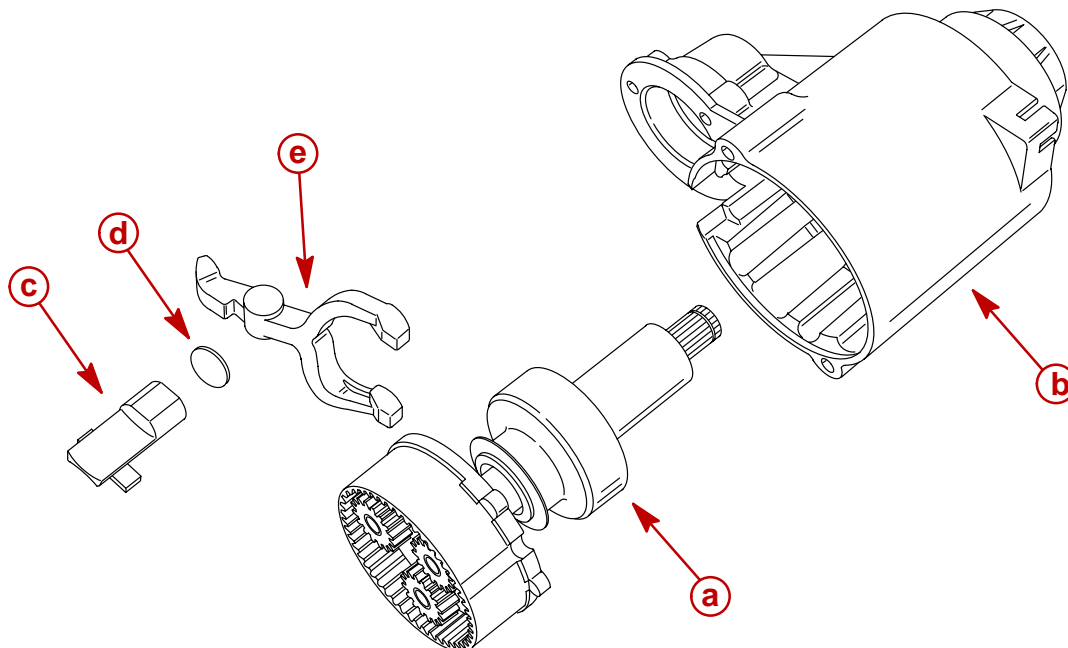


58436

- a - Drive Housing
- b - Starter Solenoid
- c - Screws (3) [Internal Torx- Snap On E6 Socket]
- d - Snap Ring
- e - Pinion Gear



6. Remove planetary gear and clutch assembly from drive housing.
7. Remove solenoid arm, metal disc and plug from drive housing.



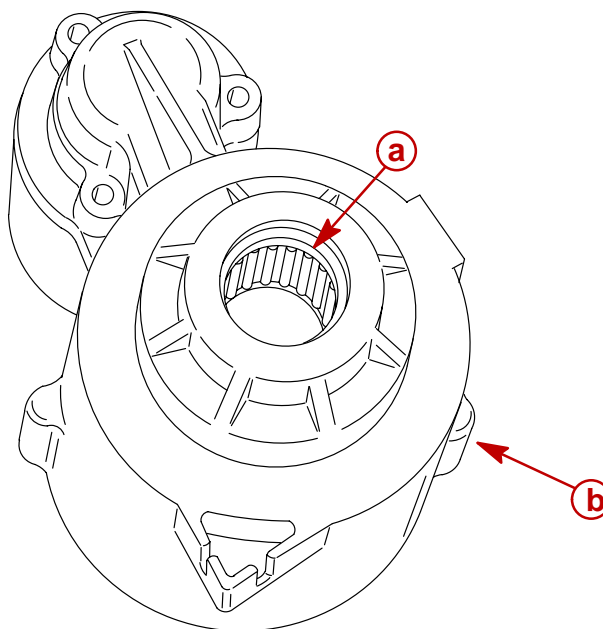
- a - Planetary Gear and Clutch Assembly
- b - Drive Housing
- c - Plug

- d - Metal Disc
- e - Solenoid Arm

58437

8. Inspect drive housing needle bearing for roughness. If bearing is worn or damaged, bearing can be removed by using an appropriate mandrel to drive/press bearing from drive housing.

NOTE: If bearing has spun in drive housing bore, drive housing must be replaced.



- a - Needle Bearing
- b - Drive Housing

58439



Cleaning and Inspection

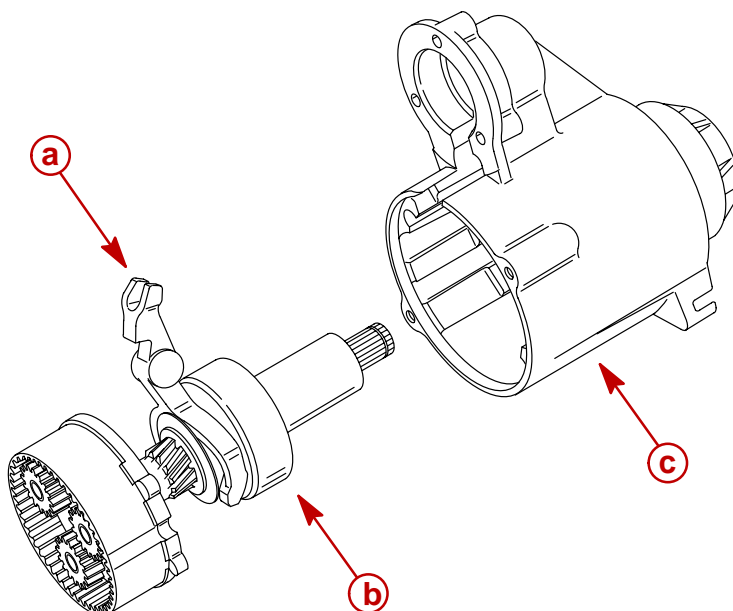
IMPORTANT: Do not use grease dissolving solvents to clean electrical components, planetary gears or drive clutch. Solvent will damage insulation and wash the lubricant out of the clutch drive and gears. Use clean rags and compressed air to clean components.

1. Test over-running clutch action of drive. Pinion should turn freely in over-running direction and must not slip in cranking direction.
2. Inspect pinion teeth for wear.
3. Inspect spring for tension and drive collar for wear.
4. Check that bearings roll freely. If any roughness is felt, replace bearing.
5. Inspect planetary gear assembly. Gears must mesh easily and roll freely with no binding.



Reassembly (Solenoid Driven Bendix Starter)

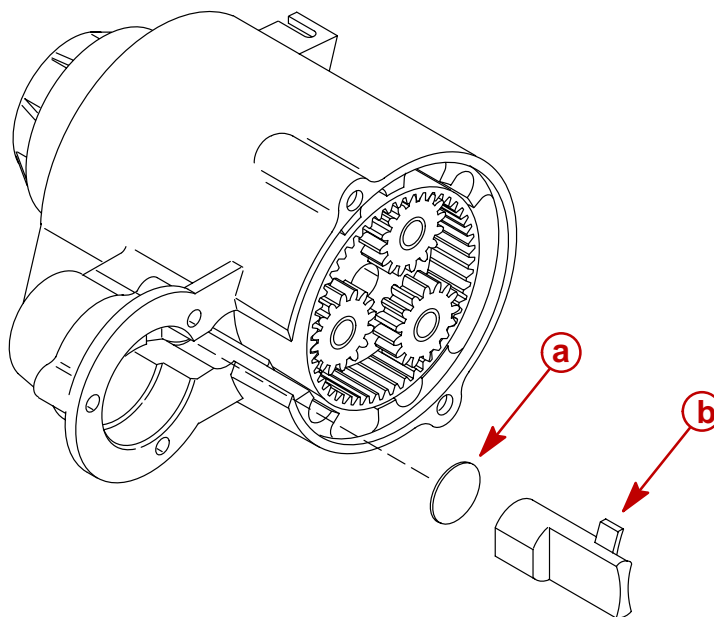
1. Install solenoid arm with planetary gear and clutch assembly into drive housing.



58438

- a** - Solenoid Arm
- b** - Planetary Gear and Clutch Assembly
- c** - Drive Housing

2. Install metal disc and plug into drive housing.

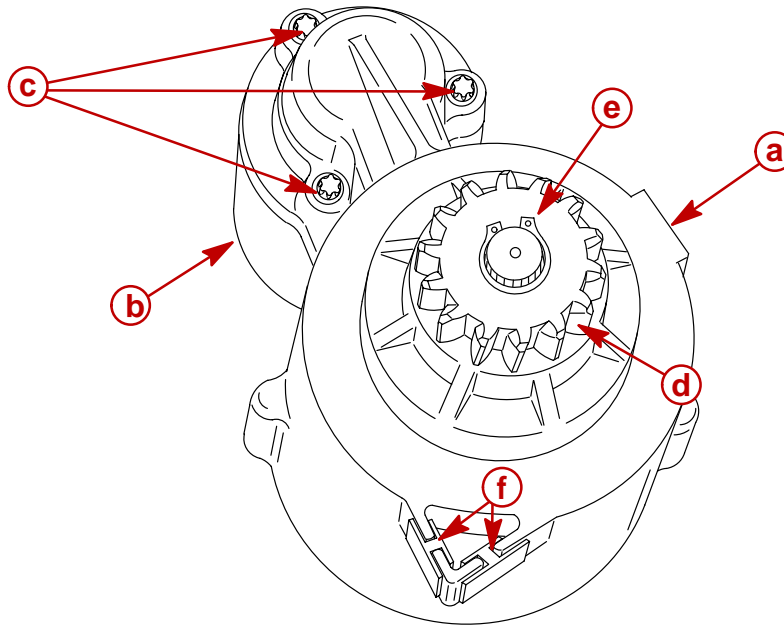


58433

- a** - Metal Disc
- b** - Plug



3. Attach solenoid arm to starter solenoid. Install starter solenoid in drive housing and secure with 3 screws. Torque screws to 40 lb-in (4.5 N.m).
4. Install drive gear and secure with snap ring.
5. Reinstall rubber bumpers on housing.

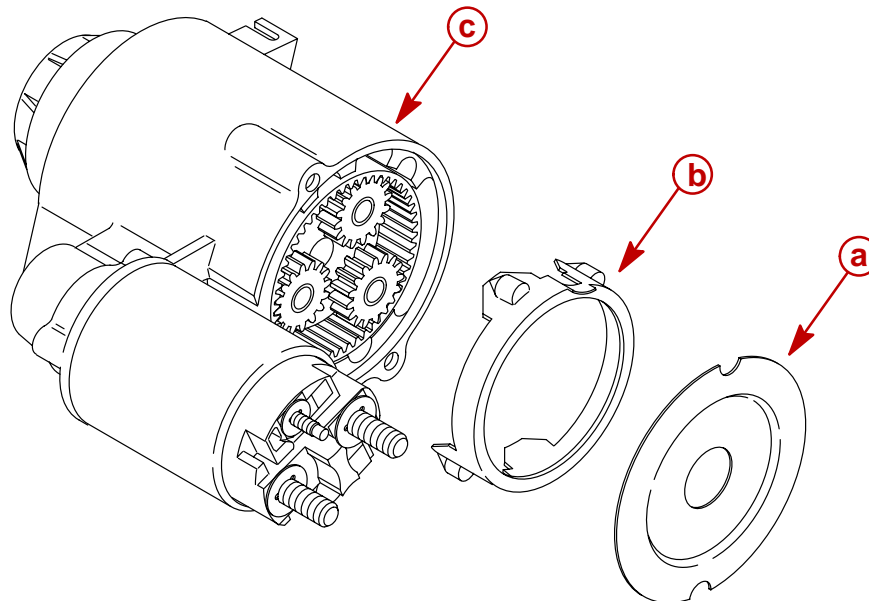


- a** - Drive Housing
- b** - Starter Solenoid
- c** - Screw (3) [Torque to 40 lb-in (4.5 N.m)]

- d** - Drive Gear
- e** - Snap Ring
- f** - Bumpers

58436

6. Install cushion and shield in drive housing.



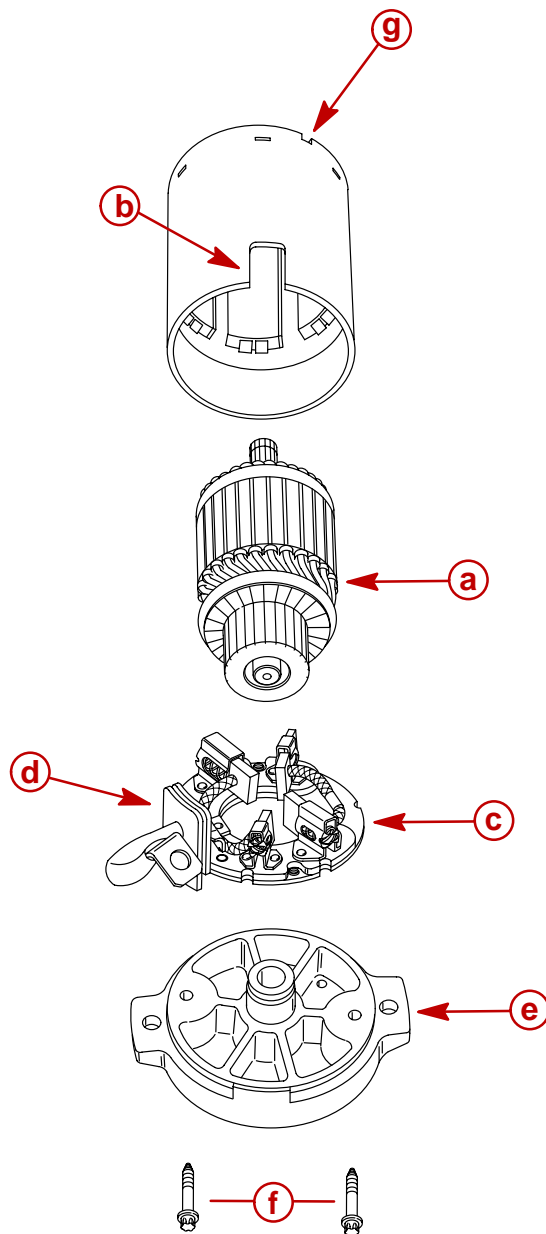
- a** - Shield
- b** - Cushion
- c** - Drive Housing

58432



7. Install field frame over armature.
8. While holding brushes back, slide brush plate onto armature while aligning brush lead grommet with slot in field frame.
9. Secure end plate to brush assembly with 2 screws. Torque screws to 30 lb-in (3.4 Nm)

NOTE: Prior to installing field frame assembly into drive housing, align slot in field frame with plug in drive housing.



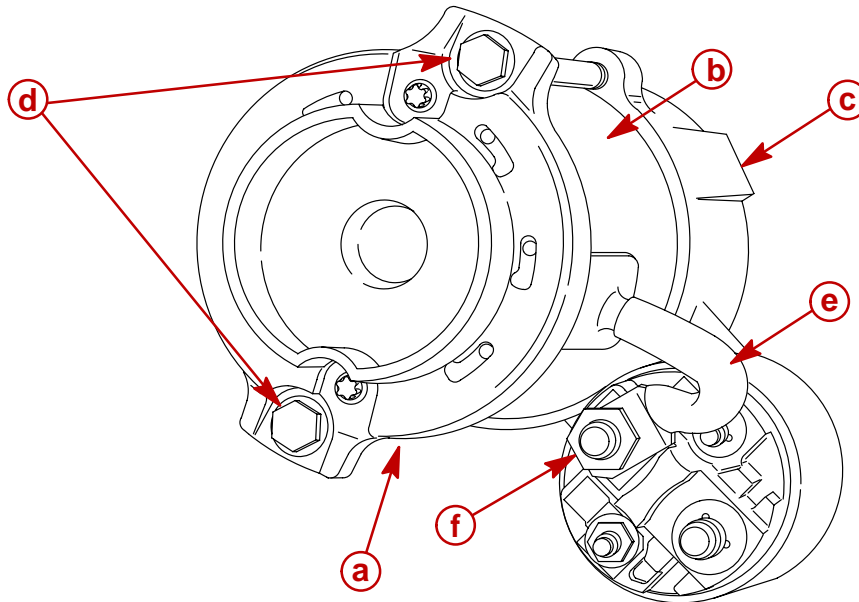
58435

- a** - Armature
- b** - Field Frame Grommet Slot
- c** - Brush Plate
- d** - Brush Lead Grommet
- e** - End Plate
- f** - Screws [Torque to 30 lb-in (3.4 Nm)]
- g** - Field Frame Plug Slot



10. Install field frame and end frame in drive housing.

11. Install through bolts and brush lead. Torque through bolts to 110 lb-in (12.5 Nm).
Torque brush nut to 55 lb-in (6 Nm).



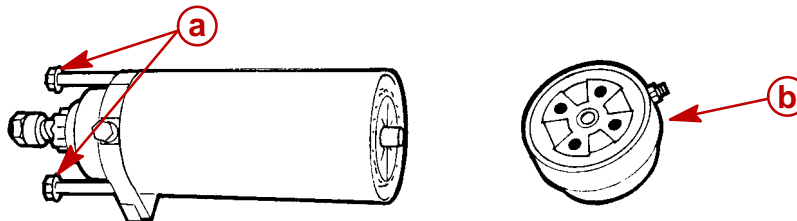
- a** - End Frame
- b** - Field Frame
- c** - Drive Housing
- d** - Through Bolts [Torque to 110 lb-in (12.5 Nm)]
- e** - Brush Lead
- f** - Brush Nut [Torque to 55 lb-in (6 Nm)]

58434



Disassembly (Centrifugal Bendix Starter)

1. Remove starter as outlined in "Starter Removal and Installation," preceding.
2. Remove 2 through bolts from starter.
3. Tap commutator end cap to loosen and remove from frame. Do not loose brush springs.

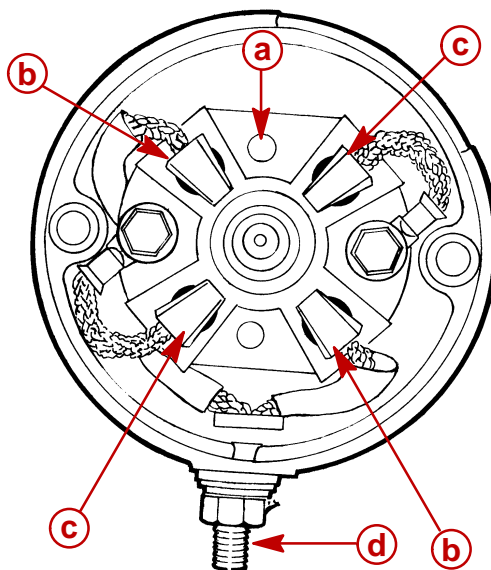


a - Through Bolts

b - Commutator End Cap

11646

4. Brush replacement is recommended if brushes are pitted, chipped or worn to less than 0.25 in. (6.4 mm). If necessary, remove brushes as follows:
 - a. Remove hex nut and washers from POSITIVE (+) terminal and remove POSITIVE brushes and terminal as an assembly.
 - b. Remove 2 bolts securing NEGATIVE (-) brushes and brush holder to end cap.

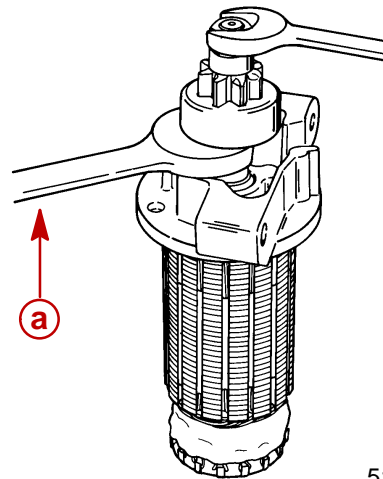


- a** - Brush Holder
b - Positive Brushes
c - Negative Brushes
d - Positive Terminal

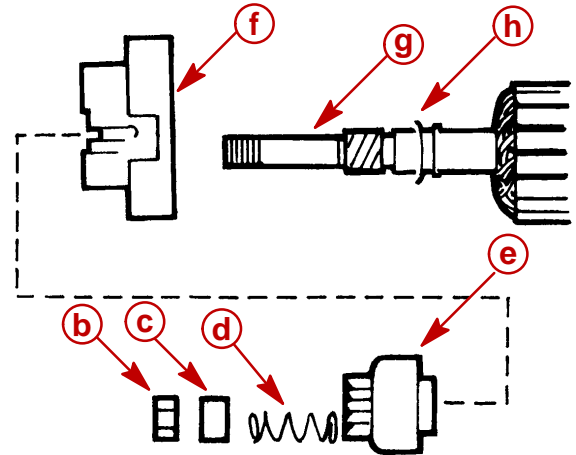
11656



5. Remove armature (with drive end cap) from starter frame.
6. Remove locknut and remove drive assembly from armature shaft.



51711



11658

- a** - Hold Armature Shaft with Wrench on Hex Portion of Drive Assembly
- b** - Locknut
- c** - Spacer
- d** - Spring
- e** - Drive Assembly
- f** - Drive End Cap
- g** - Armature Shaft
- h** - Washer

Starter Cleaning, Inspection and Testing

Cleaning and Inspection

1. Clean all starter motor parts.
2. Check pinion teeth for chips, cracks or excessive wear.
3. Replace the drive clutch spring and/or collar if tension is not adequate or if wear is excessive.
4. Inspect brush holder for damage or for failure to hold brushes against commutator.
5. Replace brushes that are pitted or worn to less than 1/4 in. (6.4 mm) in length.
6. Inspect the armature conductor (commutator bar junction) for a tight connection. A loose connection (excessive heat from prolonged cranking melts solder joints) results in a burned commutator bar.
7. Resurface and undercut a rough commutator as follows:

CAUTION

Do not turn down the commutator excessively.

- a. Resurface the commutator and undercut the insulation between the commutator bars 1/32 in. (0.8mm) to the full width of the insulation and so that the undercut is flat.
- b. Clean the commutator slots after undercutting.
- c. Sand the commutator lightly with No. 00 sandpaper to remove burrs, then clean the commutator.

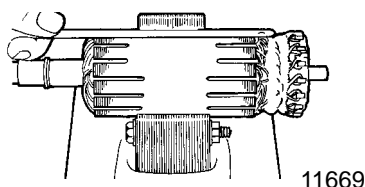


- d. Recheck the armature on a growler for shorts as specified in the following procedure ("Testing").
8. Open-circuited armatures often can be repaired. The most likely place for an open circuit is at the commutator bars, as a result of long cranking periods. Long cranking periods overheat the starter motor so that solder in the connections melts and is thrown out. The resulting poor connections then cause arcing and burning of the commutator bars.
9. Repair bars, that are not excessively burned, by resoldering the leads in bars (using rosin flux solder) and turning down the commutator in a lathe to remove burned material, then undercut the mica.
10. Clean out the copper or brush dust from slots between the commutator bars.
11. Check the armature for ground. See the following procedure ("Testing").

Testing for Centrifugal Bendix and Solenoid Driven Bendix Starters

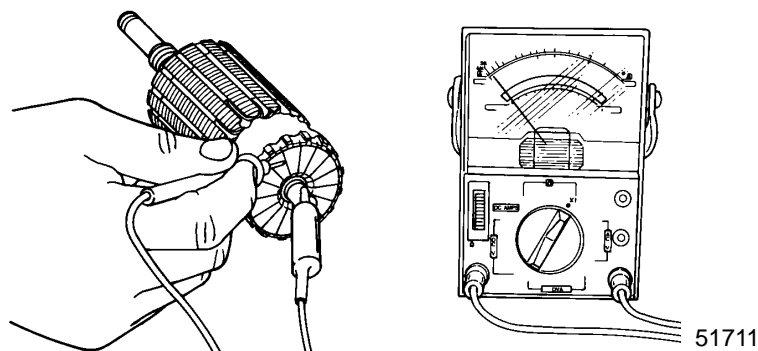
Armature Test for Shorts

Check armature for short circuits by placing on growler and holding hack saw blade over armature core while armature is rotated. If saw blade vibrates, armature is shorted. Recheck after cleaning between commutator bars. If saw blade still vibrates, replace armature.



Armature Test for Ground

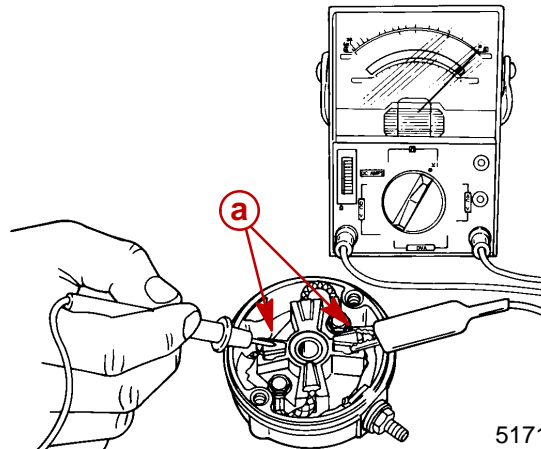
1. Set ohmmeter to (R x 1 scale). Place one lead of ohmmeter on armature core or shaft and other lead on commutator.
2. If meter indicates continuity, armature is grounded and must be replaced.





Checking Positive Brushes and Terminal

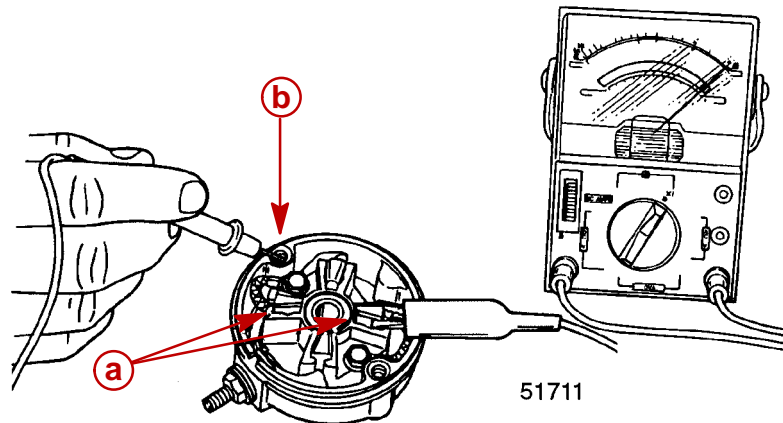
Set ohmmeter to (R x 1 scale). Connect meter leads between POSITIVE brushes. Meter must indicate full continuity or zero resistance. If resistance is indicated, inspect lead to brush and lead to POSITIVE terminal solder connection. If connection cannot be repaired, brushes must be replaced.



a - POSITIVE (+) Brushes

Testing Negative Brushes for Ground

Set ohmmeter to (R x1 scale). Place one lead of the ohmmeter on the NEGATIVE brush and the other lead on the end cap (bare metal). If the meter indicates NO continuity, replace the NEGATIVE brush. Repeat this procedure on the other NEGATIVE brush.



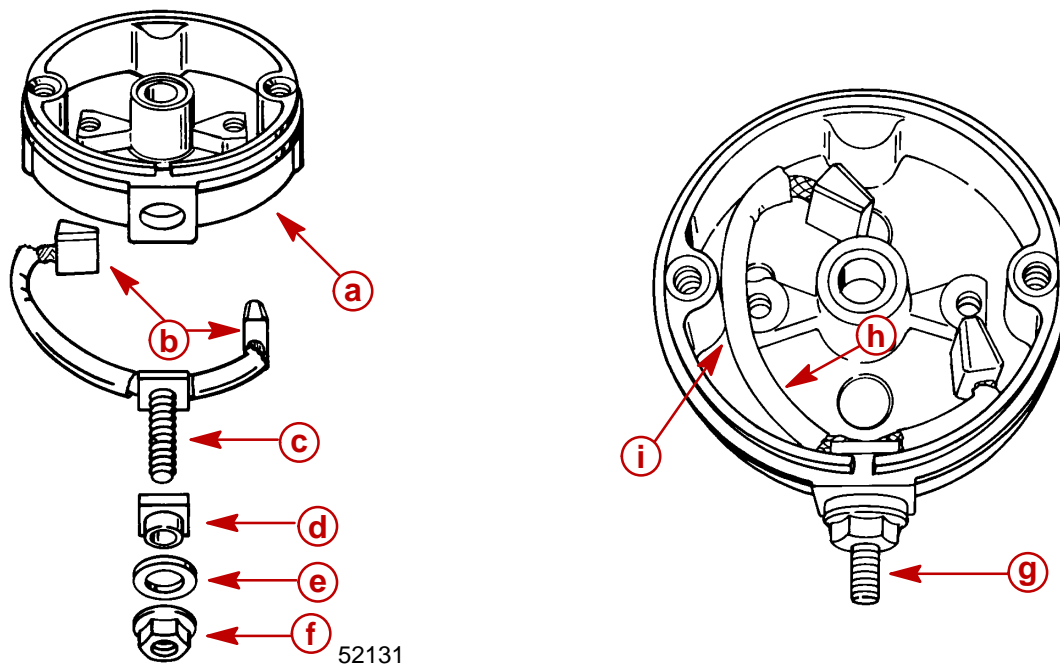
a - NEGATIVE (-) Brushes

b - End Cap



Starter Reassembly (Centrifugal Bendix Starter)

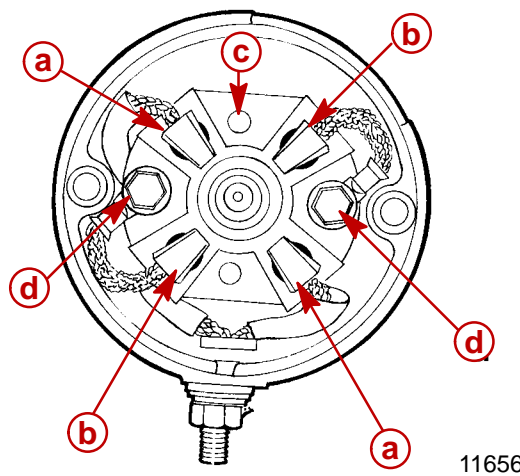
1. If brushes were removed, replace as follows:
 - a. Install POSITIVE brushes (along with POSITIVE terminal) into commutator end cap.



51713

- 52131
- a** - End Cap
 - b** - POSITIVE Brushes
 - c** - POSITIVE Terminal
 - d** - Insulating Block
 - e** - Insulating Washer
 - f** - Hex Nut
 - g** - POSITIVE (+) Terminal
 - h** - Long Brush Lead
 - i** - Push Lead into Slot

- b. Install NEGATIVE brushes (along with brush holder).

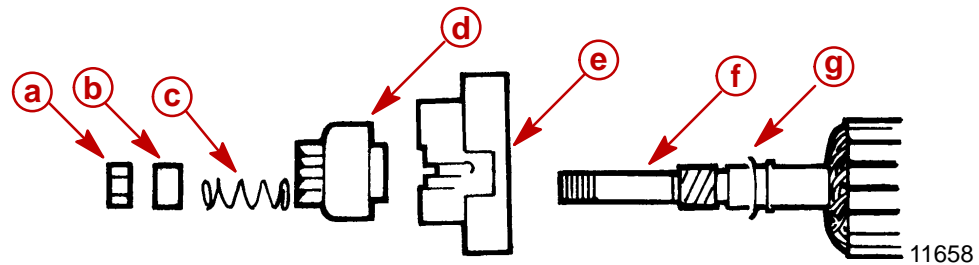


11656

- a** - POSITIVE (+) Brushes
- b** - NEGATIVE (-) Brushes
- c** - Brush Holder
- d** - Bolts (Fasten NEGATIVE Brushes and Holder)

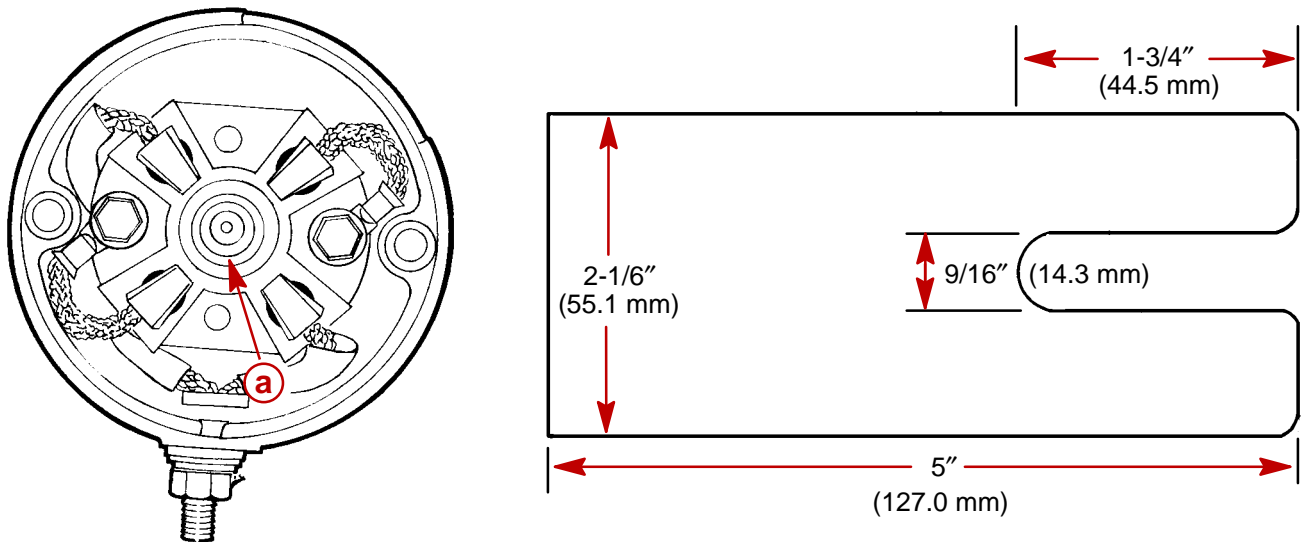


- If removed, reinstall parts on armature shaft. Use a new locknut and tighten securely on end of shaft.



- a** - Locknut
- b** - Spacer
- c** - Spring
- d** - Drive Assembly
- e** - Drive End Cap
- f** - Armature Shaft
- g** - Washer

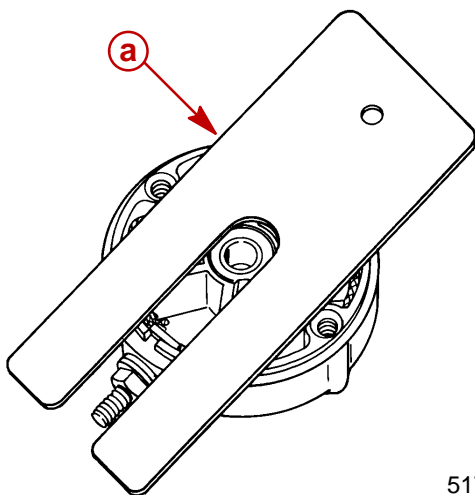
- Lubricate helix threads on armature shaft with a drop of SAE 10W oil.
- Lubricate bushing in drive end plate with a drop of SAE 10W oil.
- Position armature into starter frame.
- Lubricate bushing (located in commutator end cap) with one drop of SAE 10W oil. DO NOT overlubricate.
- To prevent damage to brushes and springs when installing commutator end cap, it is recommended that a brush retaining tool be made as shown:



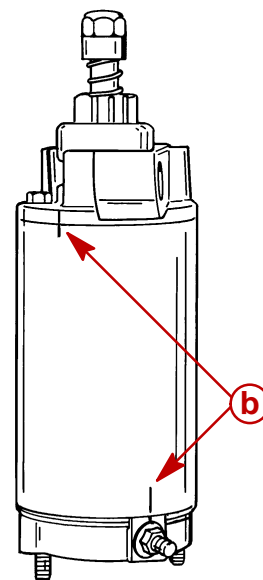
- a** - Bushing (DO NOT overlubricate)



8. Place springs and brushes into brush holder and hold in place with brush retainer tool.
9. Install commutator end cap onto starter frame. Align marks on frame with alignment marks on end caps. Remove brush retainer tool. Install through bolts and torque to 70 lb. in. (8 Nm).



51713

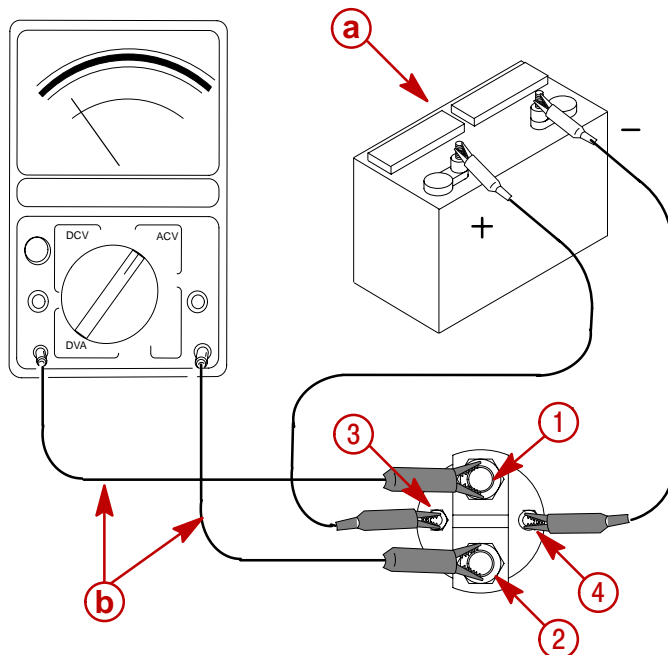


52130

- a** - Brush Retainer Tool
- b** - Alignment Marks

Starter Solenoid Test

1. Disconnect all wires from solenoid.
2. Connect ohmmeter (R x1 scale) between terminals 1 and 2.
3. Connect a 12-volt power supply between terminals 3 and 4. Solenoid should click and meter should read 0 ohms (full continuity).
4. If meter does not read 0 ohms (full continuity), replace solenoid.



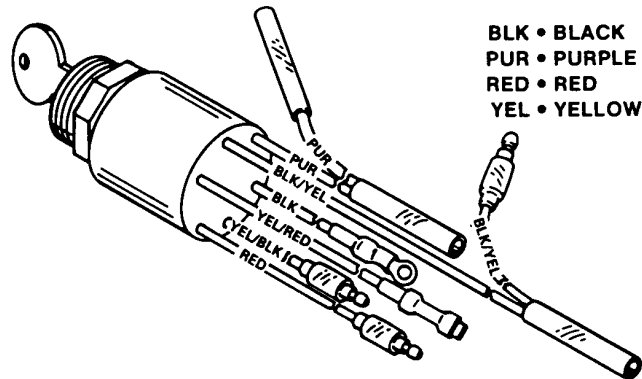
- a** - 12-VOLT Supply
- b** - VOA Leads



Commander 2000 Key Switch Test

1. Disconnect remote control wiring harness and instrument panel connector.
2. Set ohmmeter on R x 1 scale for the following tests.
3. If meter readings are other than specified in the following tests, verify that switch and not wiring is faulty. If wiring checks ok, replace switch.

IMPORTANT: Key switch must be positioned to "RUN" or "START" and key pushed in to actuate choke for this test.



KEY POSITION	CONTINUITY SHOULD BE INDICATED AT THE FOLLOWING POINTS:					
	BLK	BLK/YEL	RED	YEL/RED	PUR	YEL/BLK
OFF	○ — — — ○					
RUN			○ — — — ○			
START			○ — — — ○	○ — — — ○		
CHOKE*			○ — — — ○		○ — — — ○	○ — — — ○



ELECTRICAL

Section 2C – Timing, Synchronizing & Adjusting

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Maximum Throttle	2C-6		

**2
C**

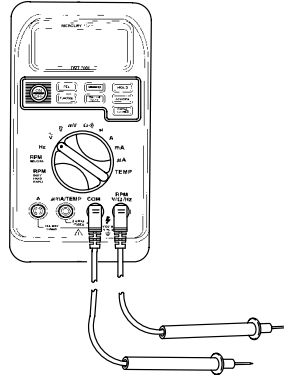
Specifications

TIMING	Full Throttle RPM Range (115/135) (150/175) Idle RPM (In Forward Gear) Maximum Timing: @ Wide OPEN Idle Timing Throttle Position Sensor @ Idle @ W.O.T. Firing Order	5000 - 5500 5250 - 5750 550 ± 25 Not Adjustable Controlled by ECM Not Adjustable Controlled by ECM 3.20 - 4.90 VDC 0.10 - 1.50 VDC 1-2-3-4-5-6
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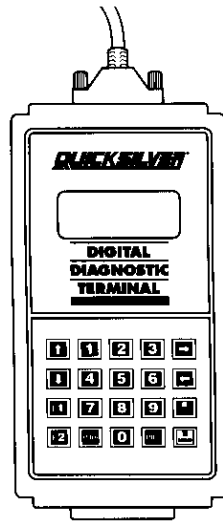


Special Tools

1. DMT 2000 Digital Tachometer Multi-meter P/N 91-854009A1



2. Digital Diagnostic Tool (DDT) 91-823686A2

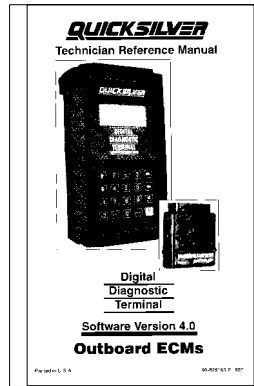


3. Software Cartridge 91-822608--6 (2000 Model Year)
Software Cartridge 91-880118 (2001 Model Year)

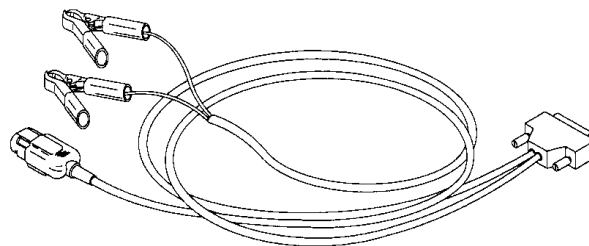




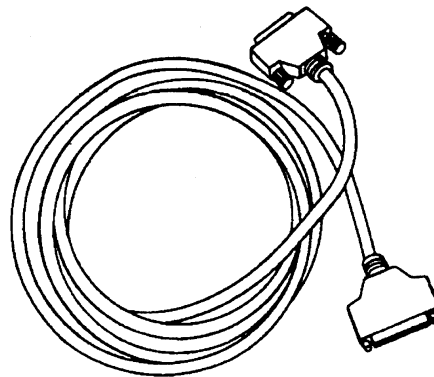
- 4. DDT Reference Manual 90-825159-4 (2000 Model Year)
DDT Reference Manual 90-881204 (2001 Model Year)



- 5. ECM Harness 84-822560A5



- 6. Extension Cable [10 ft. (3.05m)] 84-825003A1





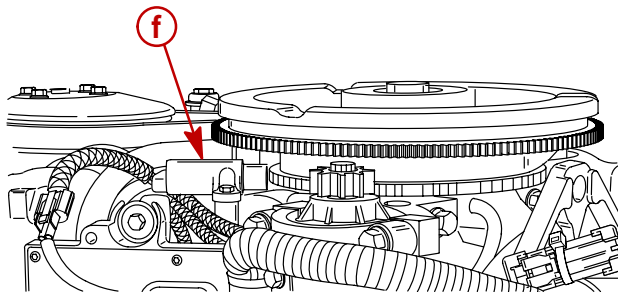
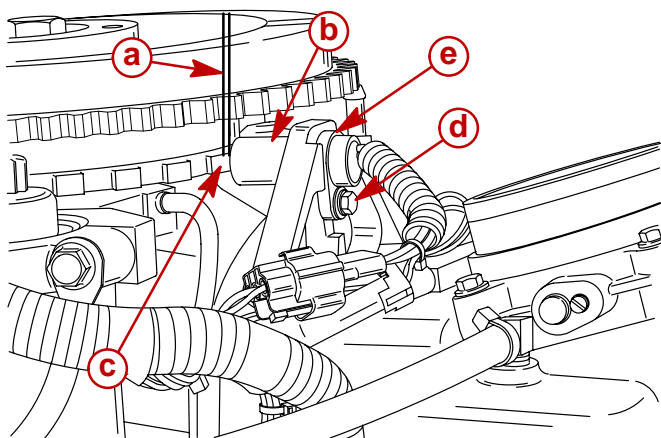
Crank Position Sensor

NOTE: Crank Position Sensor is normally not adjustable, but shims are available if sensor is found to be too close to flywheel.

1. Remove flywheel cover.
2. **Model Year 2000** – Using a feeler gauge, measure the air gap between the crank position sensor and a tooth on the flywheel. Gap should be 0.025 in. - 0.040 in. (0.635 mm - 1.02 mm).
Model Year 2001 – Air gap cannot be adjusted between crank position sensor and flywheel.

IMPORTANT: Crank Position Sensor must be perpendicular to flywheel tooth.

3. Reinstall flywheel cover.



58323

Model Year 2000

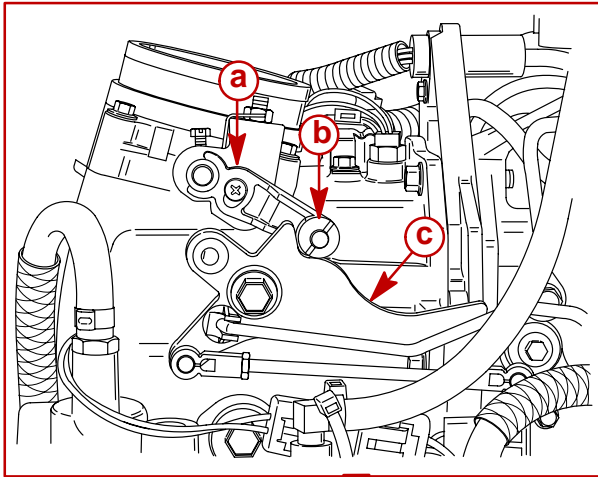
- a** - Air Gap [0.025 in - 0.040 in.(0.635 mm - 1.02 mm)]
- b** - Crank Position Sensor
- c** - Flywheel Tooth
- d** - Bracket Screw (Drive Tight)
- e** - 0.010 in. (0.254 mm) or 0.020 in. (0.508 mm) Shim if required – refer to parts manual
- f** - Crank Position Sensor

Model Year 2001

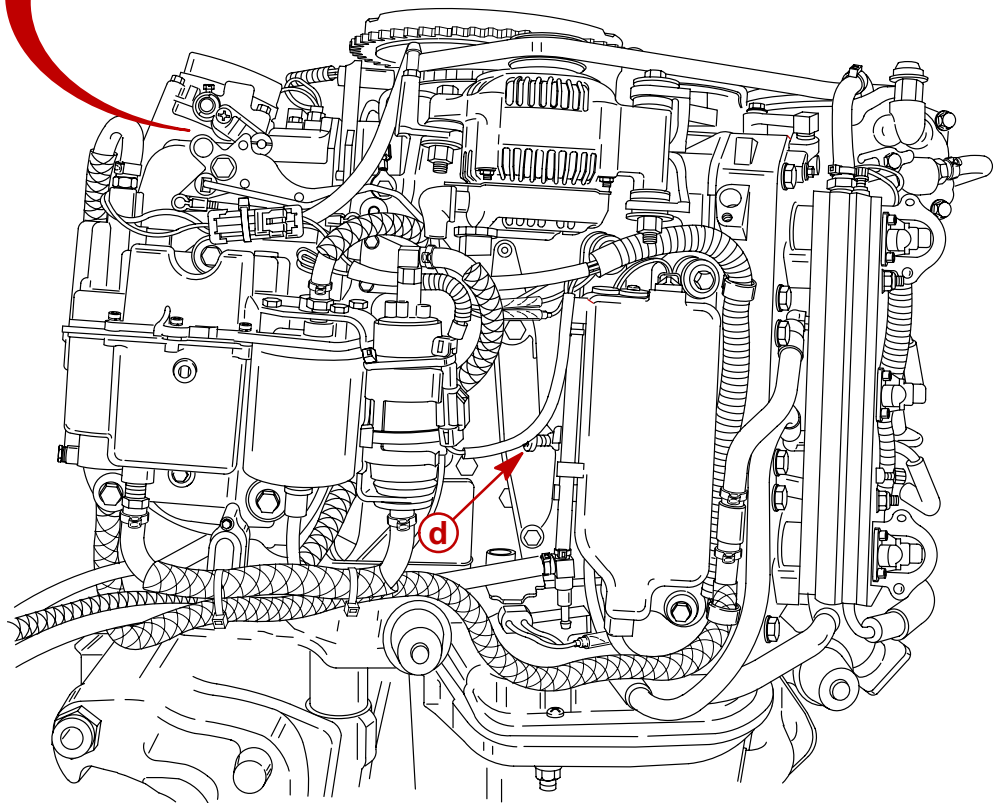
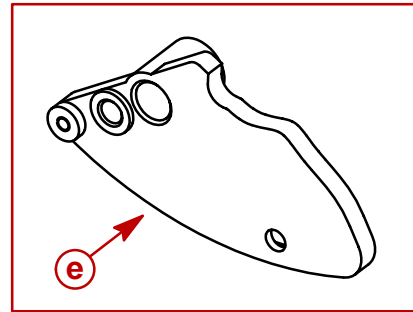


Throttle Cam Adjustment

1. Loosen roller arm screw allowing roller to move freely.
2. Allow roller to rest on throttle cam. Adjust idle stop screw on throttle arm to align cam roller in the pocket of the throttle cam.
3. Tighten roller arm screw to provide clearance of 0.005 in. \pm 0.005 in. (0.127 mm \pm 0.127 mm) between roller and cam.



57538



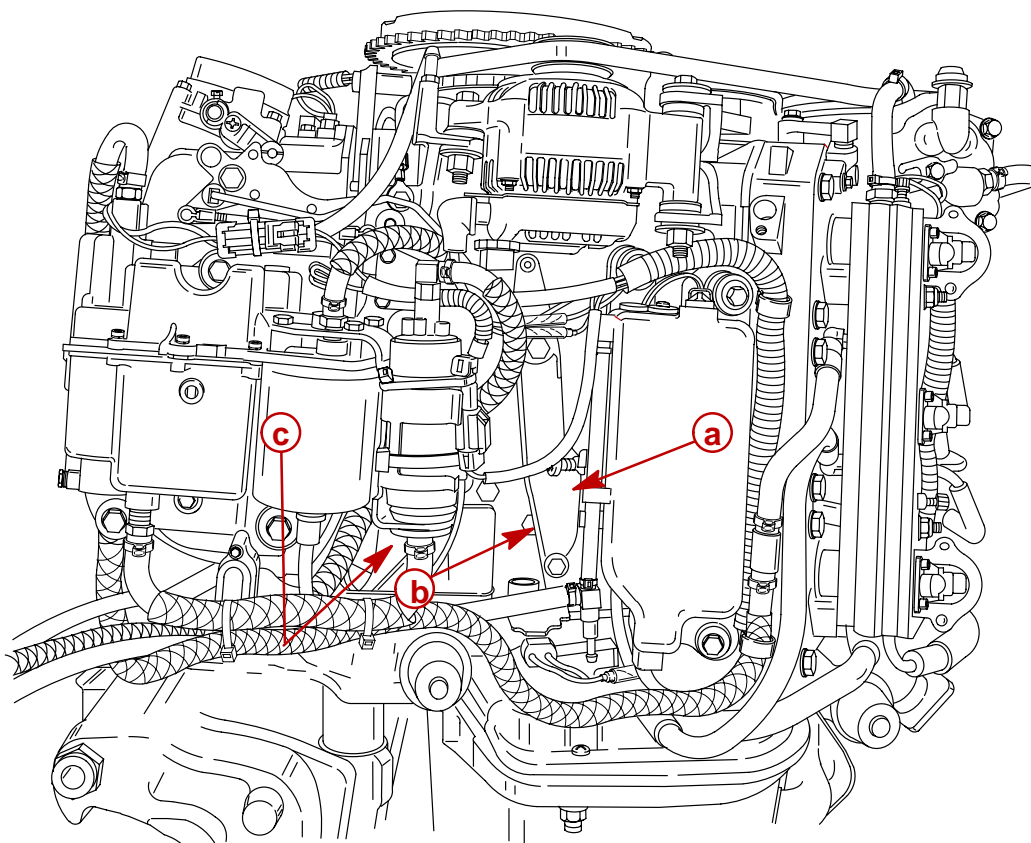
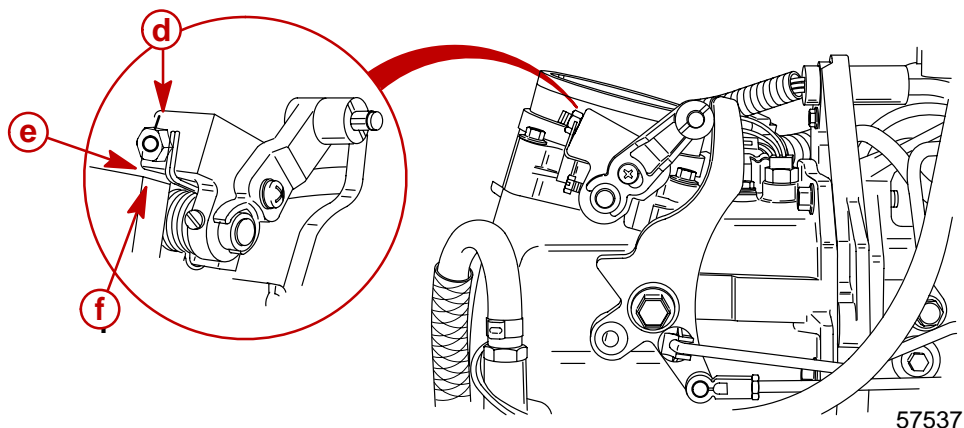
57491

- a** - Roller Arm Screw
- b** - Roller
- c** - Throttle Cam (135/150/175)
- d** - Idle Stop Screw
- e** - Throttle Cam (115)



Maximum Throttle

1. Hold throttle arm against full throttle stop.
2. Adjust full throttle stop screw (located behind electric fuel pump) to allow full throttle valve opening while maintaining a 0.020 in. (0.508 mm) clearance between arm of throttle shaft and stop on attenuator box.
3. Tighten jam nut on full throttle stop screw.
4. Check for free play (roller lifts from cam) between roller and cam at full throttle to prevent linkage from binding. Readjust full throttle stop screw, if necessary.



a - Throttle Arm
b - Stop
c - Full Throttle Stop
Screw (behind electric
fuel pump)

d - Throttle Shaft Arm
e - 0.020 in. (0.508 mm) Clearance
f - Stop on Attenuator Box

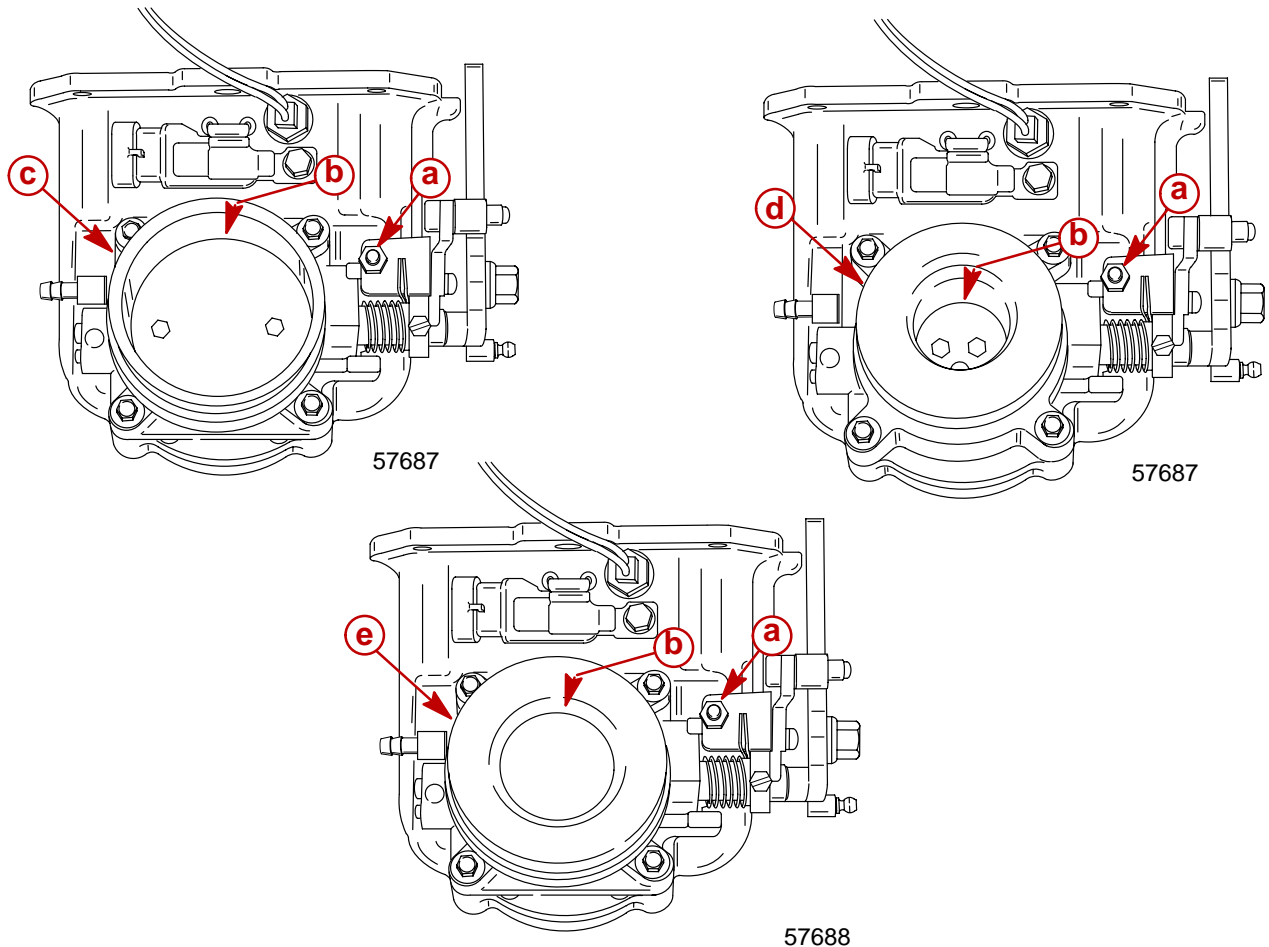
57491



Throttle Plate Screw

IMPORTANT: Model 135/150/175 – DO NOT adjust throttle plate stop screw from factory setting. However, should the throttle plate require adjustment, use the throttle plate stop screw to set the throttle plate clearance @ 0.031 in. (0.7937 mm) using a #68 drill.

Model 115 – DO NOT adjust throttle plate stop screw from factory setting. However, should the throttle plate require adjustment – with throttle plate closed, turn throttle plate screw in 1 turn



- a** - Throttle Plate Stop Screw
- b** - Throttle Plate Clearance
- c** - Model 150/175
- d** - Model 115
- e** - Model 135 (grommet must be installed for engine to run properly)

Throttle Position Sensor (TPS) Adjustment

The Throttle Position Sensor is not adjustable. TPS settings can be monitored with the Digital Diagnostic Terminal through the ECM. If TPS settings are not within specifications, refer to Section 2A.

Idle Speed

Engine idle speed is not adjustable. The parameters affecting idle speed can be checked and monitored by the DDT. Refer to the DDT Reference Manual for complete details.



ELECTRICAL

Section 2D – Wiring Diagrams

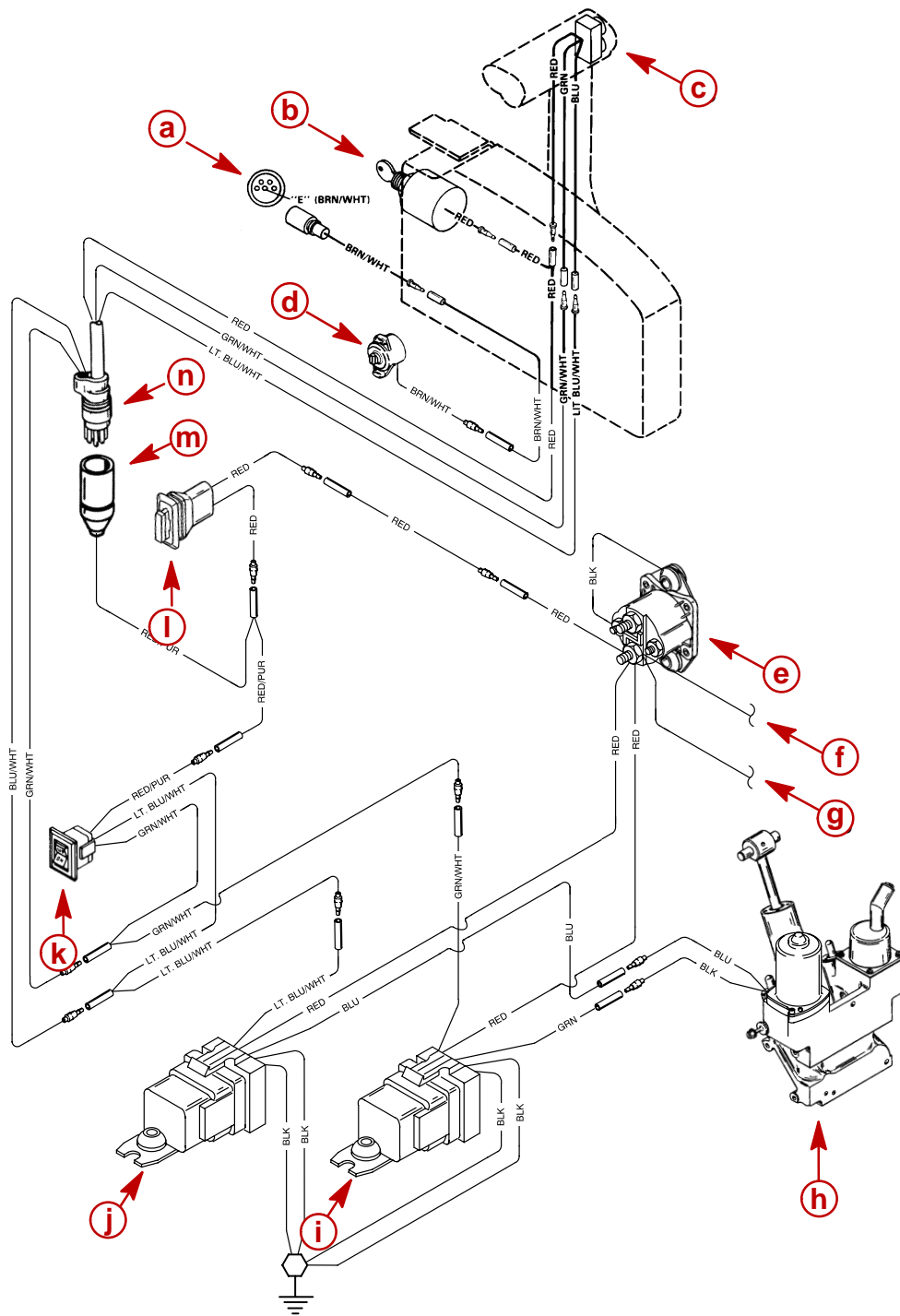
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D**

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Power Trim Wiring Diagram



- a** - Tach. Connector
- b** - Key Switch Assembly
- c** - Trim Switch
- d** - Trim Sender
- e** - Start Solenoid
- f** - To Battery
- g** - To Alternator

- h** - Trim Pump and Motor
- i** - DOWN Solenoid
- j** - UP Solenoid
- k** - Bottom Cowl Switch
- l** - 20 Ampere Fuse
- m** - Engine Harness
- n** - Remote Control Harness



Instrument Wiring Connections

Wire Color	Where To
BLK = BLACK	GROUND
TAN/WHT = TAN/WHITE	OIL LIGHT
TAN/BLK = TAN/BLACK	TEMPERATURE LIGHT
TAN = TAN	TEMPERATURE GAUGE
PUR = PURPLE	IGNITION 12 VOLT
GRY = GRAY	TACHOMETER
BRN/WHT = BROWN/WHITE	TRIM GAUGE
TAN/BLU = TAN/BLUE	VISUAL WARNING KIT (OPT)

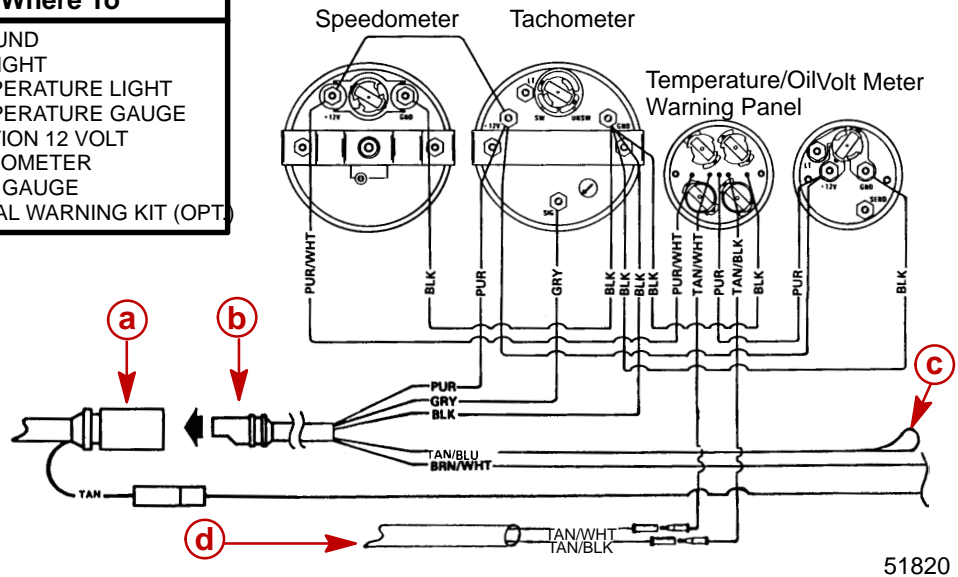


Figure 1 – Without Light Switch

NOTE: ANY INSTRUMENT WIRING HARNESS LEADS NOT USED MUST BE TAPED BACK TO THE HARNESS.

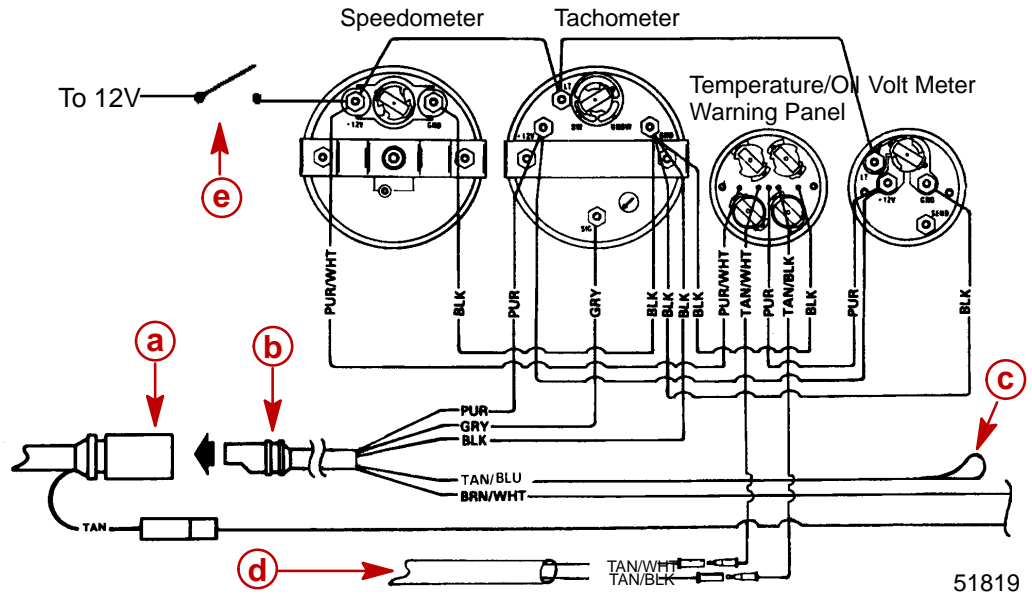


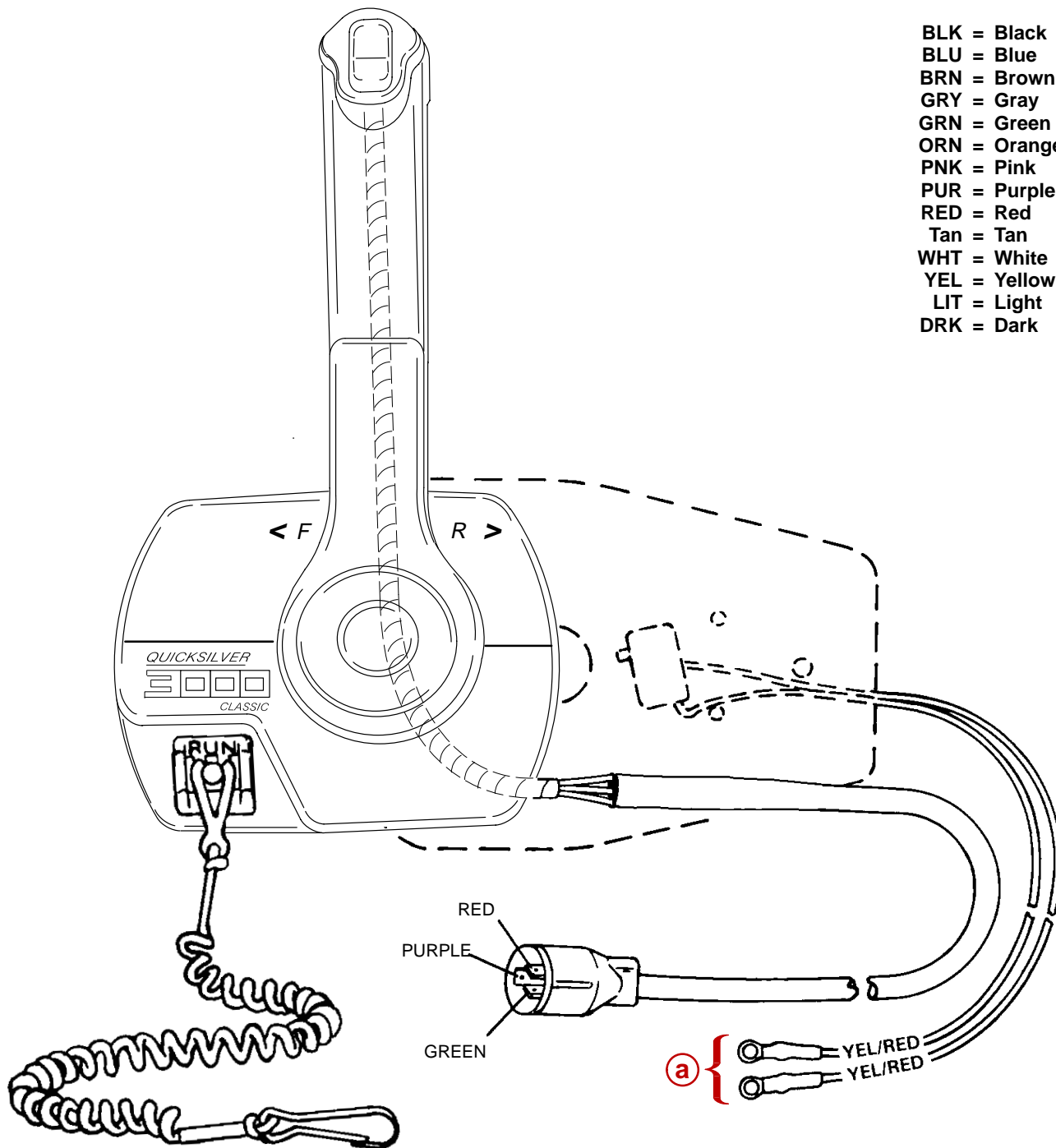
Figure 2 – With Light Switch

- a - Tachometer Receptacle - From Control Box or Ignition/Choke Switch
- b - Tachometer Wiring Harness
- c - Lead to Optional Visual Warning Kit (Taped Back to Harness)
- d - Cable Extension (For Two Function Warning Panel)
- e - Light Switch



Commander 3000 Classic Panel Remote Control

- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- Tan = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark

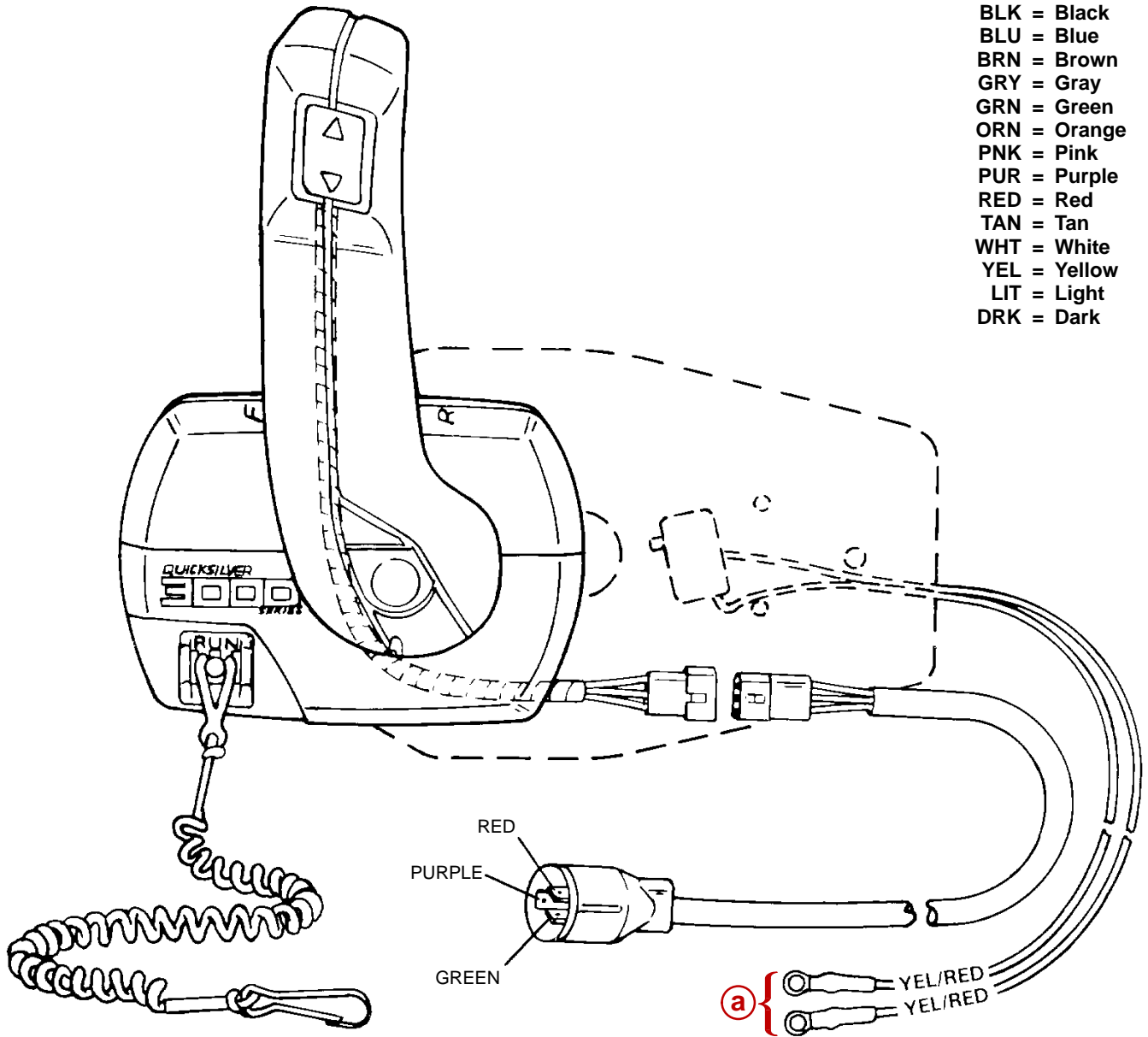


a - Neutral Interlock Switch



Commander 3000 Panel Remote Control

- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- TAN = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark

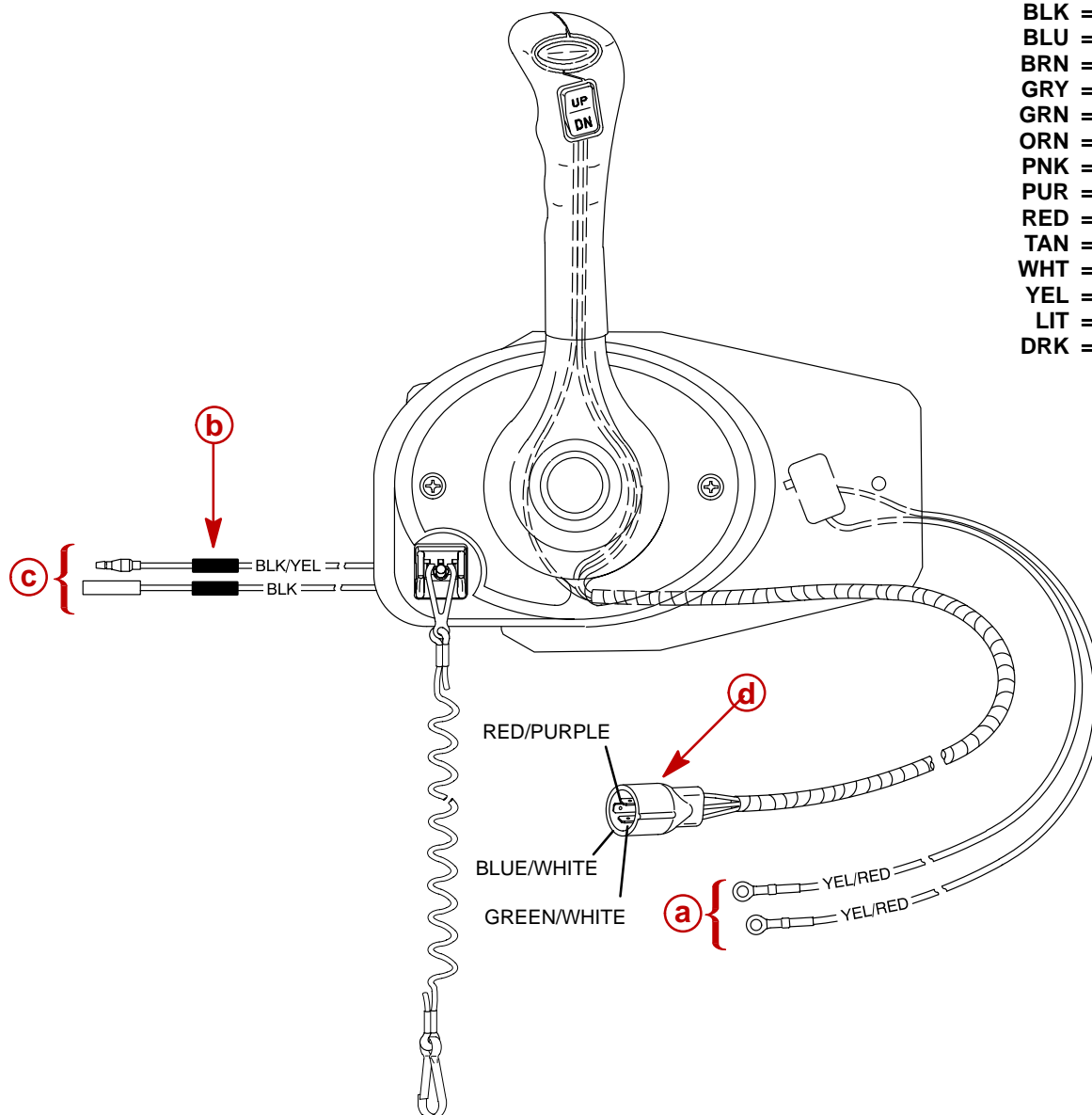


a - Neutral Interlock Switch



4000 Series Mechanical Panel Control

- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- TAN = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark



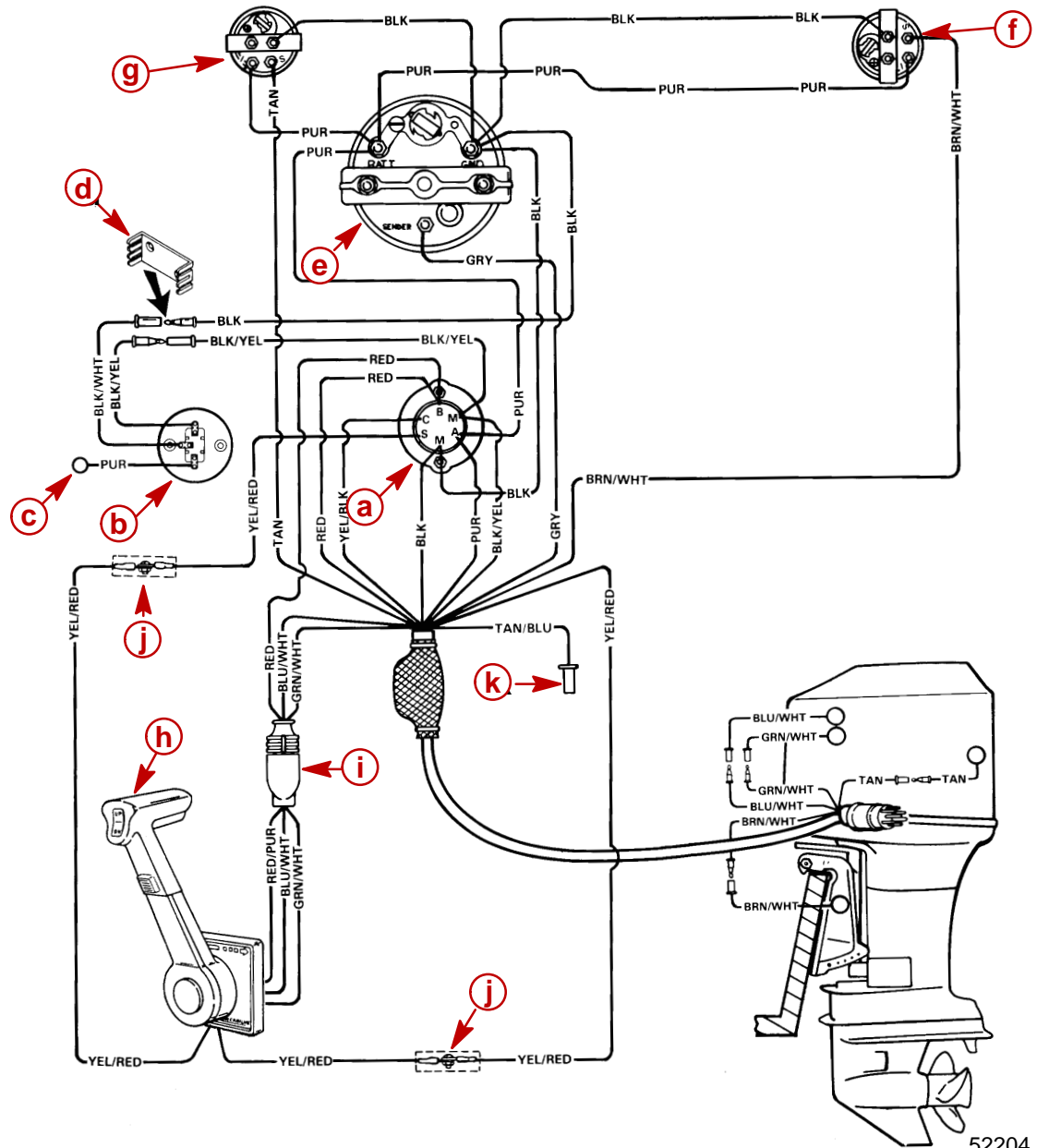
58629

- a** - Neutral Interlock Switch
- b** - Solder Connections covered with shrink tube
- c** - Emergency Stop Switch Harness
- d** - Trim Harness



Instrument/Lanyard Stop Switch Wiring Diagram

BLK=BLACK
 BLU=BLUE
 BRN=BROWN
 GRN=GREEN
 GRY=GRAY
 PUR=PURPLE
 RED=RED
 TAN=TAN
 WHT=WHITE
 YEL=YELLOW

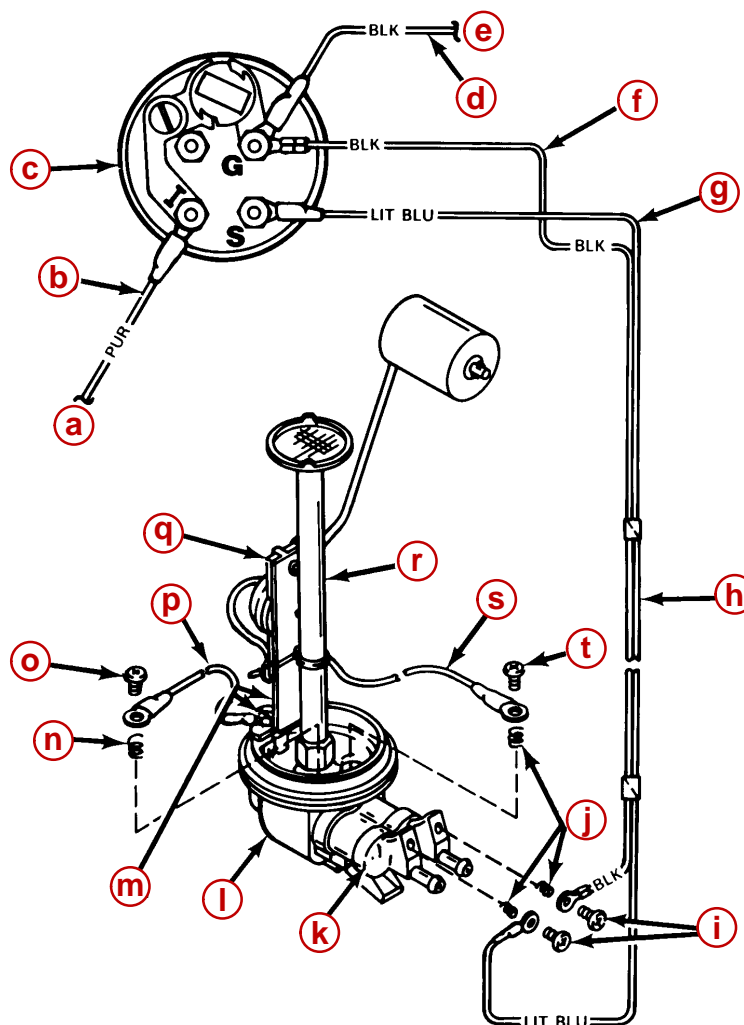


- a** - Ignition/Choke Switch
- b** - Lanyard Stop Switch
- c** - Lead Not Used on Outboard Installations
- d** - Retainer
- e** - Tachometer
- f** - Trim Indicator Gauge (Optional)
- g** - Temperature Gauge
- h** - Remote Control
- i** - Power Trim Harness Connector
- j** - Connect Wires Together w/Screw and Nut (2 Places); Apply Liquid Neoprene to Connections and Slide Rubber Sleeve over each Connection.
- k** - Lead to Optional Visual Warning Kit

IMPORTANT: On installations where gauge options will not be used, tape back any unused wiring harness leads.



Oil Level Gauge Wiring Diagram



- a** - To 12 Volt Source
- b** - PURPLE Wire (Connect to Trim Indicator Gauge "I" [or POSITIVE (+) 12 Volt Source that is Turned "ON" and "OFF" with Ignition Switch])
- c** - Oil Level Gauge
- d** - BLACK Wire (Connects to NEGATIVE Ground)
- e** - To Ground
- f** - BLACK Wire (From Gauge to Oil Clip Connector)
- g** - LIGHT BLUE Sender Lead to Gauge
- h** - Wiring Harness (LT. BLU. and BLACK)
- i** - Screw (10-16 x 5/8 in.)
- j** - Spring
- k** - Oil Clip Connector
- l** - Adaptor Housing
- m** - Screw (10-16 x 1/4 in.)
- n** - Spring
- o** - Screw (10-16 x 5/8 in.)
- p** - BLACK Wire
- q** - Oil Level Sender Unit
- r** - Oil Pick-Up Tube
- s** - WHITE Lead (from Oil Level Sender)
- t** - Screw (10-16 x 5/8 in.)

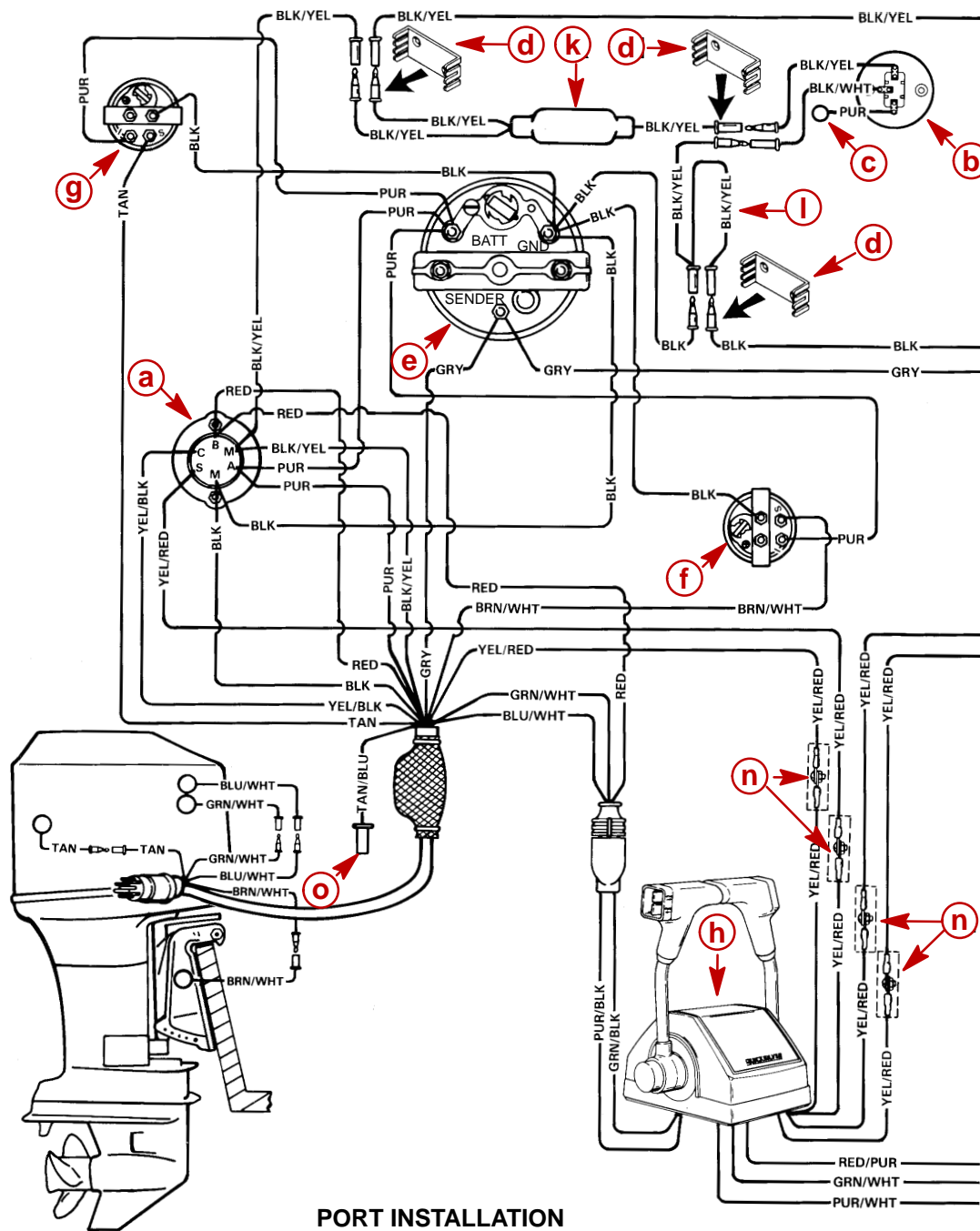


Notes



Instrument/Lanyard Stop Switch Wiring Diagram (Dual Outboard)

BLK=BLACK
 BLU=BLUE
 BRN=BROWN
 GRN=GREEN
 GRY=GRAY
 PUR=PURPLE
 RED=RED
 TAN=TAN
 WHT=WHITE
 YEL=YELLOW



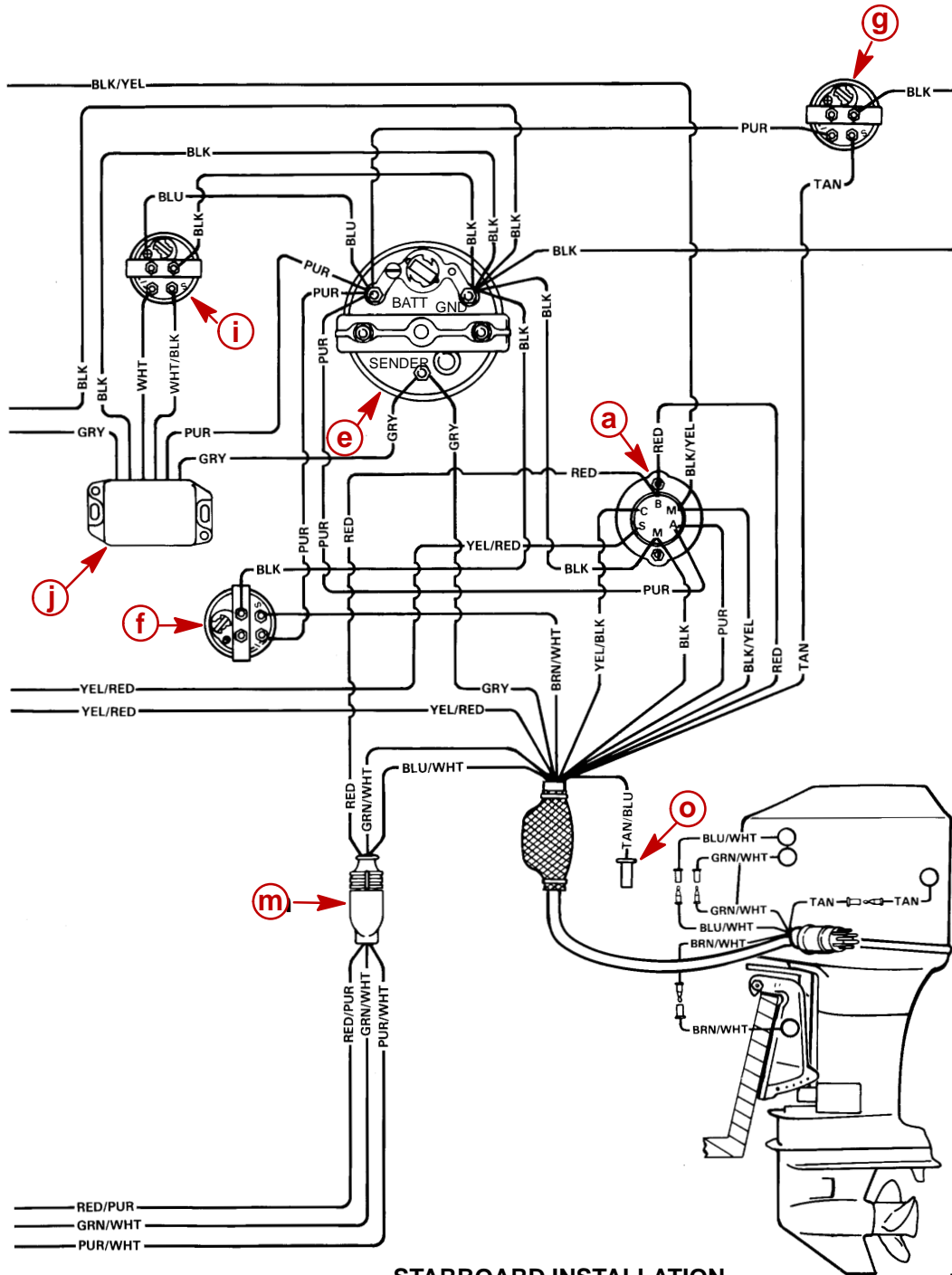
52205

PORT INSTALLATION

- a** - Ignition/Choke Switch
- b** - Lanyard Stop Switch
- c** - Lead not used on Outboard Installations
- d** - Retainer
- e** - Tachometer
- f** - Trim Indicator Gauge
- g** - Temperature Gauge
- h** - Remote Control



IMPORTANT: On installations where gauge options will not be used, tape back and isolate unused wiring harness leads



STARBOARD INSTALLATION

52206

- i** - Synchronizer Gauge
- j** - Synchronizer Module
- k** - Lanyard Switch (Isolation) Diode
- l** - Y Harness
- m** - Power Trim Harness Connector
- n** - Connect Wires together with Screw and Nut (4 Places); Apply Liquid Neoprene to Connections and slide Rubber Sleeve over each Connection.
- o** - Lead to Visual Warning Kit



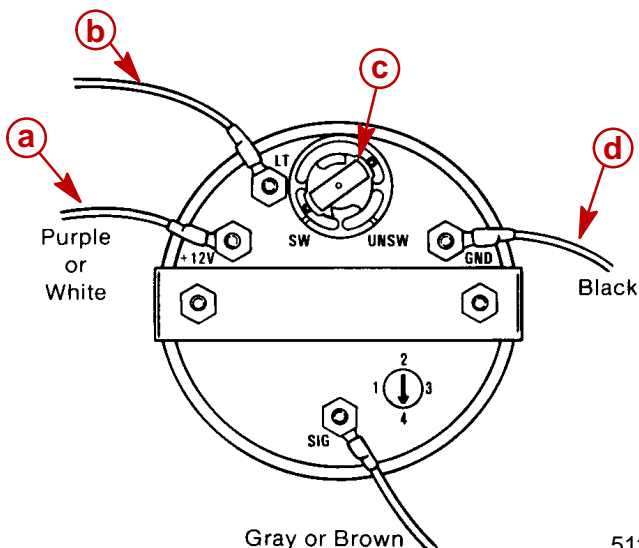
QSI Gauge Wiring Diagrams

Tachometer Wiring Diagram

Tachometer dial on back side of case must be set to position number 4.

WIRING DIAGRAM A

Use this wiring diagram when using a separate light switch for instrument lighting.

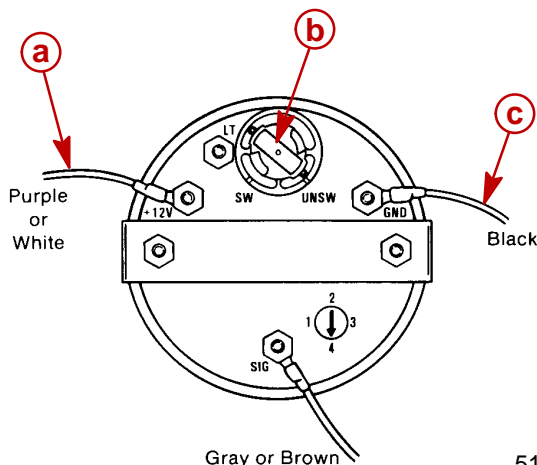


51106

- a** - Connect to +12 Volt
- b** - +12 Volt Light Switch Wire
- c** - Position Light Bulb to the Switched Position
- d** - Connect to NEGATIVE (-) Ground

WIRING DIAGRAM B

Use this wiring diagram when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)



51106

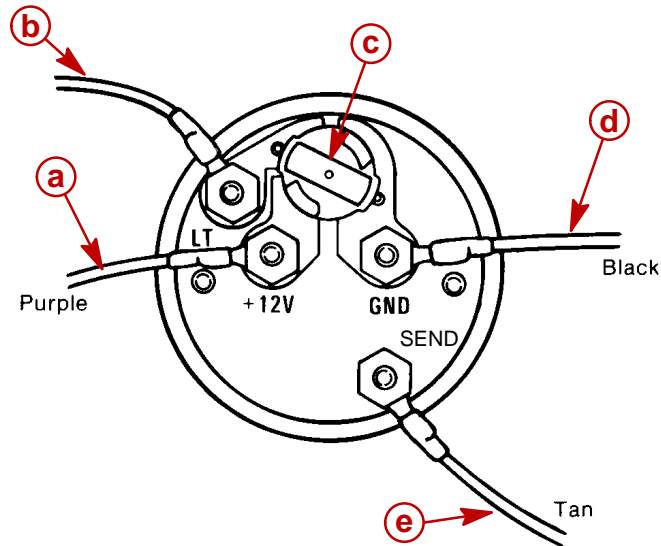
- a** - Connect to +12 Volt
- b** - Position Light Bulb to the Unswitched Position
- c** - Connect to NEGATIVE (-) Ground



Water Temperature Gauge

WIRING DIAGRAM A

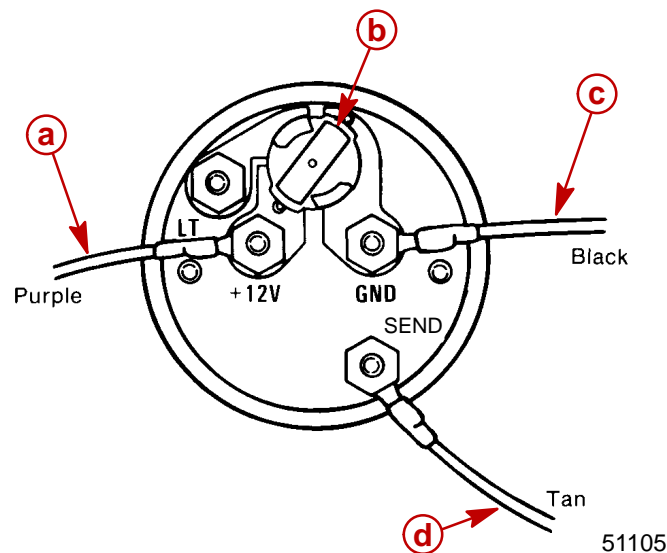
Use this wiring diagram when using a separate light switch for instrument lighting.



- a** - Connect to + 12 Volt
- b** - +12 Volt Light Switch Wire
- c** - Position Light Bulb to the Switched Position
- d** - Connect to NEGATIVE (-) Ground
- e** - Connect to TAN Lead located at the Tachometer Receptacle on Commander Side Mount Remote Control or TAN Lead coming from Accessory Ignition/ Choke Assembly.

WIRING DIAGRAM B

Use this wiring diagram when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key is turned on.)

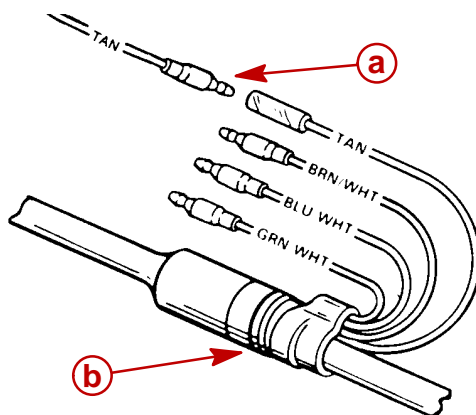


- a** - Connect to +12 Volt
- b** - Position Light Bulb to the Unswitched Position
- c** - Connect to NEGATIVE (-) Ground
- d** - Connect to TAN Lead located at the Tachometer Receptacle on Commander Side Mount Remote Control or TAN Lead coming from Accessory Ignition/ Choke Assembly



Route TAN lead on starboard side of engine to engine/remote control harness. Connect as shown.

IMPORTANT: Tape back and isolate any unused wiring harness leads.



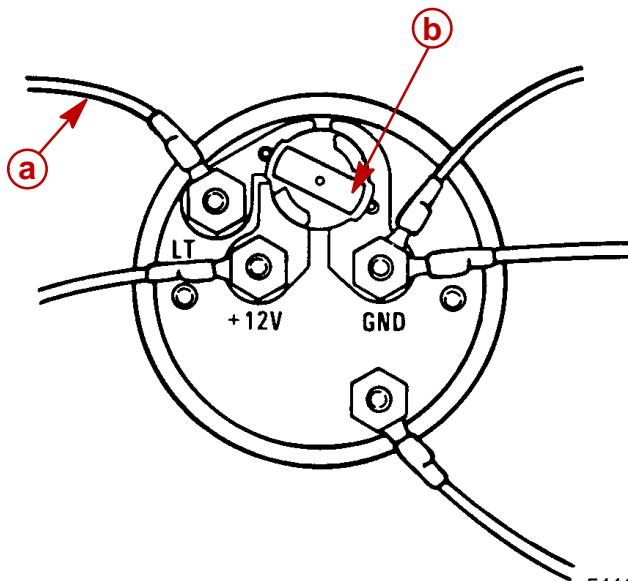
28086

- a** - Lead from Temperature Sender
- b** - Engine/Remote Control Harness

Oil Level Gauge Wiring

LIGHT BULB POSITION A

Use this position when using a separate light switch for instrument lighting.



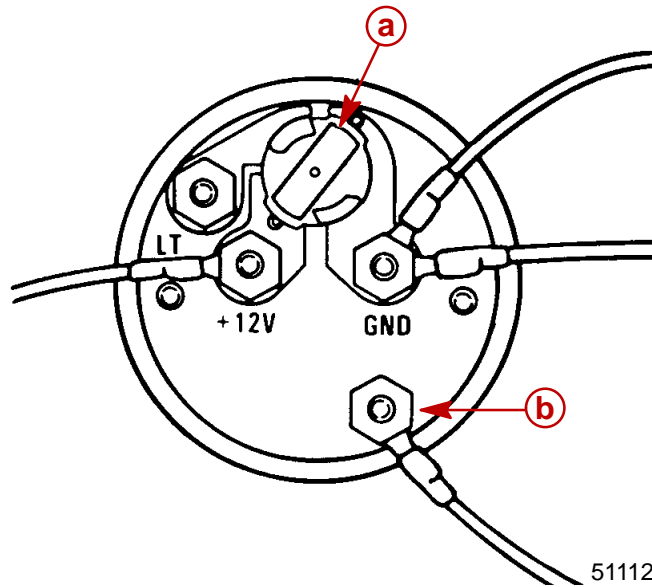
51109

- a** - +12 Volt Light Switch Wire
- b** - Position Light Bulb to the Switched Position



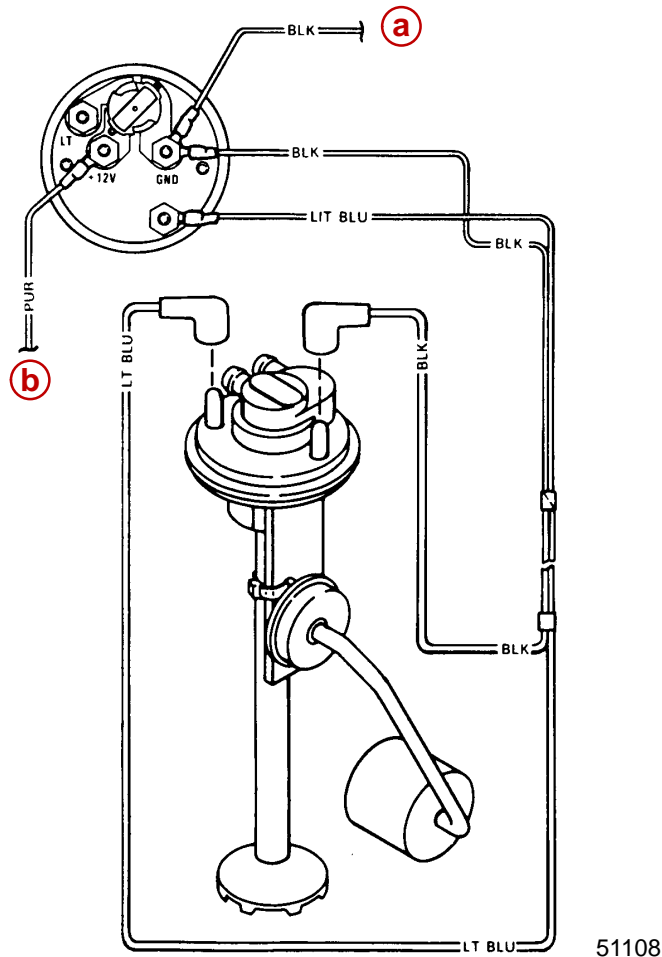
LIGHT BULB POSITION B

Use this position when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)



- a** - Position Light Bulb to the Unswitched Position
- b** - Sender

SENDER WIRING



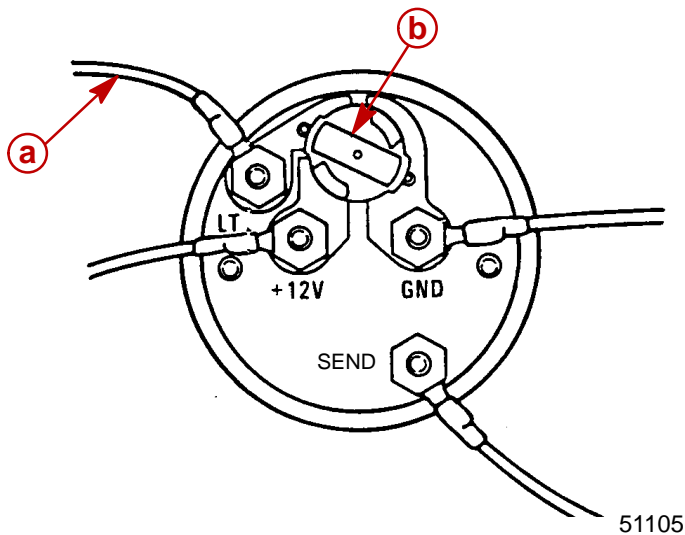
- a** - Connect to +12 Volt
- b** - Connect to NEGATIVE (-) Ground



Engine Synchronizer Wiring Diagram

LIGHT BULB POSITION A

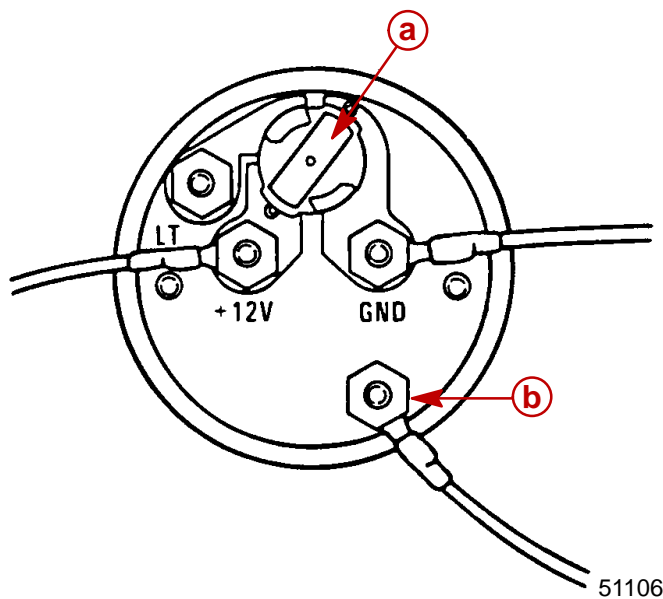
Use this position when using a separate light switch for instrument lighting.



- a** - +12 Volt Light Switch Wire
- b** - Position Light Bulb to the Unswitched Position

LIGHT BULB POSITION B

Use this position when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)

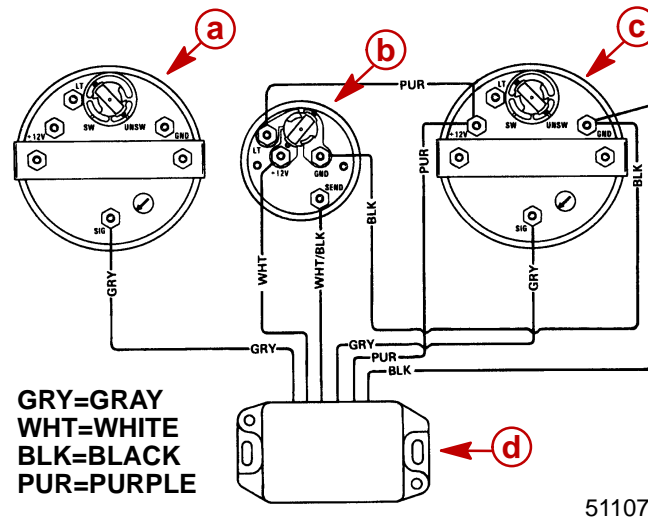


- a** - Position Light Bulb to the Switched Position
- b** - Sender

Synchronizer wiring can be accomplished two different ways as an option to the user.

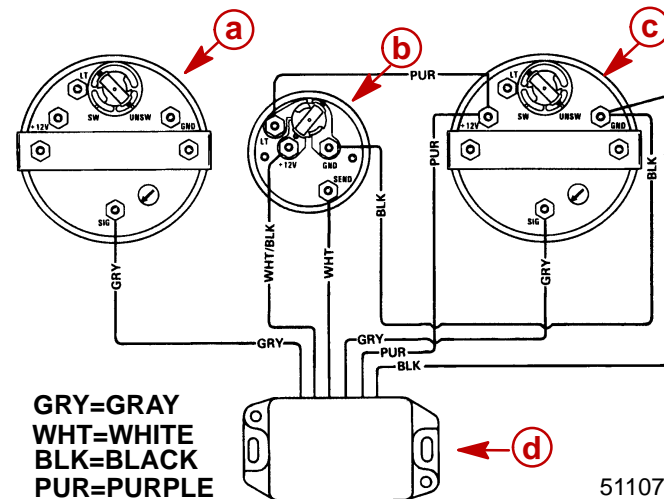


Wiring Diagram – Gauge needle to point toward slow running engine



- a** - Tachometer Starboard Engine
- b** - Synchronizer Gauge
- c** - Tachometer Port Engine
- d** - Synchronizer Module

Wiring Diagram – Gauge needle to point toward fast running engine



- a** - Tachometer Starboard Engine
- b** - Synchronizer Gauge
- c** - Tachometer Port Engine
- d** - Synchronizer Module

Maintenance

Clean gauge by washing with fresh water to remove sand and salt deposits. Wipe off with a soft cloth moistened with water. The gauge may be scored or damaged if wiped with abrasive material (sand, saline or detergent compounds, etc.) or washed with solvents such as trichloroethylene, turpentine, etc.



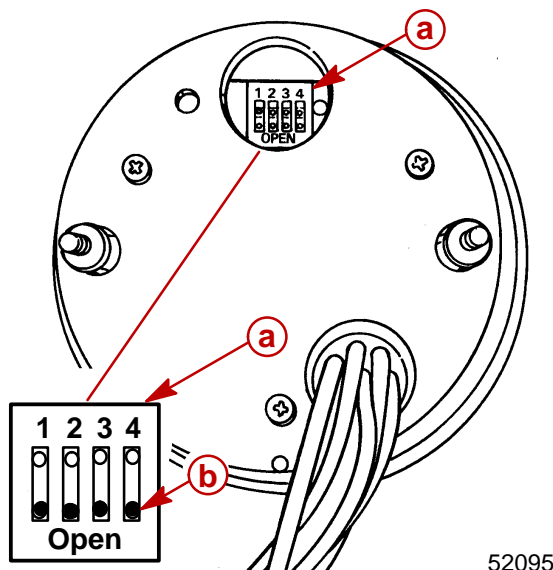
Multi-Function Gauge

Dip Switch Setting/Testing

NOTE: The multi-function gauge “Dip Switch” must be set on the back of gauge prior to operation. Turn the ignition switch to the “OFF” position before setting dip switch. The gauge will reset to selected settings when the ignition is turned “On”.

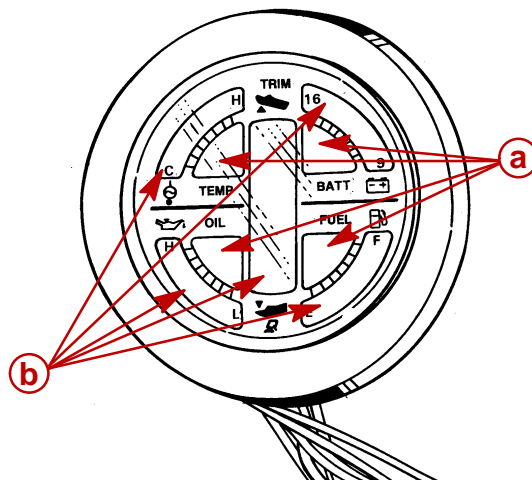
IMPORTANT: Test the gauge and related wiring **BEFORE** making final “Dip Switch” settings and **BEFORE** securing the gauge to dashboard of boat.

1. With the ignition switch in the “Off” position, set the multi-function gauge “Dip Switch” in (test) position as shown. (BLACK dot indicates switch position).



- a** - “Dip Switch” (shown in test position)
b - Black Dot - Switch in “Open” Position

2. Turn ignition switch to the “Run” position. The multi-function gauge now is in the display test mode. The gauge Temp, Batt, Oil, and Fuel red warning lights should be alternately flashing “On” and “Off”; the BLACK L.C.D. bar graphs should be cycling. (This indicates that all gauge functions are operational).
3. Turn ignition switch to the “Off” position. Reset the gauge “Dip Switch” to the correct operating position for the outboard application.



- a** - Gauge Lights (Red)
b - Gauge L.C.D. Bar Graph (Black)



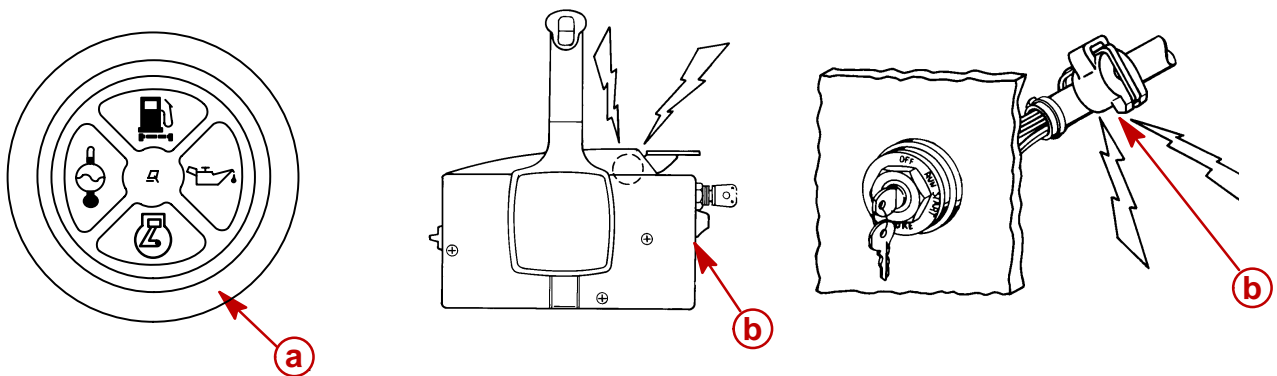
Outboard Multi-Function Gauge Setting

Model	Dip Switch Setting
Test Display (All)	
275 hp (3.4 Litre) Outboards (single engine)	
135-250 hp Outboards (single engine)	
“Note” On Dual Engine/Single Fuel Tank Applications: Position Dip Switch 4 “Open” *	

* Dip Switch (4) in “Open Position” For Dual Engine Single Fuel Tank Applications. Switches 1,2,3 Must Be In Specified Model Position.

Warning System

The outboard warning system incorporates warning light gauge (a) and warning horn (b). The warning horn is located inside the remote control or is part of the ignition key switch wiring harness.



When the key switch is turned to the ON position, the warning lights and horn will turn on for a moment as a test to tell you the system is working.



Warning System Signals 2000

NOTE: The warning system signals which includes audible and visual indicator involving the horn and lights will identify the potential problems listed in the chart

Problem	Horn	Check Engine Light	Low Oil Light	Over Heat Light	Water In Fuel Light	Engine Speed Reduction Activated (approx. 3000 RPM)
Power Up/System Check	Single Beep	Yes	Yes	Yes	Yes	No
Low Oil	4 Beep... 2 Minutes Off		Yes			No
Oil Pump Electrical Failure		Yes	Yes			Yes (See Guardian System)
Over Heat	Continuous Beep			Yes		Yes (See Guardian System)
Water In Fuel	4 Beep... 2 Minutes Off				Yes	
Over Speed	Continuous Beep					Yes (Activated at 5800 RPM)
Coolant Sensor Failure	No	Yes				
MAP Sensor Failure	No	Yes				
Air Temperature Sensor Failure	No	Yes				
Ignition Coil Failure	No	Yes				
Injector Failure	No	Yes				
Horn Failure	N/A	Yes				No
Battery Voltage too high (16V) or too low (11V) or very low (9.5V)	No	Yes				Yes (See Guardian System)
Over Heat Cyl. Head/Compressor	Continuous Beep			Yes		Yes
Throttle Sensor Failure	Continuous Intermittant Beeping	Yes				Yes (See Guardian System)
Block Water Pressure	Yes	Yes		Yes		Yes (Limits to 1200 rpm)



Warning System Signals 2001

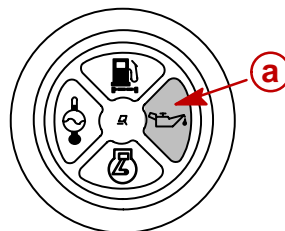
NOTE: The warning system signals which includes audible and visual indicator involving the horn and gauges will identify the potential problems listed in the chart

Problem	Horn	Monitor Display	Guardian Activated	Engine Speed Reduction Activated
Power Up/System Check	Single Beep	Yes	N/A	No
Low Oil	4 Beep... 2 Minutes Off	Yes	No	No
Oil Pump Electrical Failure		Yes	Yes	Yes (See Guardian System)
Over Heat	Continuous Beep	Yes	Yes	Yes (See Guardian System)
Water In Fuel	4 Beep... 2 Minutes Off	Yes	No	
Over Speed	Continuous Beep	Yes	Yes	Yes
Coolant Sensor Failure	No	Yes	No	No
MAP Sensor Failure	No	Yes	No	No
Air Temperature Sensor Failure	No	Yes	No	No
Ignition Coil Failure	No	Yes	No	No
Injector Failure	No	Yes	No	No
Horn Failure	N/A	Yes		No
Battery Voltage too high (16V) or too low (11V) or very low (9.5V)	No	Yes	Yes	Yes (See Guardian System)
Over Heat Cyl. Head/Compressor	Continuous Beep	Yes	No	Yes (See Guardian System)
Throttle Sensor Failure	Continuous Intermittant Beeping	Yes	Yes	Yes (See Guardian System)
Block Water Pressure	Yes	Yes	Yes	Yes (See Guardian System)
Calculated Oil Level Critical	Yes	Yes	Yes	Yes



Warning System Operation (Model Year 2000 Only)

LOW OIL LEVEL

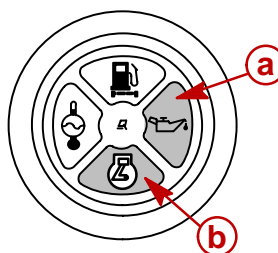


The system is activated when the oil in the engine mounted oil reservoir tank drops below 22 fl. oz. (175 ml) You still have an oil reserve remaining for 30 minutes of full speed operation.

NOTE: The engine mounted oil reservoir tank (located beneath the top cowl) along with the remote oil tank will have to be refilled.

The OIL light (a) will come on and the warning horn sounds a series of four short tones. If you continue to operate the outboard, the light will stay on and the horn will sound four short tones every two minutes. The engine has to be shut off to reset the warning system.

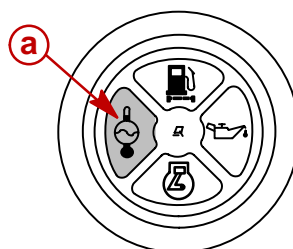
NO OIL FLOW TO THE ELECTRIC OIL PUMP



The system is activated when the flow of oil to the oil pump is blocked. No lubricating oil is being supplied to the engine. Stop the engine as soon as possible. Continuing to operate the engine can result in severe engine damage.

The OIL light (a) and CHECK ENGINE light (b) will come on and the warning horn will begin sounding. The warning system will automatically reduce and limit the engine speed to 3000 RPM. The engine has to be shut off to reset the warning system.

ENGINE OVERHEAT

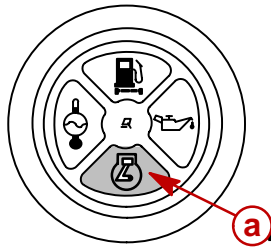


The system is activated when the engine temperature is too hot.

The TEMP light (a) will come on and the warning horn begins sounding. The warning system will automatically limit the engine speed to 3000 RPM. After the engine has cooled, shift the outboard into neutral to reset the overheat circuit.

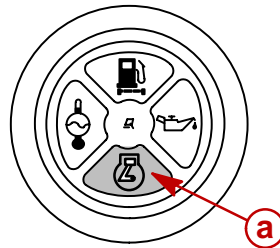


IGNITION COIL, SENSOR, OR INJECTOR NOT FUNCTIONING



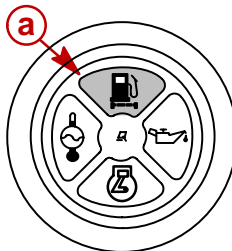
The system is activated if an ignition coil, sensor or injector is not functioning correctly. The CHECK ENGINE light (a) will turn on.

THROTTLE SENSOR NOT FUNCTIONING



The system is activated if the throttle sensors are not functioning correctly. The CHECK ENGINE light (a) will turn on and the warning horn will begin sounding.

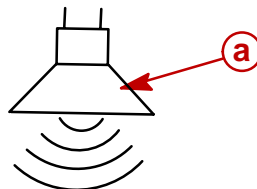
WATER SEPARATING FUEL FILTER IS FULL OF WATER



The water level detection warning is activated when water in the water separating fuel filter reaches the full level. The water can be removed from the filter.

The WATER DETECTION light (a) will come on and the warning horn will begin sounding a series of four beeps. If you continue to operate the outboard, the light will stay on and the horn will sound every two minutes.

ENGINE OVER-SPEED PROTECTION SYSTEM



The system is activated when the engine speed exceeds the maximum allowable RPM. Anytime the engine over-speed system is activated, the warning horn (a) begins to sound continuously. The system will automatically reduce the engine speed to within the allowable limit.

NOTE: Engine speed should never reach the maximum limit to activate the system unless the propeller is ventilating, an incorrect propeller is being used, or the propeller is faulty.



Guardian Protection System

The guardian protection system monitors critical engine functions and will reduce engine power accordingly in an attempt to keep the engine running within safe operating parameters.

IMPORTANT: The Guardian System cannot guarantee that powerhead damage will not occur when adverse operating conditions are encountered. The Guardian System is designed to (1) warn the boat operator that the engine is operating under adverse conditions and (2) reduce power by limiting maximum rpm in an attempt to avoid or reduce the possibility of engine damage. The boat operator is ultimately responsible for proper engine operation.

Guardian System Operation with Gauges

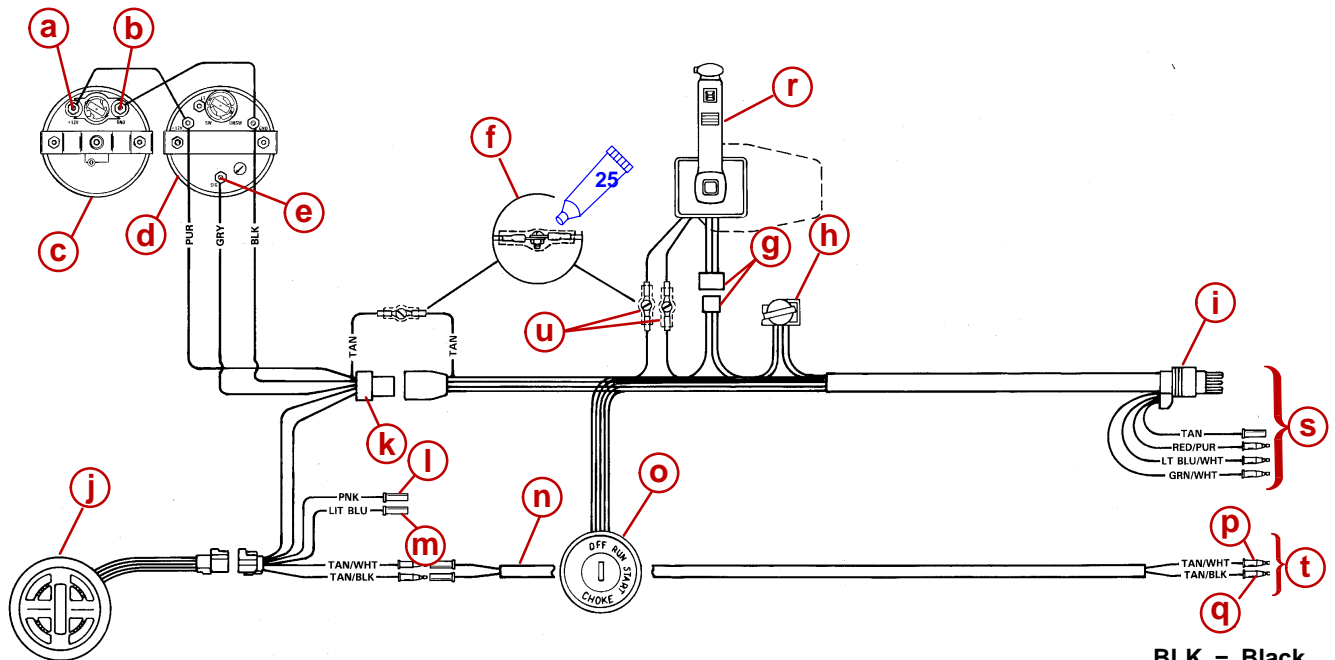
4 Function Gauge (2000 Models Only)	System will sound warning horn and illuminate appropriate light on gauge.
Smartcraft Gauge/Monitor	System will sound warning horn and display the warning message.

Guardian System Activation

Condition	Result
Engine Overheat	Engine power level can be reduced to any percentage down to an idle speed, if overheat condition persists.
Air Compressor Overheat	2000 Model – engine power level can be reduced to any percentage down to an idle speed, if overheat condition persists. 2001 Model – no power reduced.
Block Water Pressure Low	Engine power level can be reduced to any percentage down to a fast idle, if condition persists.
Throttle Position Sensor Failure	If the throttle position sensor fails or becomes disconnected, power will be limited to a maximum of approximately 4500 rpm. When the TPS is in the fail mode, the ECM will use the MAP sensor for a reference to determine fuel calibration.
Temperature Sensor (cylinder head) Failure	If a temperature sensor should fail or become disconnected, power will be reduced by 25%.
Temperature Sensor Air Compressor Failure	2000 Model – power reduced by 25%. 2001 Model – no power reduced.
Battery Voltage (too high or too low)	Battery voltage greater than 16.5 volts or less than 10.5 volts will result in engine output power being reduced. The higher or lower the voltage is outside of these parameters, the greater the percentage of power reduction. In an extreme case, power could be reduced to idle speed.
Oil Pump Failure	If the oil pump fails or an open circuit occurs between the pump and the ECM, engine power will be reduced to idle.
Calculated Oil Level Critical	After low condition occurs, ECM calculates when critical level will occur; then reduces power to idle.



Panel Mount Remote Control Wiring Installation



BLK = Black
BLU = Blue
BRN = Brown
GRY = Gray
GRN = Green
ORN = Orange
PNK = Pink
PUR = Purple
RED = Red
TAN = Tan
WHT = White
YEL = Yellow
LIT = Light
DRK = Dark



Liquid Neoprene (92-25711--2)

- a** - (+) 12 Volt Terminal
- b** - (-) Ground Terminal
- c** - Speedometer
- d** - Tachometer
- e** - Tachometer Signal Terminal
- f** - Connect Wires Together with Screw and Hex Nut (3 Places); Apply Quicksilver Liquid Neoprene to Connections and Slide Rubber Sleeve Over Each Connection.
- g** - Power Trim Connector
- h** - Horn
- i** - 8 Pin Harness Connector
- j** - Multi-Function Gauge
- k** - Multi-Function Adapter Harness
- l** - To Fuel Sender (Optional)
- m** - To Oil Sender (Optional)
- n** - Two Wire Harness
- o** - Ignition/Choke Switch
- p** - Low Oil Sender Lead
- q** - Over Temperature Switch Lead
- r** - Panel Mount Remote Control
- s** - To Engine
- t** - To Engine
- u** - Neutral Safety Switch Lead



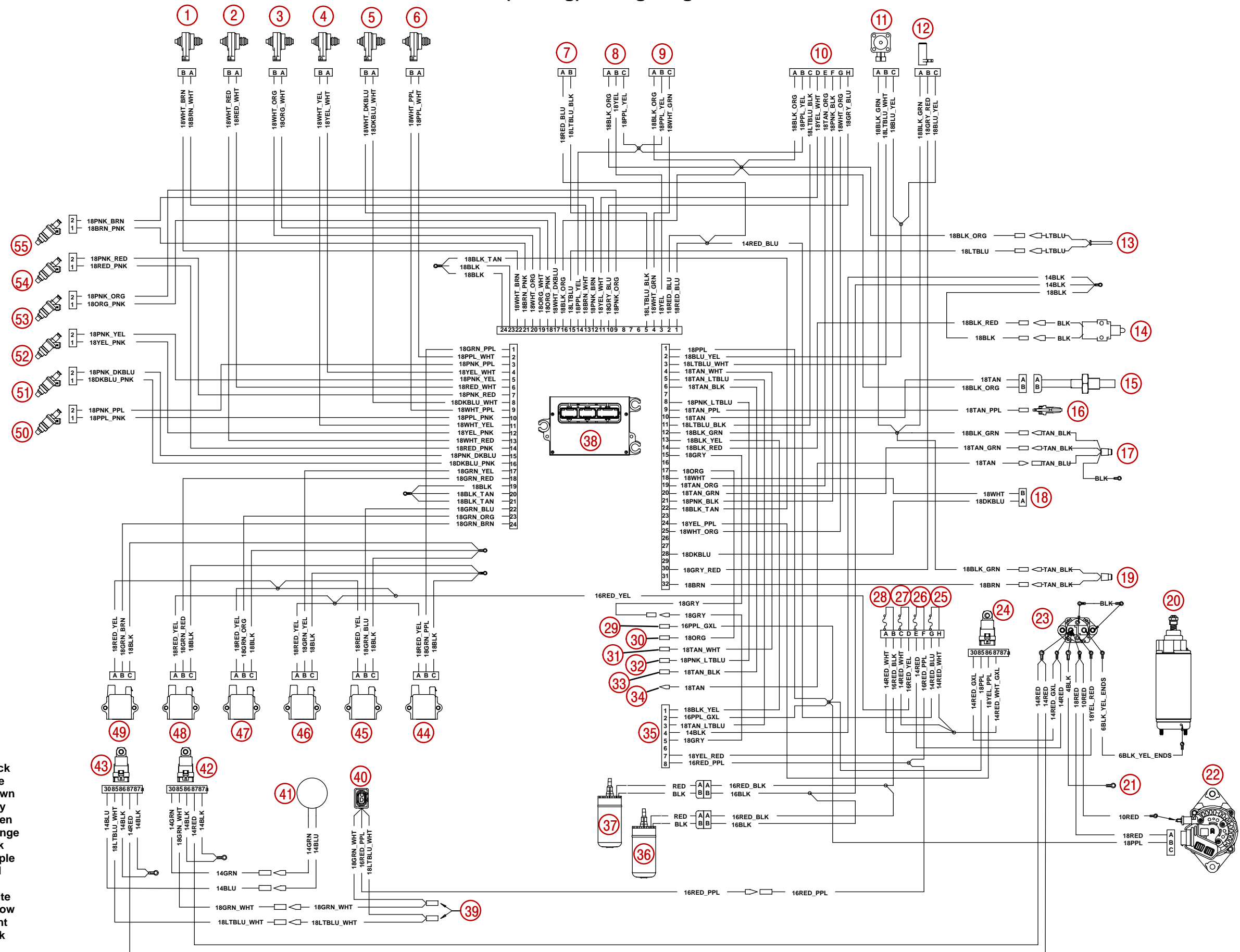
Notes:



2000 Model 115/135/150 DFI (Analog) Wiring Diagram

- 1 - Direct Injector #1
- 2 - Direct Injector #2
- 3 - Direct Injector #3
- 4 - Direct Injector #1
- 5 - Direct Injector #2
- 6 - Direct Injector #3
- 7 - Oil Pump
- 8 - Map Sensor
- 9 - Block Pressure Sensor
- 10 - Boat Harness
- 11 - Throttle Position Sensor (TPS)
- 12 - Crank Position Sensor
- 13 - Low Oil Switch
- 14 - Shift Switch
- 15 - Air Temperature Sensor
- 16 - Water Sensor
- 17 - Starboard Head Temperature Switch
- 18 - Digital Diagnostic Terminal Connector
- 19 - Compressor Temperature Switch
- 20 - Starter
- 21 - To 12 Volt Battery
- 22 - 60 Ampere Alternator
- 23 - Starter Solenoid
- 24 - Main Power Relay
- 25 - ECM Driver/Oil Pump Circuit 20 Ampere Fuse
- 26 - Accessories 20 Ampere Fuse
- 27 - Ignition Coil 20 Ampere Fuse
- 28 - Electric Fuel Pump 20 Ampere Fuse
- 29 - Accessory Power
- 30 - Check Engine Light
- 31 - Low Oil Light
- 32 - Water In Fuel Light
- 33 - Over-Heat Light
- 34 - To Temperature Gauge
- 35 - Remote Control
- 36 - Fuel Pump #2 (Outside Vapor Separator)
- 37 - Fuel Pump #1 (Inside Vapor Separator)
- 38 - Electronic Control Module
- 39 - To Remote Control Trim Switch
- 40 - Cowl Mounted Trim Switch
- 41 - Trim Pump
- 42 - Trim Down Relay
- 43 - Trim Up Relay
- 44 - Ignition Coil #6
- 45 - Ignition Coil #5
- 46 - Ignition Coil #4
- 47 - Ignition Coil #3
- 48 - Ignition Coil #2
- 49 - Ignition Coil #1
- 50 - Fuel Injector #6
- 51 - Fuel Injector #5
- 52 - Fuel Injector #4
- 53 - Fuel Injector #3
- 54 - Fuel Injector #2
- 55 - Fuel Injector #1

BLK = Black
BLU = Blue
BRN = Brown
GRY = Gray
GRN = Green
ORN = Orange
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PUR = Purple
RED = Red
TAN = Tan
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DK. = Dark

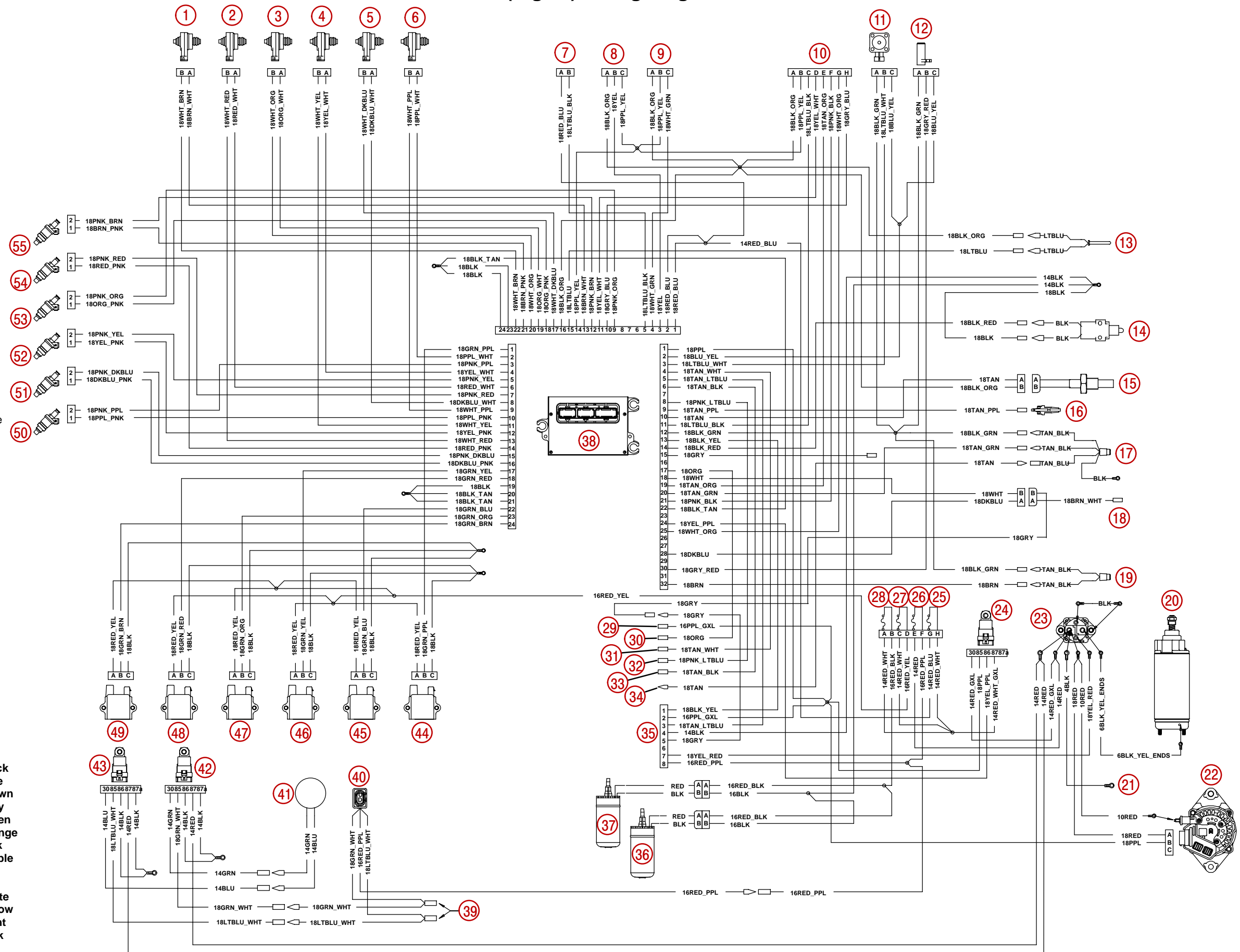




2000 Model 115/135/150 DFI (Digital) Wiring Diagram

- 1 - Direct Injector #1
- 2 - Direct Injector #2
- 3 - Direct Injector #3
- 4 - Direct Injector #1
- 5 - Direct Injector #2
- 6 - Direct Injector #3
- 7 - Oil Pump
- 8 - Map Sensor
- 9 - Block Pressure Sensor
- 10 - Boat Harness
- 11 - Throttle Position Sensor (TPS)
- 12 - Crank Position Sensor
- 13 - Low Oil Switch
- 14 - Shift Switch
- 15 - Air Temperature Sensor
- 16 - Water Sensor
- 17 - Starboard Head Temperature Switch
- 18 - To Boat Harness
- 19 - Compressor Temperature Switch
- 20 - Starter
- 21 - To 12 Volt Battery
- 22 - 60 Ampere Alternator
- 23 - Starter Solenoid
- 24 - Main Power Relay
- 25 - ECM Driver/Oil Pump Circuit 20 Ampere Fuse
- 26 - Accessories 20 Ampere Fuse
- 27 - Ignition Coil 20 Ampere Fuse
- 28 - Electric Fuel Pump 20 Ampere Fuse
- 29 - Accessory Power
- 30 - Check Engine Light
- 31 - Low Oil Light
- 32 - Water In Fuel Light
- 33 - Over-Heat Light
- 34 - To Temperature Gauge
- 35 - Remote Control
- 36 - Fuel Pump #2 (Outside Vapor Separator)
- 37 - Fuel Pump #1 (Inside Vapor Separator)
- 38 - Electronic Control Module
- 39 - To Remote Control Trim Switch
- 40 - Cowl Mounted Trim Switch
- 41 - Trim Pump
- 42 - Trim Down Relay
- 43 - Trim Up Relay
- 44 - Ignition Coil #6
- 45 - Ignition Coil #5
- 46 - Ignition Coil #4
- 47 - Ignition Coil #3
- 48 - Ignition Coil #2
- 49 - Ignition Coil #1
- 50 - Fuel Injector #6
- 51 - Fuel Injector #5
- 52 - Fuel Injector #4
- 53 - Fuel Injector #3
- 54 - Fuel Injector #2
- 55 - Fuel Injector #1

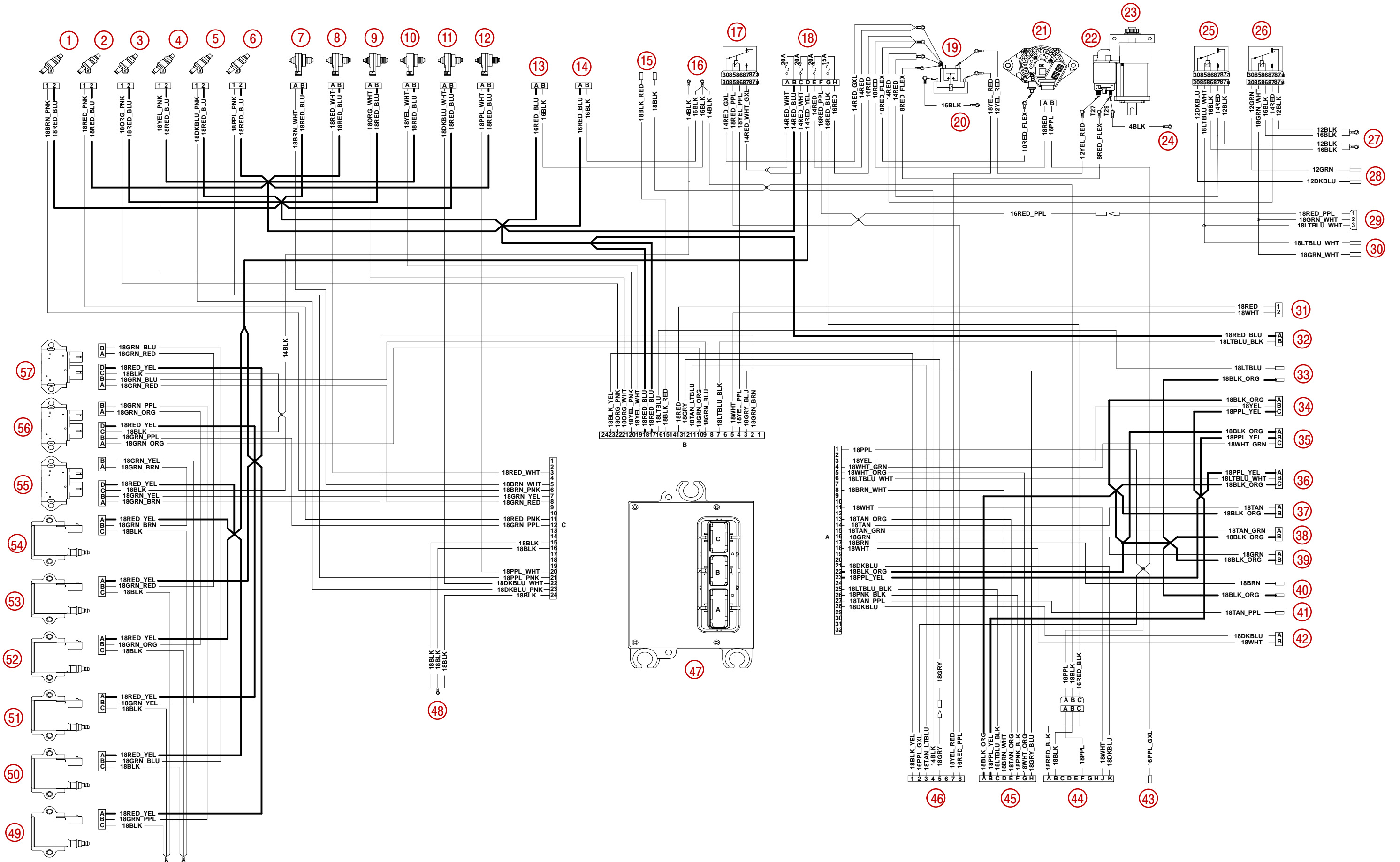
BLK = Black
BLU = Blue
BRN = Brown
GRY = Gray
GRN = Green
ORN = Orange
PNK = Pink
PUR = Purple
RED = Red
TAN = Tan
WHT = White
YEL = Yellow
LT. = Light
DK. = Dark





2001 Model 135/150/175 DFI Wiring Diagram

- 1 - #1 Fuel Injector
- 2 - #2 Fuel Injector
- 3 - #3 Fuel Injector
- 4 - #4 Fuel Injector
- 5 - #5 Fuel Injector
- 6 - #6 Fuel Injector
- 7 - #1 Direct Injector
- 8 - #2 Direct Injector
- 9 - #3 Direct Injector
- 10 - #4 Direct Injector
- 11 - #5 Direct Injector
- 12 - #6 Direct Injector
- 13 - #1 Fuel Pump
- 14 - #2 Fuel Pump
- 15 - Shift Switch
- 16 - To Ground
- 17 - Main Power Relay
- 18 - Fuses (4)
- 19 - Slave Solenoid
- 20 - To Ground
- 21 - 60 Amp Alternator
- 22 - Starter Solenoid
- 23 - Starter
- 24 - To 12 Volt Battery (+ Cable)
- 25 - Trim UP Relay
- 26 - Trim DOWN Relay
- 27 - To Ground
- 28 - Trim Pump
- 29 - Cowl Trim Switch
- 30 - Remote Trim Switch
- 31 - Crank Sensor
- 32 - Oil Pump
- 33 - Low Oil Switch
- 34 - MAP Sensor
- 35 - Block Pressure Sensor
- 36 - Throttle Position Indicator
- 37 - Air Temperature Sensor
- 38 - Starboard Head Temp Sensor
- 39 - Port Head Temp Sensor
- 40 - Compressor Temp Sensor
- 41 - Water-in-Fuel Sensor
- 42 - Diagnostic Connector
- 43 - Accessory Power
- 44 - Data Bus (Control Area Network)
- 45 - Boat Harness (Digital Sensor)
- 46 - Remote Control
- 47 - Electronic Control Unit
- 48 - To Ground
- 49 - Ignition Coil #5
- 50 - Ignition Coil #6
- 51 - Ignition Coil #4
- 52 - Ignition Coil #3
- 53 - Ignition Coil #2
- 54 - Ignition Coil #1
- 55 - Coil Driver #1 and #4
- 56 - Coil Driver #3 and #6
- 57 - Coil Driver #2 and #5





FUEL SYSTEM

Section 3A – Pulse Crankcase Driven Fuel Pump

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Checking for Restricted Fuel Flow Caused by Anti-siphon Valves	3A-3	Cleaning/Inspection	3A-7
		Reassembly/Installation	3A-7

**3
A**

Specifications

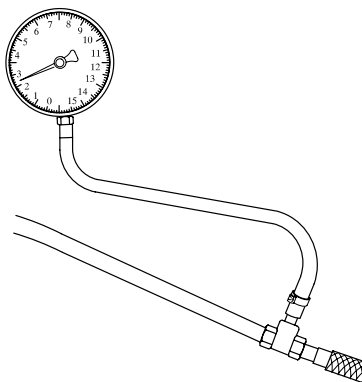
FUEL SYSTEM	Fuel Recommended Gasoline Recommended Oil Gasoline/Oil Ratio – @ Idle – @ WOT	Gasoline w/Oil Injection Unleaded 87 Octane Minimum Quicksilver TC-W3 Premium Plus 2 Cycle Outboard Oil 300 – 400:1 60:1**
FUEL PUMP	Fuel Pressure Crankcase Pump – @ Idle – @ WOT	Normal – 2-3 psi (13.7 – 20.5 kPa) Minimum – 1 psi (6.8 kPa) Maximum – 10 psi (68.5 kPa) Normal – 8-10 psi (41.0 – 54.8 kPa) Minimum – 3 psi (20.5 kPa)

**On some light boat applications after the break-in is completed and the engine is being run at cruising speed – between 4000 and 5000 RPM – the fuel to oil ratio may be as high as 28:1. This results from a reduced throttle opening with a corresponding reduction in fuel consumption.

NOTE: Electric fuel pump pressure, if used in conjunction with engine mechanical fuel pump, must be limited to no more than 4 psi (27.4 kPa).

Special Tools

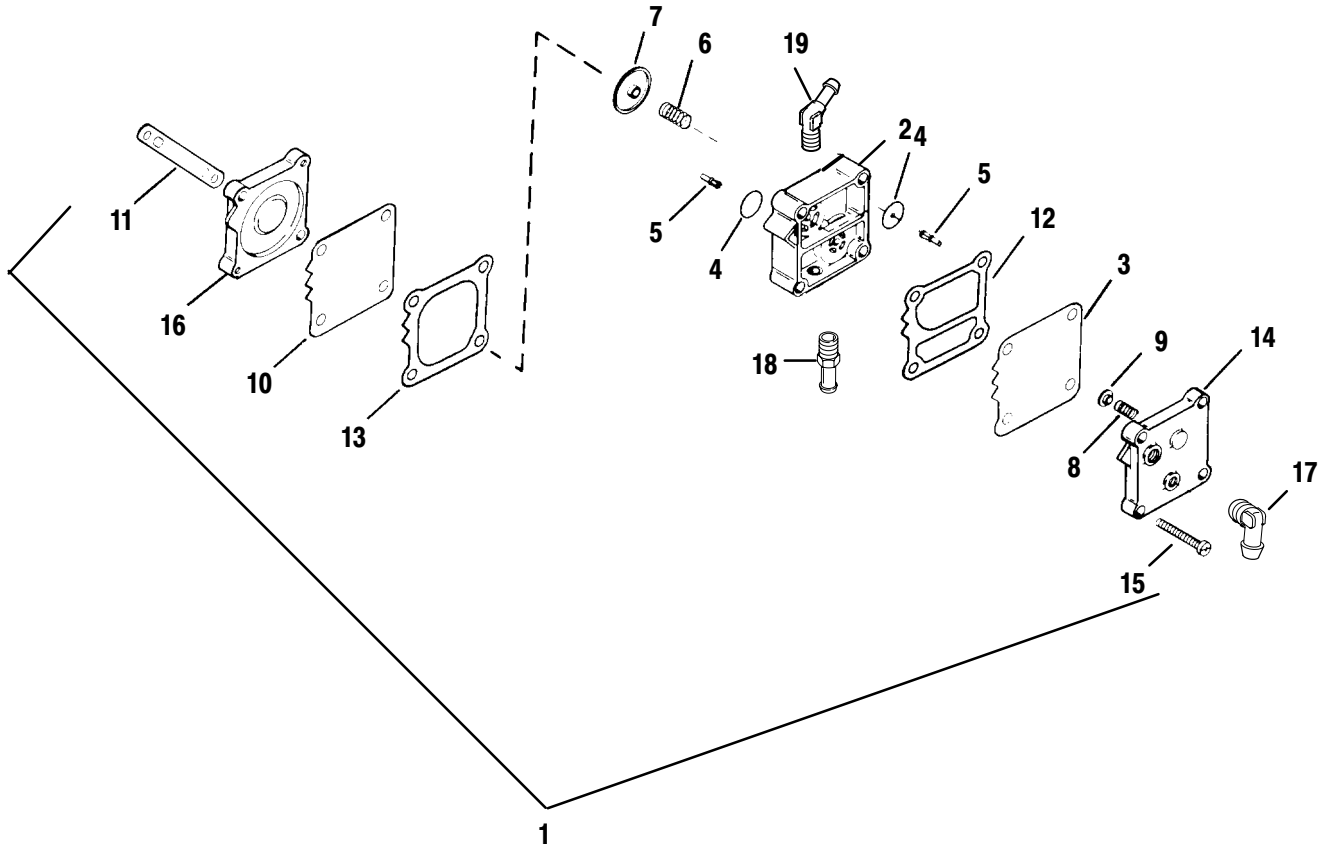
1. Fuel Pressure Gauge (0–15 psi) (Obtain Locally)



57721



Fuel Pump



REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	FUEL PUMP ASSEMBLY			
2	1	BODY-FUEL PUMP			
3	1	DIAPHRAGM			
4	2	CHECK VALVE			
5	2	RETAINER			
6	1	SPRING			
7	1	CAP			
8	1	SPRING			
9	1	CAP			
10	1	DIAPHRAGM			
11	1	GASKET			
12	1	GASKET-boost			
13	1	GASKET-pulse			
14	1	PLATE			
15	2	SCREW-fuel pump (M5 x 40)	60		6.8
	2	SCREW-pump to crankcase (M6 x 50)	60		6.8
16	1	BASE			
17	1	ELBOW			
18	1	FITTING			
19	1	ELBOW (45 degree)			



Fuel Pump Description/Operation

The fuel pump is a crankcase-pressure-operated, diaphragm-type pump. Crankcase pulsating pressure (created by the up-and-down movement of piston) is transferred to fuel pump by way of a passage (hole) between crankcase and fuel pump.

When piston is in an upward motion, a vacuum is created in the crankcase, thus pulling in on the fuel pump diaphragm. The inlet check valve (in fuel pump) is opened and fuel (from fuel tank) is drawn into fuel pump.

Downward motion of the piston forces the air mixture out of the crankcase into the cylinder. This motion also forces out on the fuel pump diaphragm, which, in turn, closes the inlet check valve (to keep fuel from returning to fuel tank) and opens the outlet check valve, thus forcing fuel to the VST.

Checking for Restricted Fuel Flow Caused by Anti-siphon Valves

While anti-siphon valves may be helpful from a safety stand-point, they clog with debris, they may be too small, or they may have too heavy a spring. Summarizing, the pressure drop across these valves can, and often does, create operational problems and/or power-head damage by restricting fuel to the fuel pump and VST. Some symptoms of restricted (lean) fuel flow, which could be caused by use of an anti-siphon valve, are:

- 1 - Loss of fuel pump pressure
- 2 - Loss of power
- 3 - High speed surging
- 4 - Preignition/detonation (piston dome erosion)
- 5 - Outboard cuts out or hesitates upon acceleration
- 6 - Outboard runs rough
- 7 - Outboard quits and cannot be restarted
- 8 - Outboard will not start
- 9 - Vapor lock

Since any type of anti-siphon device must be located between the outboard fuel inlet and fuel tank outlet, a simple method of checking [if such a device (or bad fuel) is a problem source] is to operate the outboard with a separate fuel supply which is known to be good, such as a remote fuel tank.

If, after using a separate fuel supply, it is found that the anti-siphon valve is the cause of the problem, there are 2 solutions to the problem; either 1) replace the anti-siphon valve with one that has lighter spring tension or 2) replace it with a solenoid-operated fuel shut off valve.

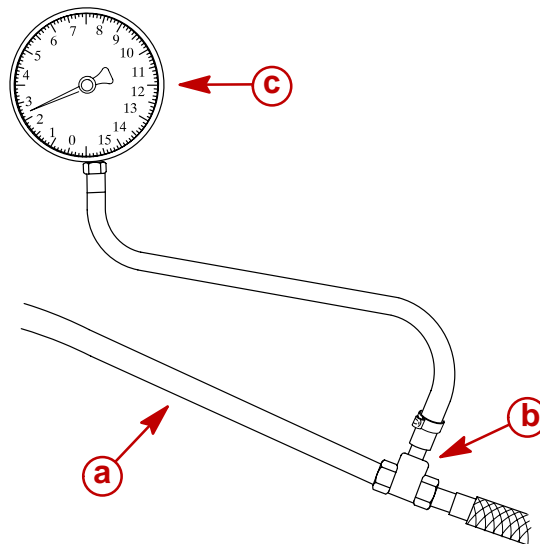


Checking Fuel Pump Lift (Vacuum)

The square fuel pump is designed to lift fuel (vertically) about 60 in. (1524 mm) if there are no other restrictions in the system using a fuel hose that is 5/16 in. (7.9 mm) minimum diameter. As restrictions are added, such as filters, fittings, valves etc., the amount of fuel pump lift decreases.

Fuel pump vacuum and air bubbles in the fuel supply can be checked with a vacuum gauge, a t-fitting and a clear piece of fuel hose. Connect the clear hose between the inlet fitting on the pulse driven fuel pump and the vacuum gauge t-fitting; keeping the t-fitting as close as possible to the pump. Connect the fuel line from the fuel tank to the remaining connection on the t-fitting.

Before proceeding with the system vacuum test, confirm that the pulse fuel pump is capable of supplying the required vacuum. To do this, start the engine, pinch off/restrict the fuel supply hose between the vacuum gauge and fuel tank. The vacuum gauge should rise to or exceed the maximum normal reading of 2.5 inches vacuum (mercury). If it fails to reach this minimum number, the pump needs servicing or there is a lack of crankcase pressure to operate the pump.



57721

- a** - Clear Hose
- b** - T-fitting
- c** - Vacuum Gauge

Vacuum Test Troubleshooting

This test is normally performed at an idle speed. As engine rpm increases, there will be a slight increase in vacuum. The increase should not exceed specification.

Normal Reading	Below 2.5 in. of vacuum (mercury)
Reading above 2.5 in. of vacuum (mercury)	Restriction within the fuel system – <ul style="list-style-type: none"> • Restricted anti-siphon valve • Restriction within the primer bulb • Kinked or collapsed fuel hose • Plugged water separating fuel filter (in the boat) • Restriction in fuel line thru-hull fitting • Restriction in fuel tank switching valves • Plugged fuel tank pick-up screen



Testing Fuel Pump

Install clear fuel hose(s) between fuel pump and VST. Run engine, and inspect fuel passing thru hose(s) for air bubbles.

Problem: Air Bubbles in Fuel Line	
Low fuel in tank.	Fill tank with fuel.
Loose fuel line connection.	Check and tighten all connectors.
Fuel pump fitting loose.	Tighten fitting.
A hole or cut in fuel line.	Check condition of all fuel lines and replace
Fuel Pump anchor screw(s) loose.	Tighten all screws evenly and securely.
Fuel Pump filter cover anchor screw loose.	Tighten screws securely.
Fuel pump filter gasket worn out.	Replace gasket.
Fuel pump gasket(s) worn out.	Rebuild fuel pump.
Fuel vaporizing	Fuel with high reed vapor pressure (winter grade fuel) may vaporize (form bubbles) when used in hot/warm weather. Use fuel with a lower reed vapor pressure (summer grade fuel)
Problem: Lack of Fuel Pump Pressure	
An anti-siphon valve.	See "Checking for Restricted Fuel Flow" preceding.
Air in fuel line.	See "Air Bubbles in Fuel Line", above.
A dirty or clogged fuel filter.	Clean or replace fuel filter.
The fuel pickup in fuel tank is clogged or dirty.	Clean or replace pickup.
Worn out fuel pump diaphragm.	Rebuild fuel pump.
Worn out check valve(s) in fuel pump.	Rebuild fuel pump.
A leaky check valve gasket.	Rebuild fuel pump.
Pulse hole(s) plugged.	Remove fuel pump and clean out holes.
Hole in pulse hose.	Replace pulse hose.
Loose pulse hose.	Tighten connection(s).
Fuel hose internal diameter too small.	Use 5/16 I.D. fuel hose.
Primer bulb check valve not opening.	Replace primer bulb.
Excessive fuel lift required.	Fuel lift exceeds 2.5 in. of vacuum (mercury)

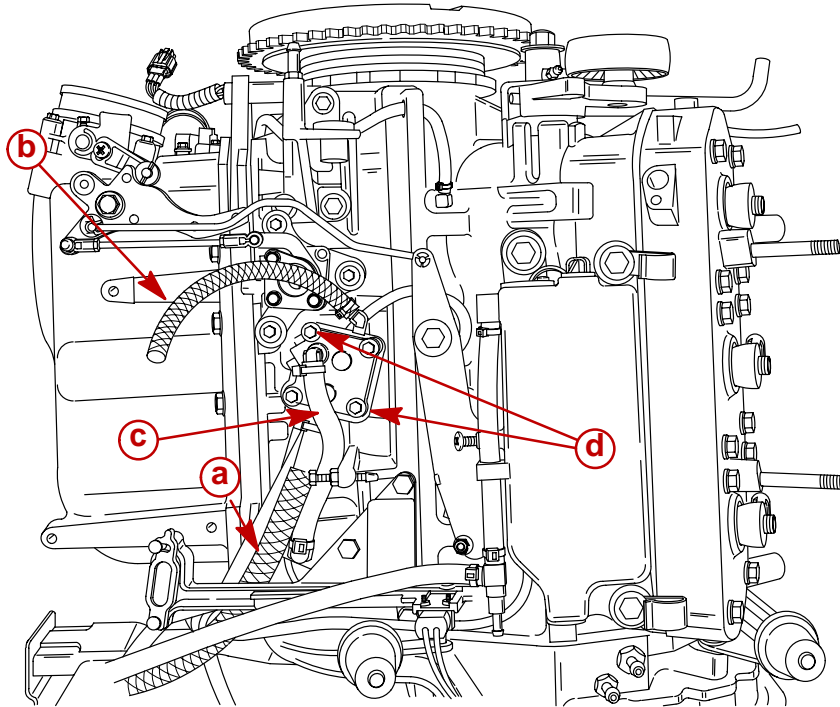


Fuel Pump Removal/Disassembly

IMPORTANT: Fuel pump diaphragm and gaskets should not be re-used once fuel pump is disassembled.

NOTE: External low pressure electric fuel pump and vapor separator have been removed from illustration to provide improved visual clarity for location of mechanical fuel pump.

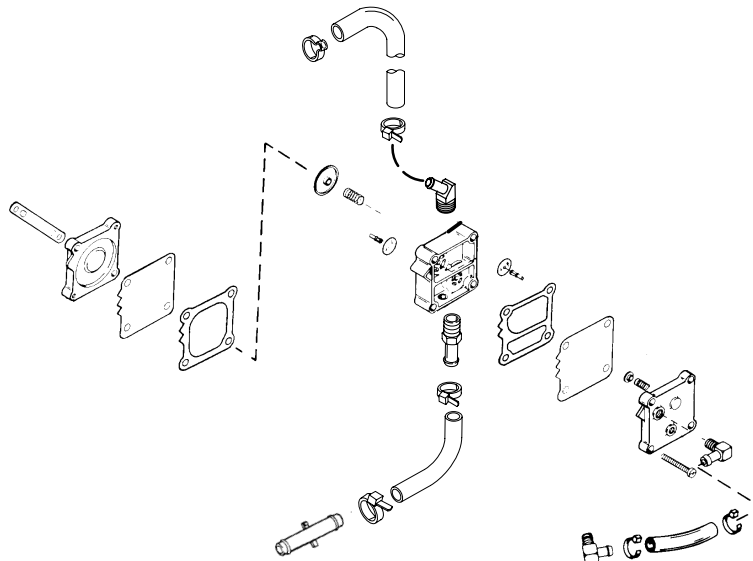
1.



57729

- a** - Disconnect fuel hose from tank to fuel pump
- b** - Disconnect fuel hose from fuel pump to water separator
- c** - Disconnect pulse hose
- d** - Remove mounting screws

2. Disassemble fuel pump.





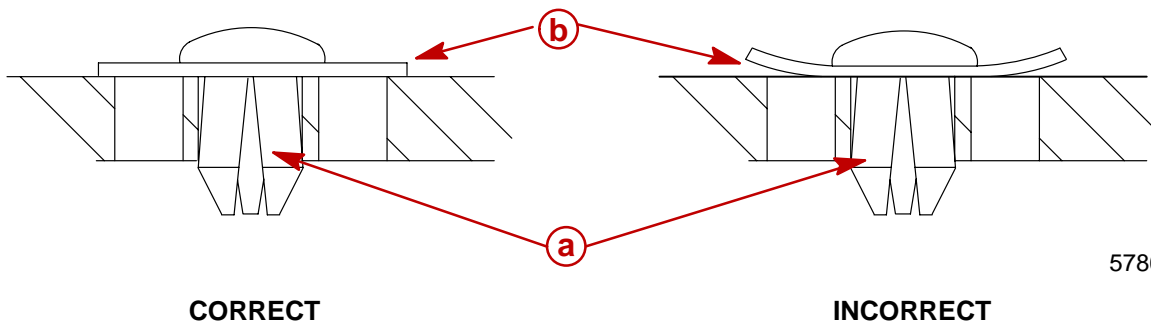
Cleaning/Inspection

1. Clean fuel pump housing, check valves, pulse chamber and pump base in solvent and dry all but check valves with compressed air.
2. Inspect each check valve for splits, chips and for proper sealing against pump housing.
3. Inspect boost springs for weakness or breakage.
4. Inspect fuel pump housing, pulse chamber and base for cracks or rough gasket surface and replace if any are found.
5. Inspect fitting on fuel pump housing for loosening or any signs of fuel or air leaks. Replace or tighten fitting if a leak is found.

Reassembly/Installation

ASSEMBLY

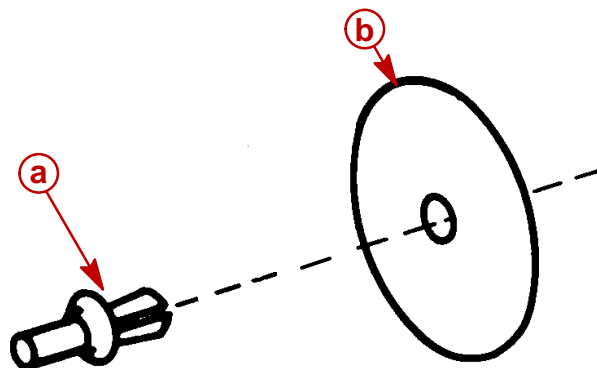
NOTE: The new repair kits contain check valves made of a plastic material, impervious to damage from additives. When repairing the fuel pump discard old rubber and small plastic check valve disks, and install one new plastic disk under each retainer. Caution must be taken not to push the check valve retainer too tightly against the check valve, this may cause valve to deform.



578

- a** - Check Valve Retainer
b - Check Valve (Plastic)

1.

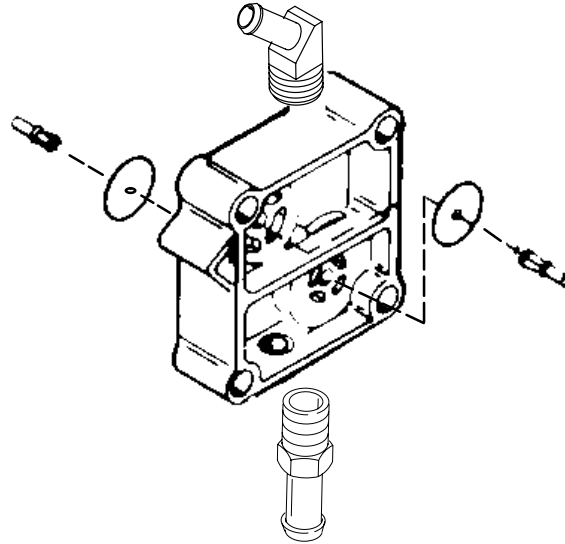


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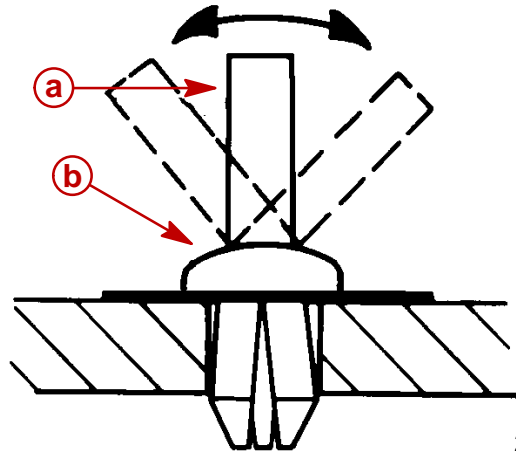
- a** - Insert Retainer through check valve
b - Plastic Check Valve



2. Install check valves and retainers into fuel pump body.



3. With retainer installed in pump body, break retainer rod from retainer by bending side-ways.

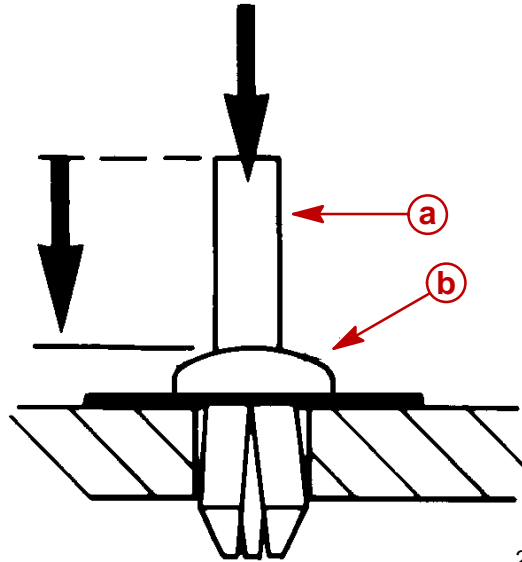


23601

- a** - Rod
- b** - Retainer Cap



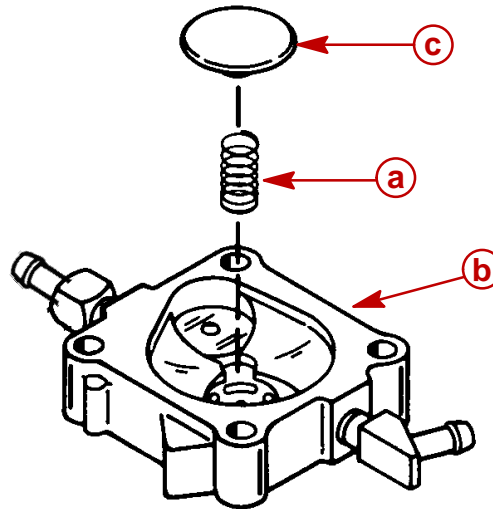
- Reinstall rod into retainer cap and, use a small hammer or hammer and punch to tap rod down into retainer until flush with top of retainer.



23601

- a** - Rod
- b** - Retainer Cap

- Place boost spring into pump body and place cap onto boost spring.

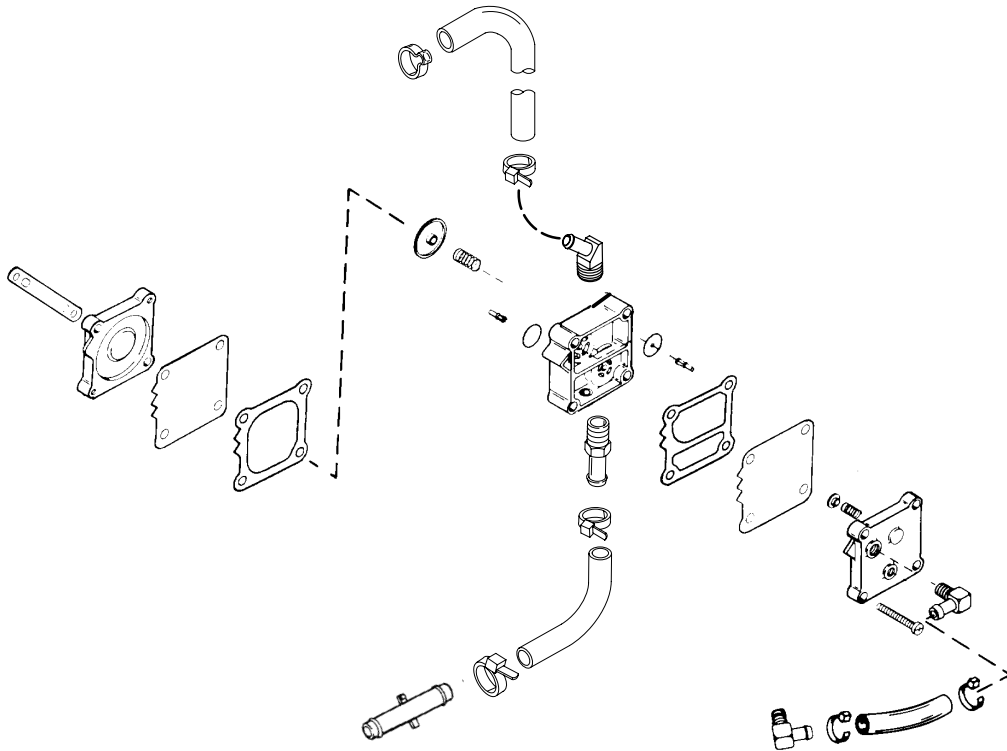


50161

- a** - Boost Spring
- b** - Pump Body
- c** - Cap



6. Assemble remainder of components as shown and install retaining screws thru to align.



7. Install pump onto engine. Torque to 55 lb. in. (6 N·m).
8. Install hoses onto proper fittings and secure with sta-straps.
9. Run engine and check for leaks.



FUEL SYSTEM

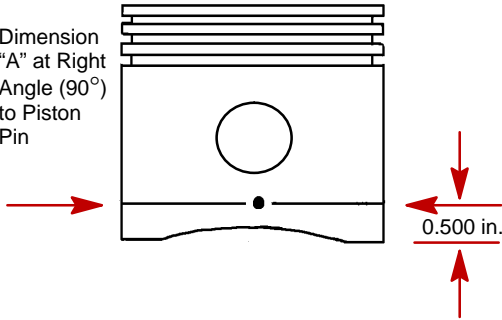
Section 3B – Direct Fuel Injection

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Reed Block Assembly Installation	3B-29	Air Compressor Pressure Test	3B-60



Specifications

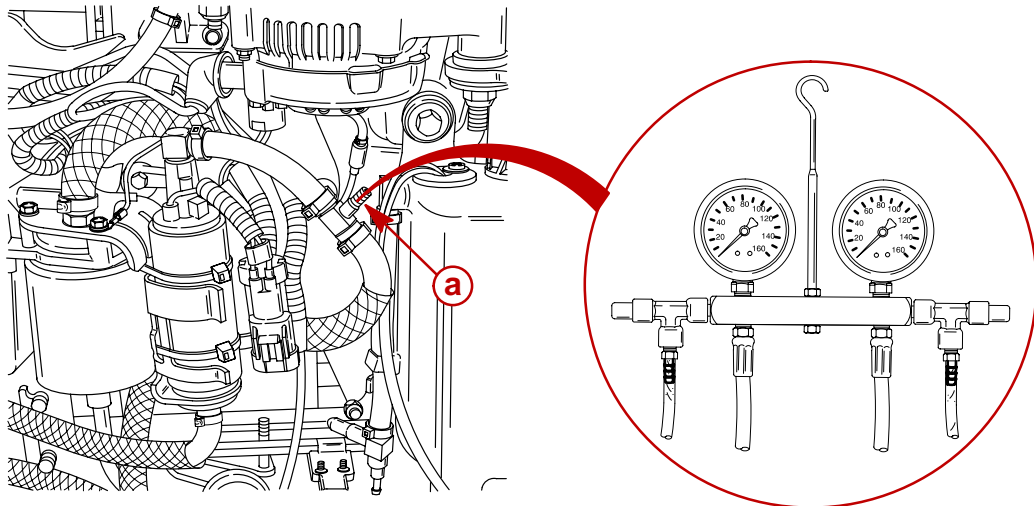
<p>DIRECT INJECTION</p>	<p>Injectors – Quantity – Injectors are Crank Angle Driven by ECM – #2 Cylinder – #4 Cylinder – #6 Cylinder – #1 Cylinder – #3 Cylinder – #5 Cylinder</p> <p>Fuel Line Pressure @ Injectors Air Pressure High Pressure Electric Fuel Pump Amperage Draw Low Pressure Electric Fuel Pump Amperage Draw Low Pressure Electric Fuel Pump Output Fuel Injector Ohm Resistance Direct Injector Ohm Resistance Fuel/Air Differential</p>	<p>6</p> <p>WHT/RED + RED/WHT Leads WHT/YEL + YEL/WHT Leads WHT/PPL + PPL/WHT Leads WHT/BRN + BRN/WHT Leads WHT/ORG + ORG/WHT Leads WHT/DRK BLU + DRK BLU/WHT Leads</p> <p>89 ± 2 psi (613.5 ± 13.8 kPa) 79 ± 2 psi (544.0 ± 13.8 kPa)</p> <p>5 – 9 Amperes 1 – 2 Amperes</p> <p>6 – 9 psi (41.37 – 62.04 kPa) 1.8 ± 0.1 Ω 1.3 ± 0.3 Ω 10 psi (68.5 kPa)</p>
<p>AIR COMPRESSOR</p>	<p>Type Compressor Output Cylinder Block Displacement Cylinder Bore Diameter (Standard) Taper/Out-of-Round/ Wear Maximum Bore Type Stroke Length Piston Type Piston Diameter</p>	<p>Reciprocating Piston (1 to 1 ratio with engine RPM) @ Idle – 80 psi @ W.O.T. – 110 psi</p> <p>7.07 cu. in. (116 cc)</p> <p>2.5591 in. (65.0 mm) 0.001 in. (0.025 mm) Cast Iron</p> <p>1.374 in. (34.9 mm) Aluminum</p> <p>2.5578 ± .0004 in. (64.97 ± 0.010 mm)</p> <p>Dimension "A" at Right Angle (90°) to Piston Pin</p> 



AIR COMPRESSOR	Piston Ring End Gap	
	Top Ring	0.0059 – 0.0098 in. (0.15 – 0.25 mm)
	Middle Ring	0.0059 – 0.0098 in. (0.15 – 0.25 mm)
	Bottom Ring	0.0039 – 0.014 in. (0.10 – 0.35 mm)
	Reeds	
	Stand Open	0.010 in. (0.25 mm)

Special Tools

1. Duel Fuel/Air Pressure Gauge 160 psi – 91-852087A1/A2/A3

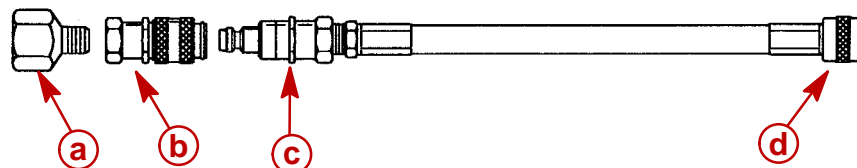


57416

a - Schrader Valve (22-849606)

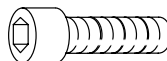
2. Adaptors to convert pressure gauge 91-852087A1/A2 to an A23

NOTE: 2 Adaptors 91-803804A2 are required to convert a pressure gauge set.



a - 1/2 to 1/4" Adapter (if required)
b - Female Quick Disconnect
c - Male Quick Disconnect
d - Screw on Schrader

3. Screw (5mm x 25mm) (2 each) – 10-40073-25



4. Flat Washer (2 each) – 12-30164.



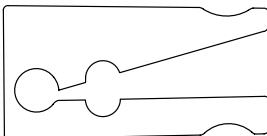


- 5. Seal/Teflon Ring Installation Tool – 91-851980



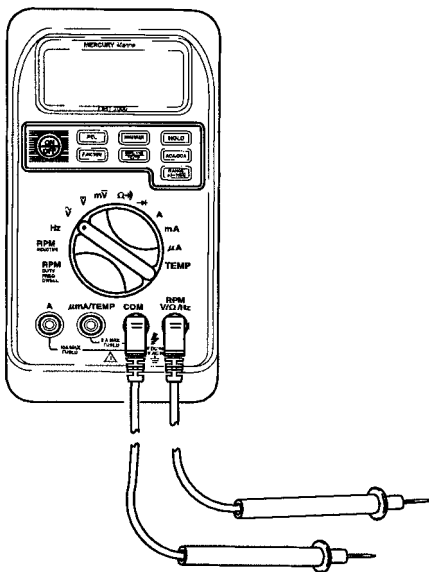
56015

- 6. Seal/Teflon Ring Sizing Tool – 91-851980-1

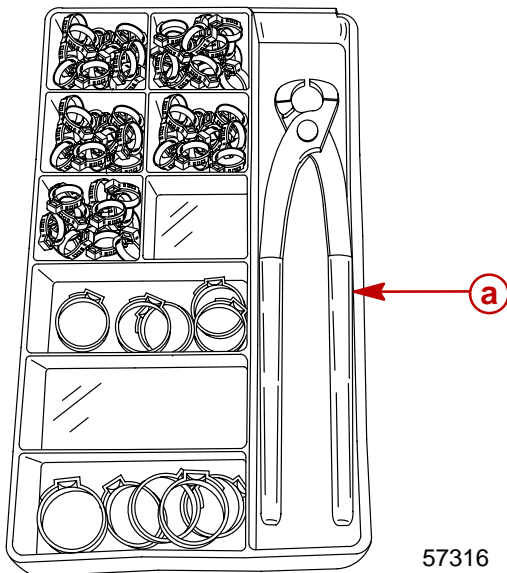


56014

- 7. DMT 2000 Digital Tachometer Multi-meter P/N 91-854009T1



- 8. Clamp Tool Kit 91-803146A2

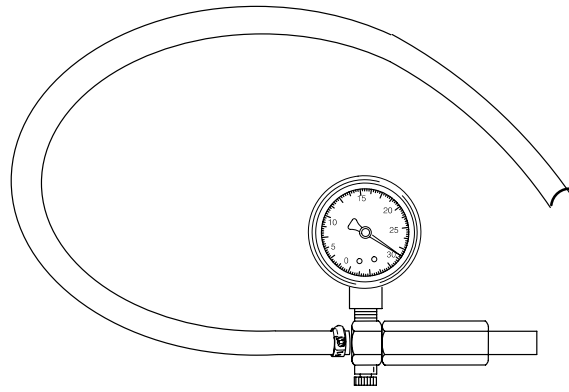


57316

a - Clamp Tool 91-803146T



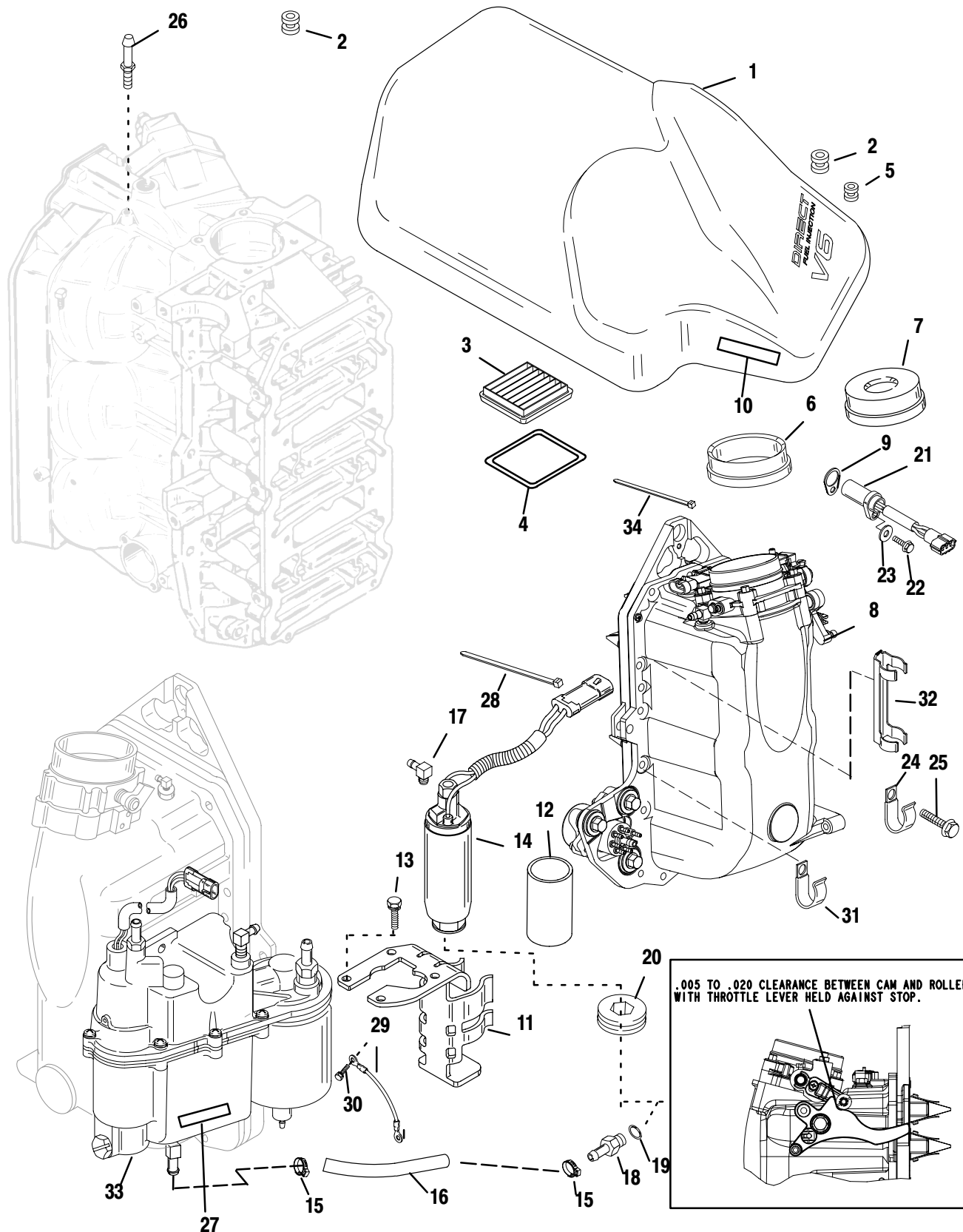
9. Gearcase Leakage Tester (FT-8950)



57714



Air Handler



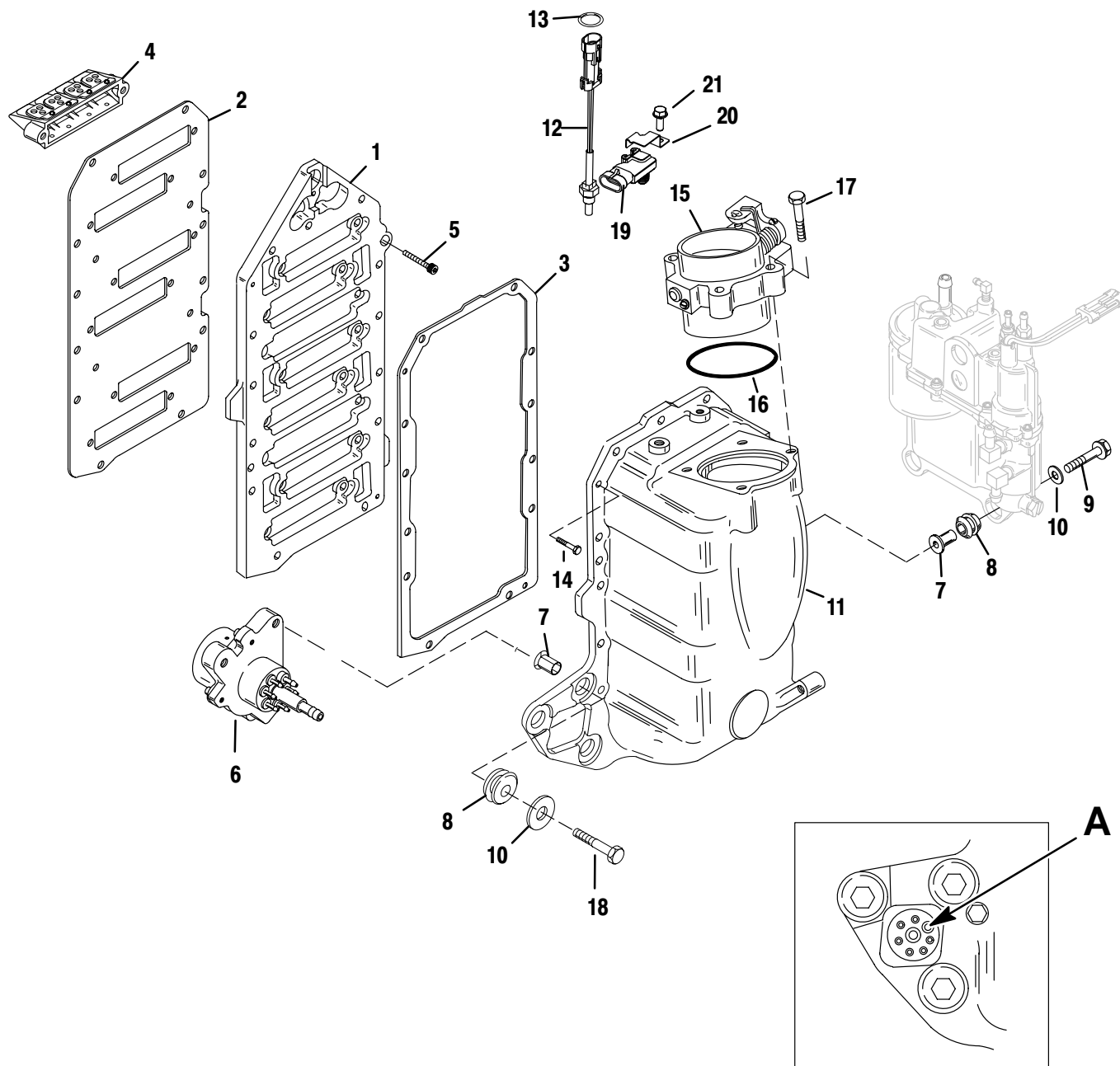


Air Handler

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
1	1	COVER ASSEMBLY (135/150)			
2	2	GROMMET			
3	1	AIR FILTER			
4	1	COVER			
5	1	GROMMET			
6	1	GROMMET (150/115/TRACKER)			
7	1	GROMMET (135)			
8	1	AIR HANDLER ASSEMBLY (135/150) (See Breakdown on Air Handler Components)			
	1	AIR HANDLER ASSEMBLY (115) (See Breakdown on Air Handler Components)			
9	1	SHIM			
	1	SHIM (.010 thick)			
10	1	DECAL-Caution-Start in Gear			
11	1	BRACKET			
12	1	SLEEVE			
13	4	SCREW (M6 x 16)	100		11.5
14	1	FUEL PUMP			
15	4	CLAMP			
16	1	HOSE			
17	1	ELBOW			
18	1	FITTING			
19	1	O RING			
20	1	GROMMET			
21	1	ENCODER			
22	1	SCREW (10-24 x 5/8 IN.)		Drive Tight	
23	1	WASHER			
24	2	J CLAMP			
25	12	SCREW (1/4-20 x 1-1/2 IN.)	175	15	20
26	1	PIN			
27	1	DECAL EPA LABEL (2000)			
28	2	CABLE TIE (14 IN.)			
29	1	CABLE			
30	1	SCREW (M6 x 10)			
31	1	J CLAMP			
32	1	CLAMP			
33	1	VAPOR SEPARATOR ASSEMBLY			
34	1	STA STRAP			



Air Handler Components



A = OIL LINE TO COMPRESSOR

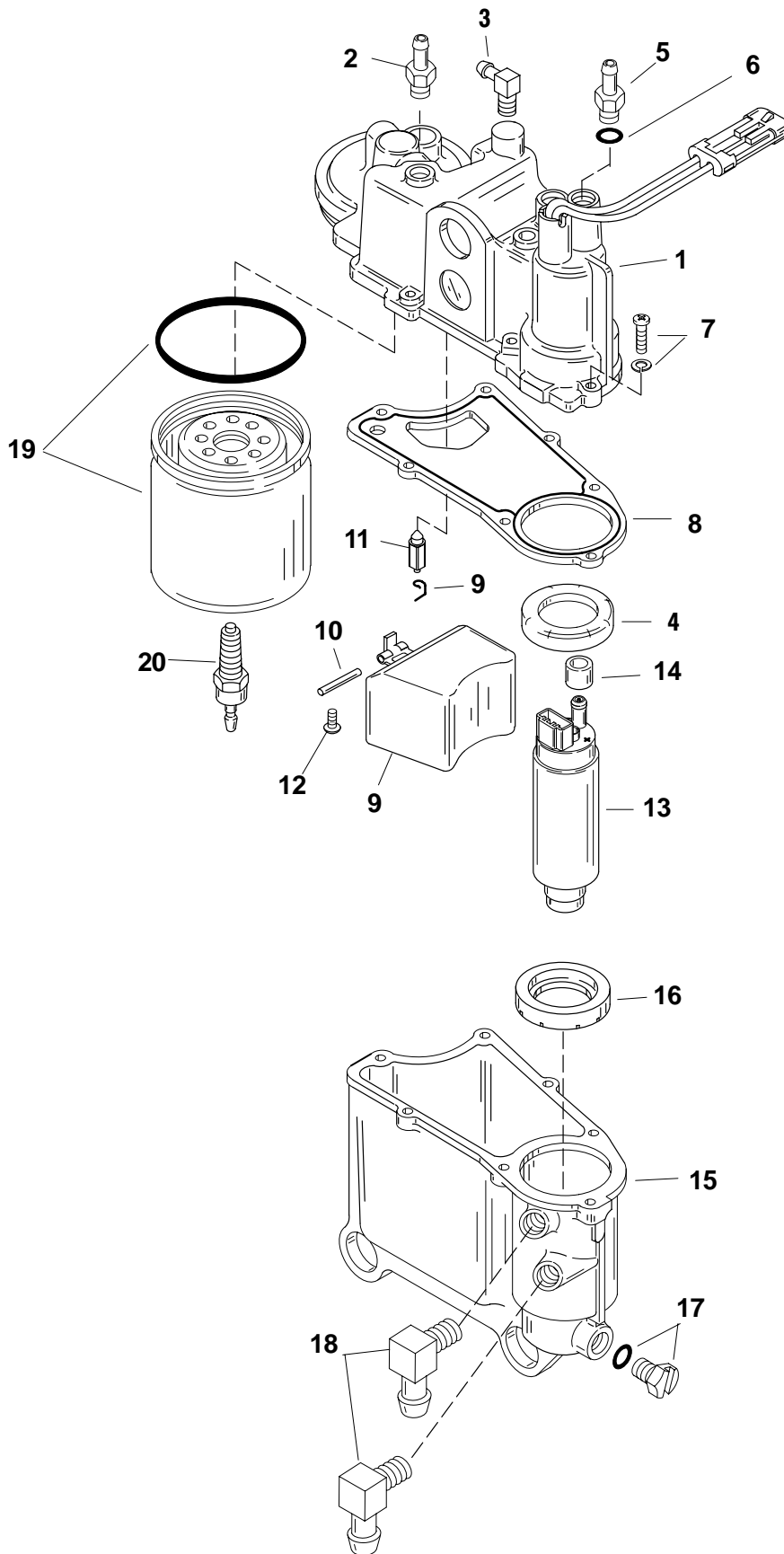


Air Handler Components

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
-	1	AIR HANDLER			
1	1	ADAPTOR PLATE KIT			
2	1	GASKET			
3	1	GASKET			
4	6	REED BLOCK			
5	12	SCREW (1/4-20 x .88)	100		11.5
6	1	OIL PUMP			
7	6	BUSHING			
8	6	GROMMET			
9	3	SCREW (M8 x 35)	140		16
10	6	WASHER			
11	1	AIR PLENUM KIT			
12	1	TEMPERATURE SENSOR			
13	3	O RING			
14	2	SCREW (M4 x 16)	Drive Tight		
15	1	THROTTLE BODY KIT			
16	1	O RING			
17	4	SCREW	100		11.5
18	3	SCREW	140		16
19	1	MAP SENSOR			
20	1	BRACKET			
21	1	SCREW (M6 x 16)			



Vapor Separator Components



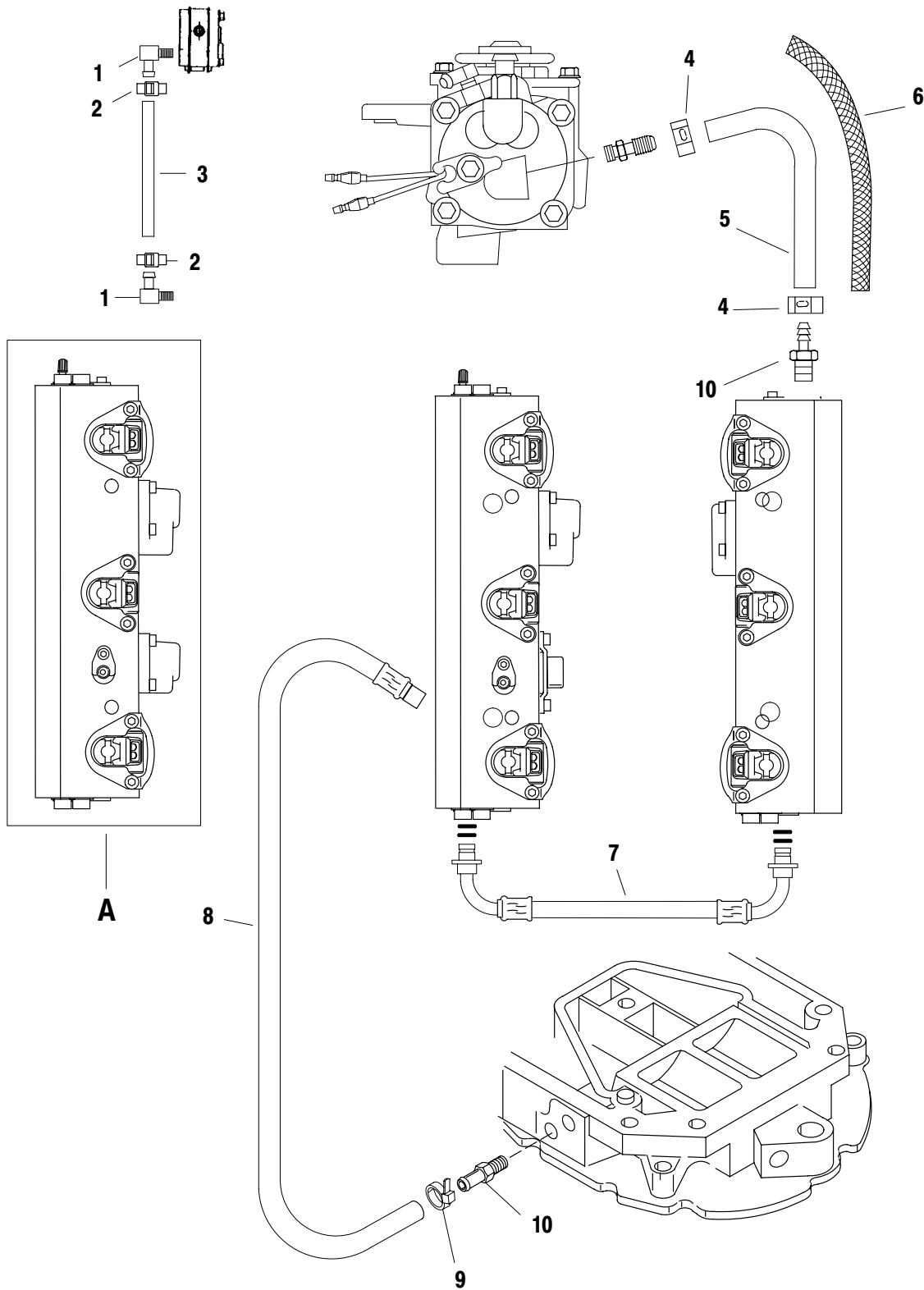


Vapor Separator Components

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
-	1	VAPOR SEPARATOR ASSY			
1	1	COVER KIT			
2	1	FITTING - Straight			
3	1	ELBOW			
4	1	SEAL			
5	1	FITTING KIT-Pump Outlet			
6	1	O RING			
7	7	SCREW	30		3.5
8	1	GASKET			
9	1	FLOAT KIT			
10	1	FLOAT PIN			
11	1	NEEDLE VALVE			
12	1	SCREW	10		1.0
13	1	FUEL PUMP KIT			
14	1	SLEEVE			
15	1	BOWL KIT			
16	1	SEAL			
17	1	PLUG KIT			
18	2	ELBOW			
19	1	FUEL FILTER ASSEMBLY			
20	1	PROBE			



Air Hoses



A – Model Year 2000 fuel rail uses a different air regulator. All other fuel/air components are the same for Model Year 2000 and Model Year 2001.

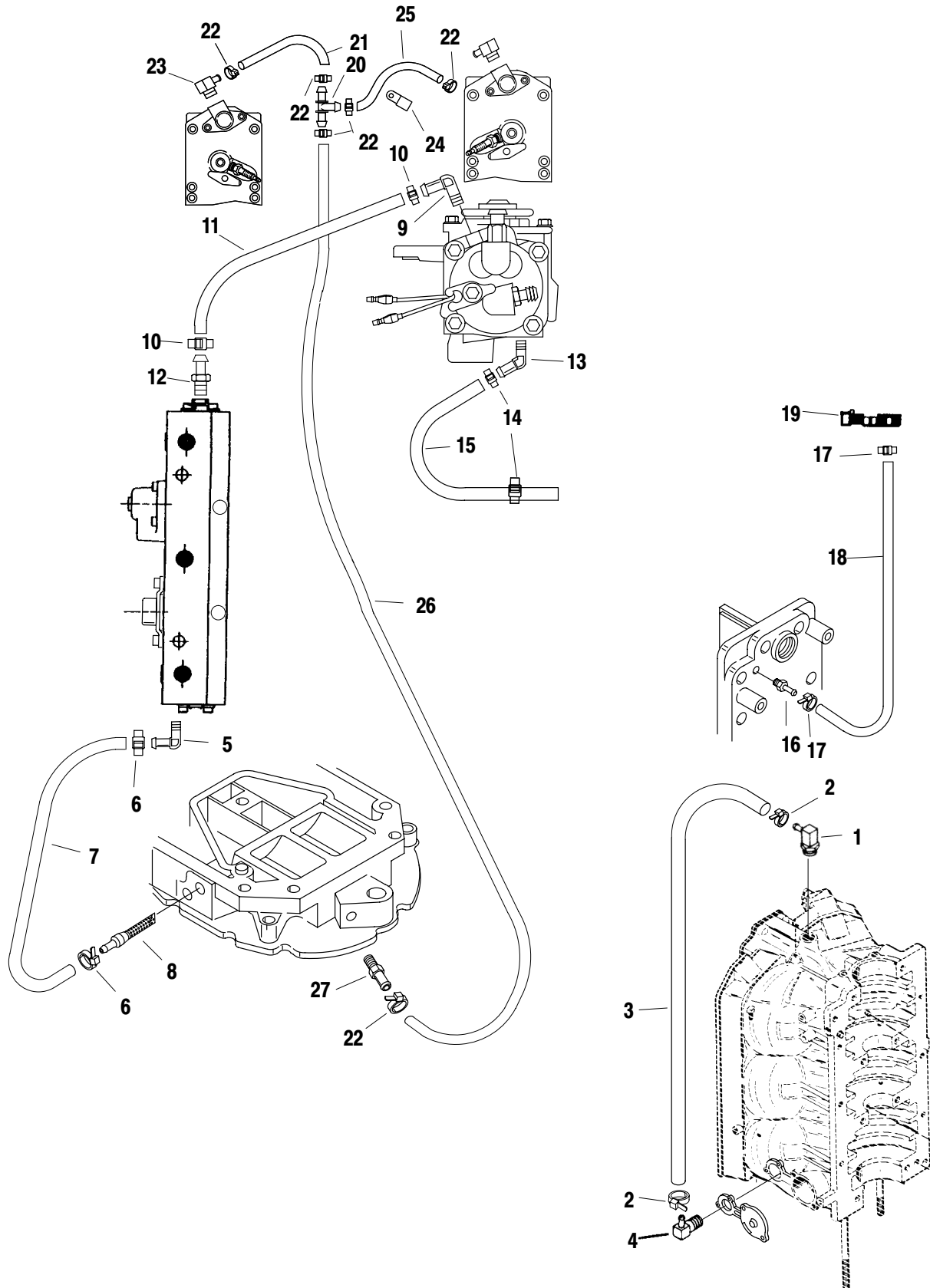


Air Hoses

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	2	ELBOW			
2	2	STA-STRAP			
3	1	TUBING (6 IN.)			
4	2	CLAMP (15.3mm)			
5	1	TUBING (AIR SUPPLY)			
6	1	SLEEVE			
7	1	HOSE (AIR BALANCE)			
8	1	HOSE (AIR BYPASS)			
9	1	STA-STRAP			
10	1	FITTING			



Water Hoses



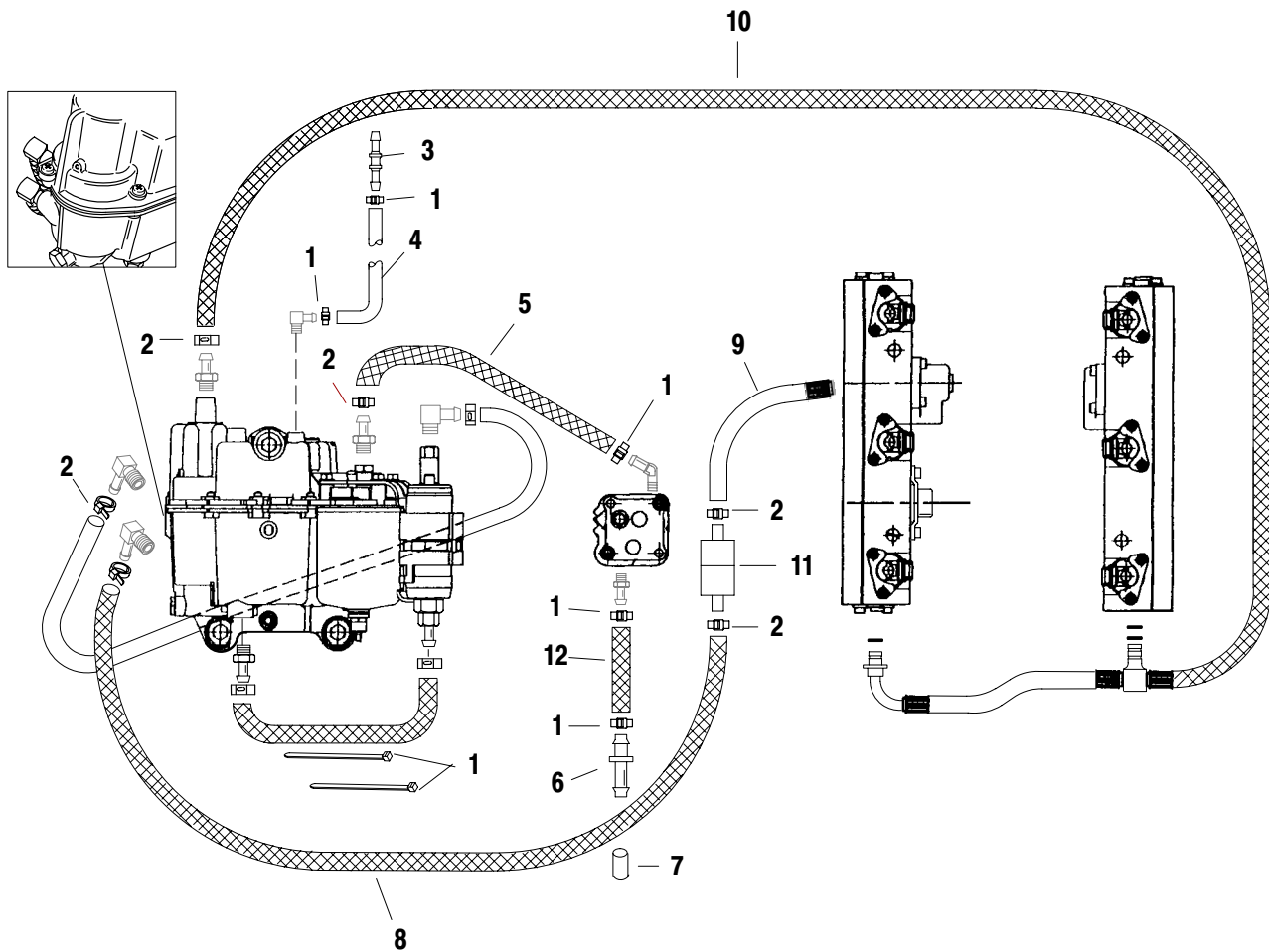


Water Hoses

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	FITTING			
2	2	STA-STRAP			
3	1	TUBING (20 IN.)			
4	1	FITTING			
5	1	FITTING			
6	2	STA-STRAP			
7	1	TUBING (7 IN.)			
8	1	STRAINER			
9	1	FITTING			
10	2	STA-STRAP			
11	1	TUBING (4-1/2 IN.)			
12	1	FITTING			
13	1	FITTING			
14	2	STA-STRAP			
15	1	TUBING (18-1/2 IN.)			
16	1	FITTING			
17	2	STA-STRAP			
18	1	TUBING (15 IN.)			
19	1	WATER PRESSURE SENSOR			
20	1	TEE			
21	1	TUBING (9-3/4 IN.)			
22	6	STA-STRAP			
23	2	FITTING			
24	1	J-CLIP			
25	1	TUBING (15-1/2 IN.)			
26	1	TUBING (11-3/4 IN.)			
27	1	FITTING			



Fuel Hoses





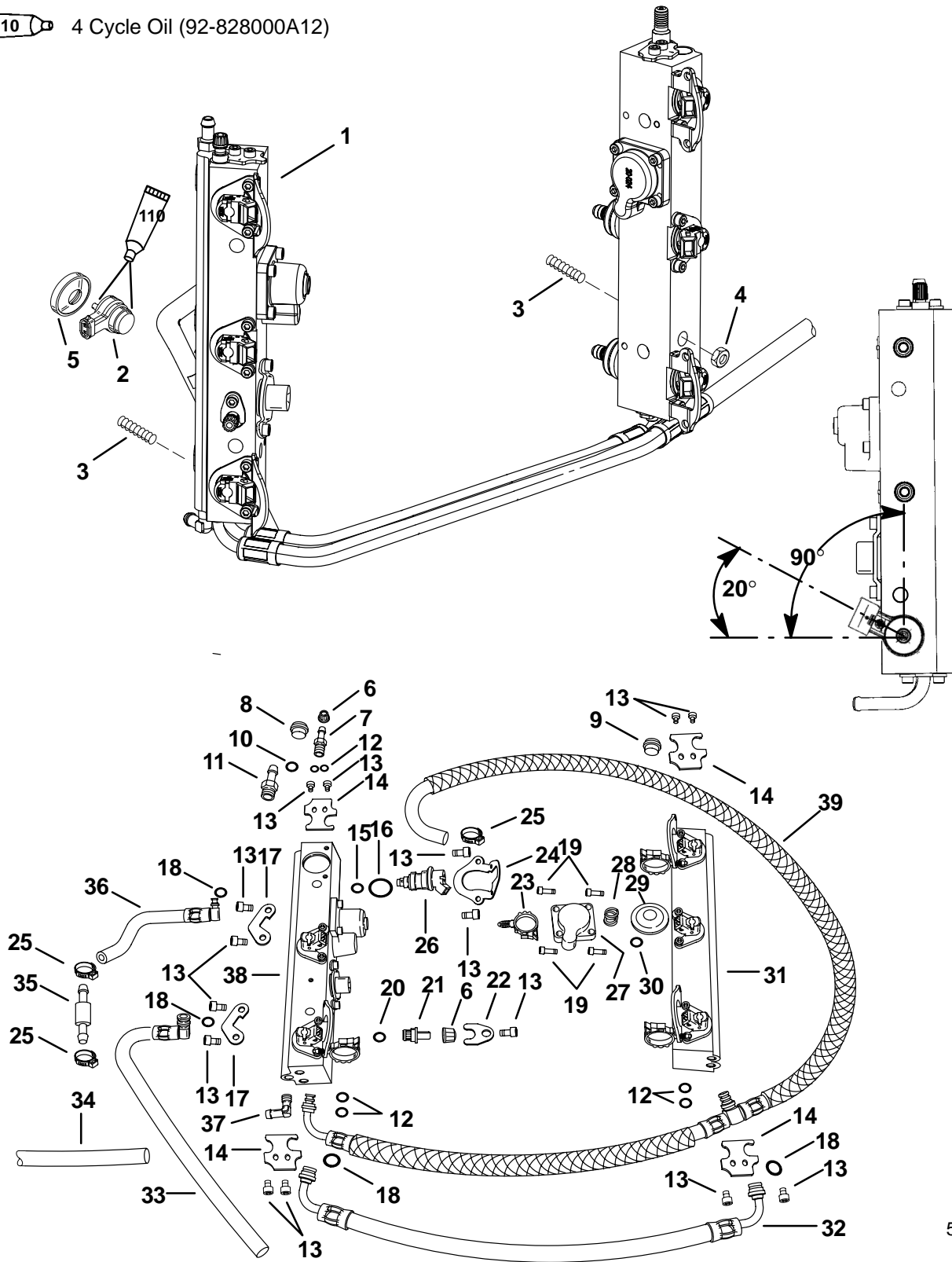
Fuel Hoses

REF. NO.	QTY.	DESCRIPTION	TORQUE
1	AR	STA-STRAP	
2	5	CLAMP (15.3MM)	
3	1	FITTING	
4	1	TUBING (7-1/2 IN.)	
5	1	TUBING	
6	1	FITTING	
7	1	CAP	
8	1	TUBING	
9	1	TUBING	
10	1	TUBING (Includes O-rings)	
11	1	CHECK VALVE	
12	1	TUBING	



Fuel Rails

110 4 Cycle Oil (92-828000A12)



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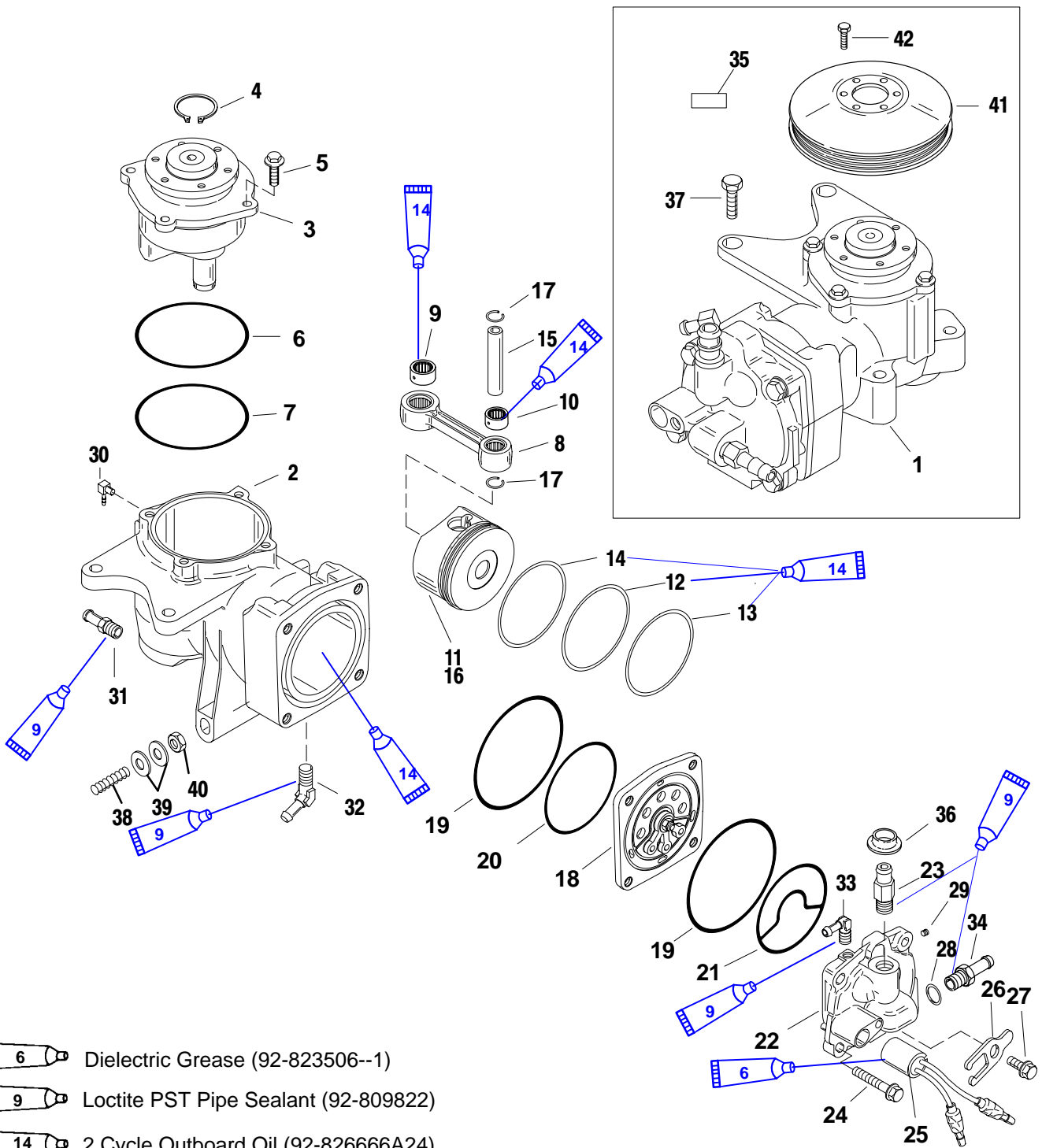


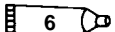
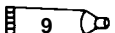
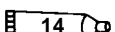
Fuel Rails

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	RAIL AND HOSE ASSEMBLY			
2	6	DIRECT INJECTOR			
3	4	STUD			
4	4	NUT		33	44.5
5	6	CUPPED WASHER			
6	2	CAP, SHRADER VALVE			
7	1	SHRADER VALVE (FUEL)			
8	1	PLUG (AIR)			
9	1	PLUG (FUEL)			
10	1	O-RING, AIR PLUG			
11	1	STRAIGHT FITTING, WATER OUTLET			
12	6	O-RING			
13	20	SCREW	70		8
14	4	RETAINER, CLAMP RAIL END			
15	6	O-RING			
16	6	O-RING			
17	2	RETAINER, CLAMP BYPASS HOSES			
18	4	O-RING			
19	4	SCREWS	70		8
20	1	O-RING			
21	1	SCHRADER VALVE			
22	1	RETAINER, CLAMP AIR SCHRADER VALVE			
23	4	HARNESS CLAMP			
24	4	RETAINER, CLAMP FUEL INJECTOR			
25	3	CLAMP (15.3MM)			
26	6	FUEL INJECTOR			
27	1	COVER, TRACKER VALVE			
28	1	SPRING, TRACKER VALVE			
29	1	DIAPHRAGM, TRACKER VALVE			
30	1	O-RING, TRACKER VALVE			
31	1	STARBOARD FUEL RAIL, (WITHOUT INJECTORS)			
32	1	HOSE, AIR BALANCE			
33	1	HOSE, AIR BYPASS			
34	1	TUBING			
35	1	40 PSI CHECK VALVE			
36	1	HOSE, FUEL BYPASS			
37	1	90° FITTING			
38	1	PORT FUEL RAIL, (WITHOUT INJECTORS)			
39	1	HOSE, FUEL BALANCE/SUPPLY			



Air Compressor Components



-  Dielectric Grease (92-823506--1)
-  Loctite PST Pipe Sealant (92-809822)
-  2 Cycle Outboard Oil (92-826666A24)



Air Compressor Components

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	AIR COMPRESSOR ASSEMBLY (w/o Pulley)			
2	1	BODY			
3	1	END CAP			
4	1	RETAINING RING			
5	4	SCREW (M6 x 20)			
6	1	O RING			
7	1	O RING			
8	1	CONNECTING ROD			
9	1	BEARING			
10	1	BEARING			
11	1	PISTON ASSEMBLY (W/Rings and Pin)			
12	1	OIL SCRAPER RING			
13	1	TOP RING			
14	1	OIL RING			
15	1	WRIST PIN			
16	1	PISTON with WRIST PIN			
17	2	LOCK RING			
18	1	REED PLATE ASSEMBLY			
19	2	O RING			
20	1	O RING			
21	1	SEAL			
22	1	COMPRESSOR HEAD			
23	1	FITTING-Straight			
24	4	SCREW (M8 x 35)			
25	1	TEMPERATURE SENSOR			
26	1	RETAINER			
27	1	SCREW (M8 x 12)			
28	1	O RING			
29	1	PIPE PLUG			
30	1	ELBOW			
31	1	FITTING			
32	1	ELBOW (45 Degree)			
33	1	ELBOW			
34	1	FITTING			
35	1	DECAL-Assy. Instructions			
36	1	GROMMET			
37	2	SCREW (M10X25)		41.5	56
38	1	STUD			
39	2	WASHER			
40	1	NUT		25	34
41	1	PULLEY			
42	5	SCREW (M6X12)	100		11.5



DFI Operation

Air Induction Through Crankcase

Combustion air enters the cowl through holes located in the top aft end of the cowl. The cowl liner directs this air to the engine air intake. Excess water is dispersed out the rear of the cowling without entering the engine compartment. This limits the exposure of salt air to the components inside the engine cowl.

Once inside the cowl the air enters the plenum through the throttle shutter which is located in the plenum assembly. The air then continues through the reed valves and into the crankcase. The throttle shutter is actuated by the throttle shaft. Mounted on a separate shaft is a throttle position sensor (TPS). This sensor tells the engine control unit (ECM) the position of the throttle.

If the TPS should fail, the dash mounted CHECK ENGINE light will flash and the warning horn will sound. Engine speed will be reduced by and the ECM will reference the MAP sensor for fuel calibration.

Air Compressor System

Air from inside the engine cowl is drawn into the compressor through the flywheel cover. This cover acts like a muffler to quiet compressor noise and contains a filter to prevent the ingestion of debris into the compressor. The compressor is driven by a belt from a pulley mounted on the flywheel and is automatically self adjusted using a single idler pulley. This air compressor is a single cylinder unit containing a connecting rod, piston, rings, bearings, reed valves, and a crankshaft. The compressor is water cooled to lower the temperature of the air charge and is lubricated by oil from the engine oil pump assembly. As the compressor piston moves downward inside the cylinder, air is pulled through the filter, reed valves and into the cylinder. After the compressor piston changes direction, the intake reeds close and the exhaust reeds open allowing compressed air into the hose leading to the air/fuel rails.

The air/fuel rails contain two passages; one for fuel, the second is the air passage. The air passage is common between all the cylinders included in the rail. A hose connects the starboard rail air passage to the air compressor. Another hose connects the starboard air rail passage to the port air rail passage. An air pressure regulator will limit the amount of pressure developed inside the air passages to approximately 10 psi below the pressure of the fuel inside the fuel passages (i.e. 80 psi air vs 90 psi fuel). Air exiting the pressure regulator is returned into the exhaust adaptor and exits thru the propeller on 2.5 Liter, and returns to the air plenum on the 3.0 Liter.

Fuel

Fuel for the engine is stored in a typical fuel tank. A primer bulb is installed into the fuel line to allow priming of the fuel system. A crankcase mounted pulse driven diaphragm fuel pump draws fuel through the fuel line, primer bulb, fuel pump assembly and then pushes the fuel thru a water separating fuel filter. This filter removes any contaminants and water before the fuel reaches the vapor separator. Fuel vapors are vented through a hose into the air compressor inlet in the front of the flywheel cover. The electric fuel pump is different than the fuel pump that is utilized on the standard EFI engine (non DFI), and is capable of developing fuel pressures in excess of 90 psi. Fuel inside the rail must remain pressurized at exactly 10 psi over the air rail pressure or the ECM (map) calibrations will be incorrect. Fuel from the vapor separator is supplied to the bottom of the starboard fuel rail. A fuel line connects the bottom of the first rail to the opposite fuel rail. Fuel is stored inside the rail until an injector opens. A fuel pressure regulator controls pressure in the fuel rails, and allows excess fuel to return into the vapor separator. The fuel regula-



tor not only regulates fuel pressure but also regulates it at approximately 10 p.s.i. higher than whatever the air rail pressure is. The fuel regulator diaphragm is held closed with a spring that requires 10 p.s.i. to force the diaphragm off the diaphragm seat. The back side of the diaphragm is exposed to air rail pressure. As the air rail pressure increases, the fuel pressure needed to open the regulator will equally increase. Example: If there is 50 p.s.i. of air pressure on the air rail side of the diaphragm, 60 p.s.i. of fuel pressure will be required to open the regulator. The port fuel rail is water cooled.

To equalize the pulses developed by the pumps (both air and fuel) a tracker diaphragm is installed in the starboard rail. The tracker diaphragm is positioned between the fuel and air passages. The tracker diaphragm is a rubber diaphragm which expands and retracts depending upon which side of the diaphragm senses the pressure increase (pulse).

Oil

Oil in this engine is not mixed with the fuel before entering the combustion chamber. Oil is stored inside a standard remote oil reservoir. Crankcase pressure will force oil from the remote oil tank into the oil reservoir on the side of the powerhead. Oil will flow from the oil reservoir into the oil pump. The oil pump is a solenoid design. It is activated by the ECM and includes 7 pistons with corresponding discharge ports. The oil pump is mounted directly onto the powerhead. Each cylinder is lubricated by one of the discharge ports. The oil is discharged into the crankcase. The seventh passage connects to the hose that leads to the air compressor for lubrication. Excess oil from the compressor returns into the plenum and is ingested through the crankcase on 2000 model year engines and returned to the main bearings on 2001 model year engines.

The ECM will change the discharge rate of the oil pump, depending upon engine demand. The ECM will also pulse the pump on initial start up to fill the oil passages eliminating the need to bleed the oil system. The ECM provides additional oil for break in, as determined by its internal clock. The oil ratio varies with engine rpm and load.

Electrical

The electrical system consists of the ECM, crank position sensor (flywheel speed & crankshaft position), throttle position sensor (TPS), MAP sensor, engine temperature sensor(s), ignition coils and injectors (fuel & direct). The engine requires a battery to start (i.e. the ignition and injection will not occur if the battery is dead). The system will run off of the alternator.

Operation

The operation of the system happens in milliseconds (ms); exact timing is critical for engine performance. As the crankshaft rotates, air is drawn into the crankcase through the throttle shutter, into the plenum and through the reed valves. As the piston nears bottom-dead-center, air from the crankcase is forced through the transfer system into the cylinder. As the crankshaft continues to rotate the exhaust and intake ports close. With these ports closed, fuel can be injected into the cylinder. The ECM will receive a signal from the throttle position sensor (TPS), engine temperature sensor (TS) and the crank position sensor (flywheel speed and position sensor). With this information the ECM refers to the fuel calibration (maps) to determine when to activate (open and close) the injectors and fire the ignition coils. With the piston in the correct position, the ECM opens the fuel injector, 90 psi fuel is discharged into a machined cavity inside the air chamber of the air/fuel rail. This mixes the fuel with the air charge. Next the direct injector will open, discharging the air/fuel mixture into the combustion chamber. The direct injector directs the mixture at the bowl located in top of the piston. The piston's bowl directs the air/fuel mixture into the center of the combustion chamber. This air fuel mixture is then ignited by the spark plug.



Compressor Notes: To aid in starting when the air rail pressure is low and before the compressor has time to build pressure, some direct injectors are held open by the ECM. This allows the compression from inside the cylinders to pressurize the air rail faster (1 or 2 strokes, or 60° of crankshaft rotation).

Idle Notes: Idle quality is controlled by fuel volume and fuel timing. The throttle shutter will be open at idle speed. The shift cut-out switch will interrupt the fuel to 3 of the cylinders to assist in shifting.

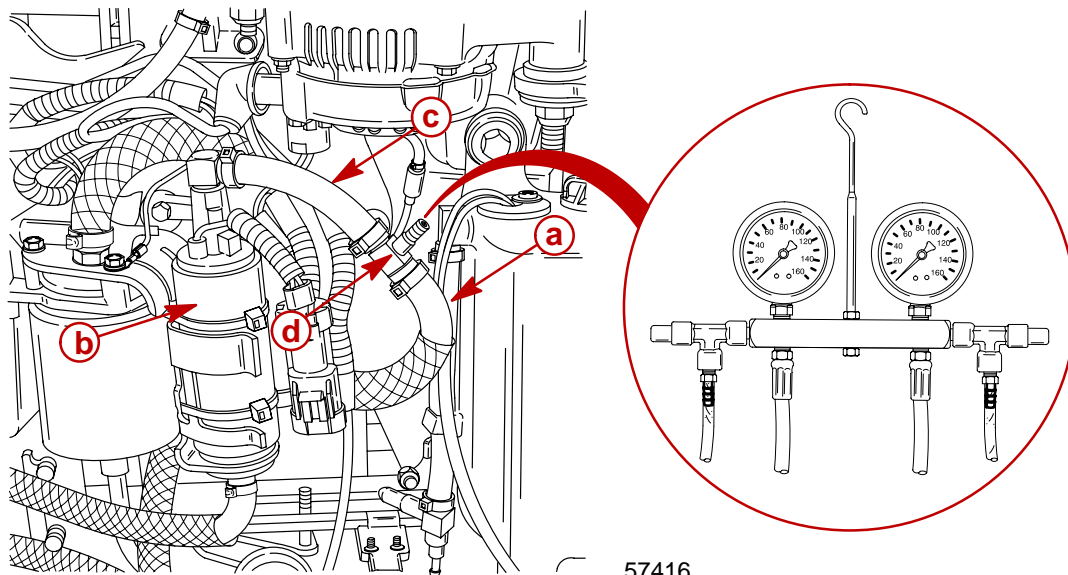
The TPS signals the ECM to change the fuel and spark without movement of the throttle shutters. The throttle cam is manufactured to allow the TPS sensor shaft to move before opening the throttle shutter.

Testing Electric Fuel Pump Pressure Output

Low Pressure Electric Fuel Pump

IMPORTANT: After completing fuel pressure tests, reconnect and secure fuel outlet hose to fuel pump with full circle stainless clamps in Clamp Tool Kit 91-803146A1.

1. Remove outlet fuel hose from low pressure pump. Install a short piece of hose (obtain locally) onto pump outlet fitting. Install Schrader Valve t-fitting (22-849606) between outlet fuel hose (removed from pump) and new fuel hose (installed on pump). Secure hose connections with sta-straps. Due to the low pressure output of this pump, it is recommended that the air gauge of the Dual Fuel/Air Pressure Gauge (91-852087A1/A2/A3) be connected to the Schrader Valve. Gauge should indicate 6–9 psi (41.37 – 62.04 kPa).



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- a** - Outlet Fuel Hose
- b** - Low Pressure Electric Fuel Pump
- c** - Fuel Hose (obtain locally)
- d** - Schrader Valve (22-849606)

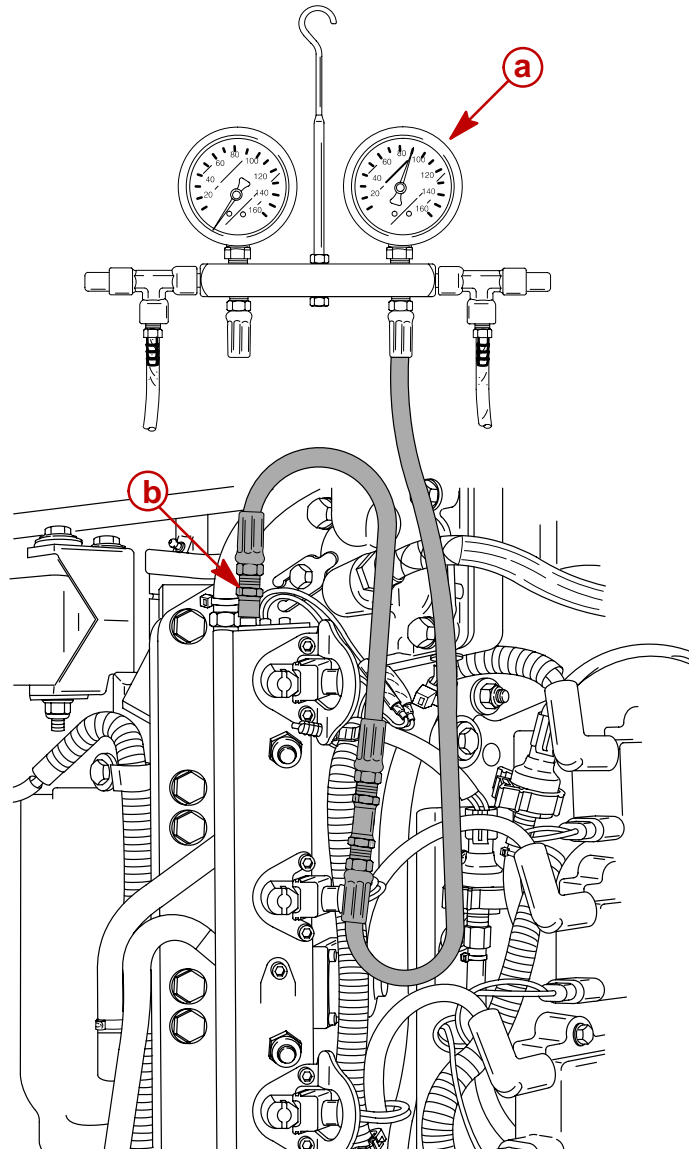


High Pressure Electric Fuel Pump

1. Install Pressure Gauge Assembly 91-852087A1/A2/A3 to port fuel rail pressure test valve.

NOTE: If low air or low fuel pressure is indicated, swap hoses between air and fuel test ports. If low reading moves, gauge accuracy should be checked.

NOTE: After 15 seconds of cranking engine with starter motor, fuel pressure gauge should indicate 89 ± 2 psi (613.5 ± 13.8 kPa)



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- a** - Fuel Pressure Gauge (Should Indicate 89 ± 2 psi (613.5 ± 13.8 kPa))
- b** - Fuel Pressure Test Valve



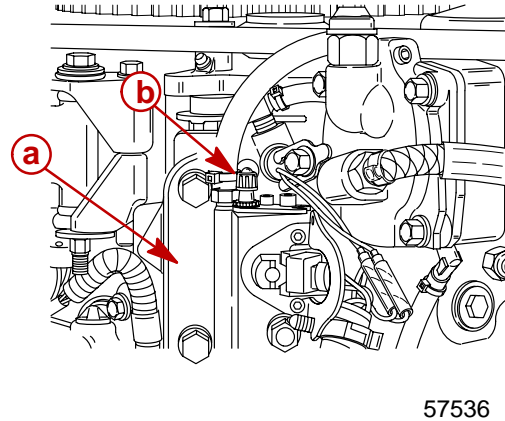
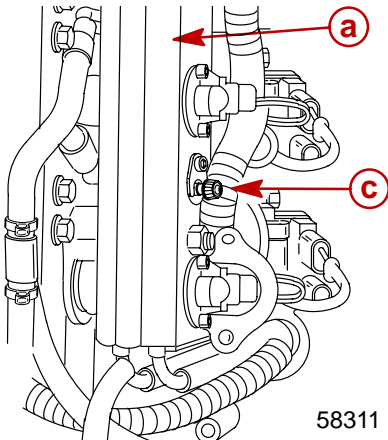
Fuel Management Assembly Removal

⚠ CAUTION

Fuel system must be bled off prior to removal of fuel system components.

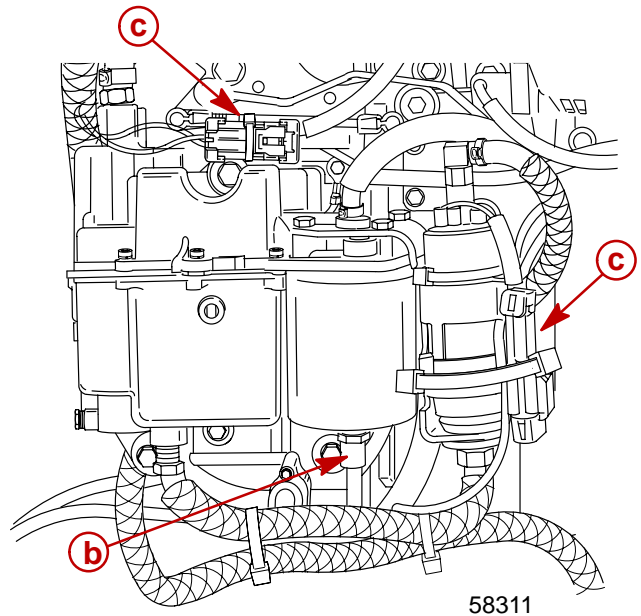
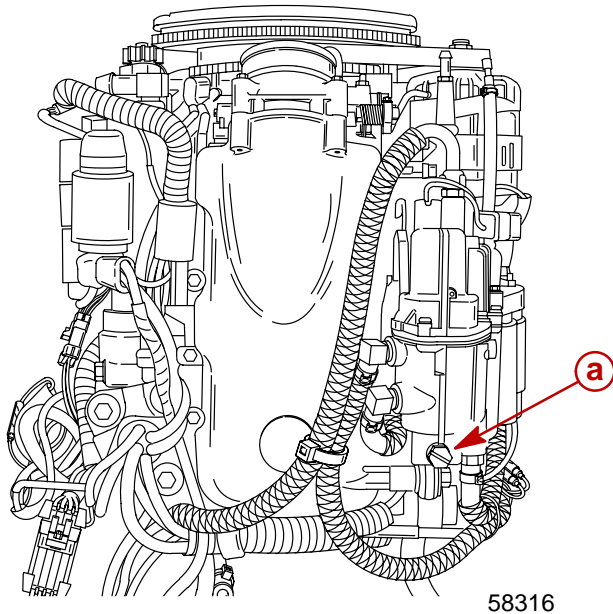
NOTE: Use Fuel/Air Pressure Gauge 91-16850--1 or 91-852087A1/A2/A3 to de-pressurize air hose first and then fuel hose.

1. De-pressurize fuel system.



- a** - Port Fuel Rail
- b** - Fuel Pressure Port
- c** - Air Pressure Port

2. Place suitable container underneath vapor separator drain plug and remove plug.
3. Disconnect water separator sensor lead.
4. Disconnect electric fuel pump harness connectors.



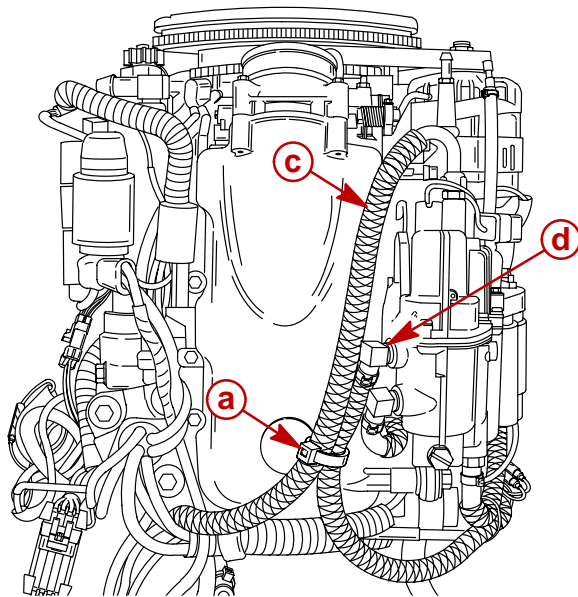
- a** - Drain Plug
- b** - Sensor Lead
- c** - Harness Connectors



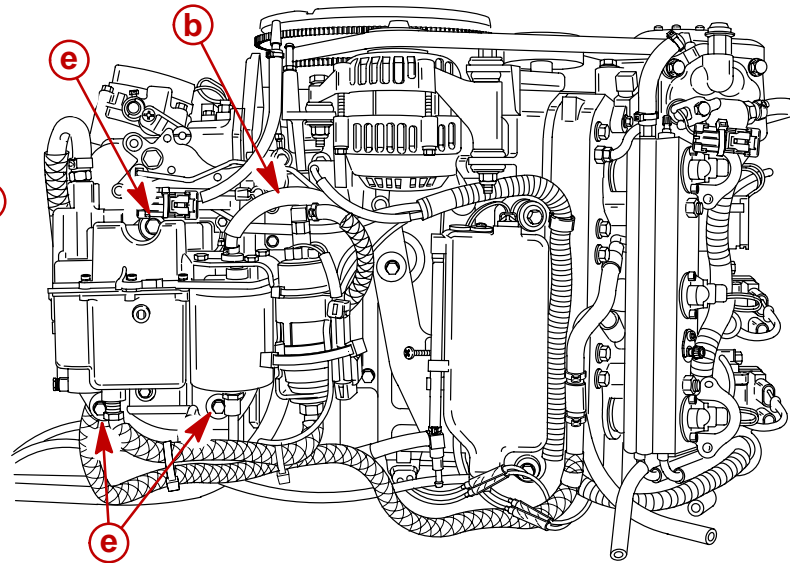
5. Remove sta-strap securing fuel hoses.

NOTE: Upper fuel hose is excess fuel return from fuel rails; lower fuel hose is fuel inlet from electric pump beside fuel/water separator.

6. Remove the fuel inlet hose from the pulse fuel pump.
7. Remove the fuel outlet hose and fuel return hose from fuel rails.
8. Remove 3 mounting bolts and remove separator.



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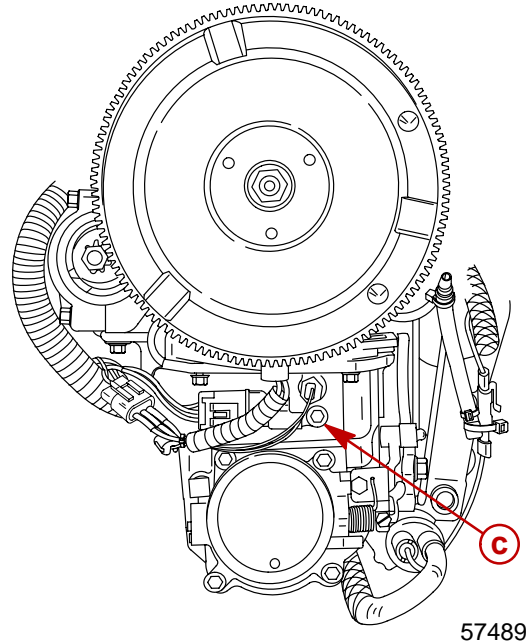
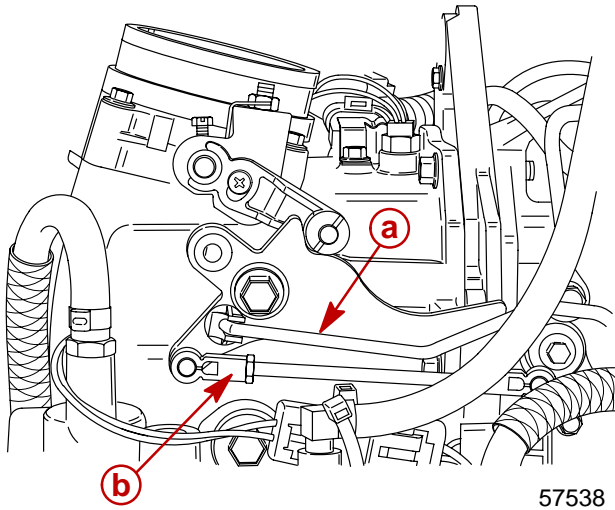


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- a - Sta-strap
- b - Fuel Inlet Hose from Pulse Pump
- c - Fuel Outlet Hose
- d - Fuel Return Hose
- e - Mounting Bolts (3)

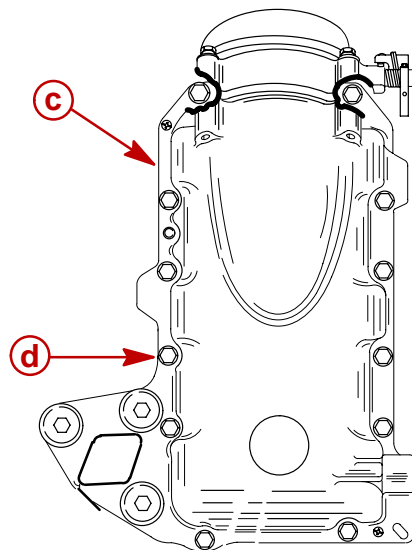
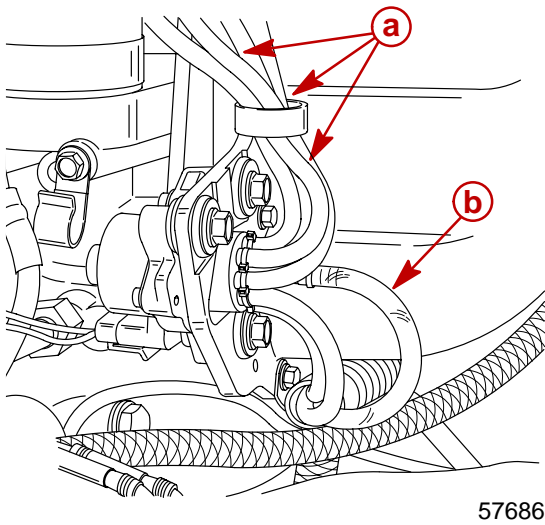


9. Disconnect throttle cam link rod and the Throttle Position Sensor link rod.
10. Disconnect MAP Sensor from air management assembly.



- a** - Throttle Link Rod
- b** - Throttle Position Sensor Link Rod
- c** - MAP Sensor

11. Disconnect oil hoses from oil pump.
12. Remove and plug oil inlet hose to oil pump.
13. Remove 12 bolts securing air management assembly to crankcase and remove assembly.

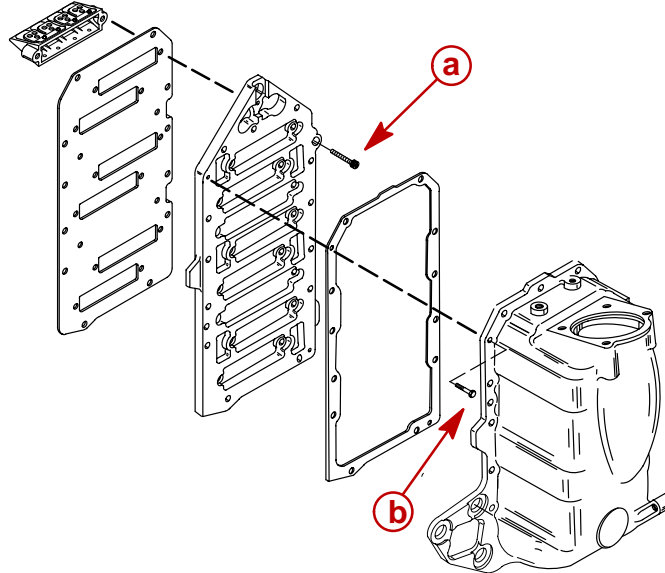


- a** - Oil Outlet Hoses
- b** - Oil Inlet Hose
- c** - Air Management
- d** - Bolts (12 each)



Reed Block Assembly Removal

1. Remove 2 screws securing air plenum to reed plate assembly.
2. Remove 12 screws securing reed blocks to reed plate assembly.



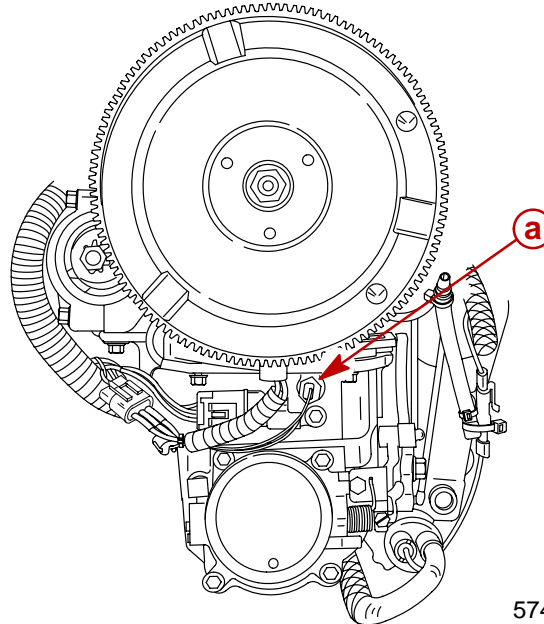
- a** - Screws (2 each) (M4x16)
b - Screws (12 each) (1/4x20x0.88)

Reed Block Assembly Installation

1. Secure oil pump to air plenum with 3 bolts. Torque bolts to 140 lb. in. (16.0 Nm).
2. Secure air plenum to reed plate with 2 screws. Drive screws tight.

Air Temperature Sensor Removal

Disconnect sensor harness and unscrew sensor.



- a** - Air Temperature Sensor

57489



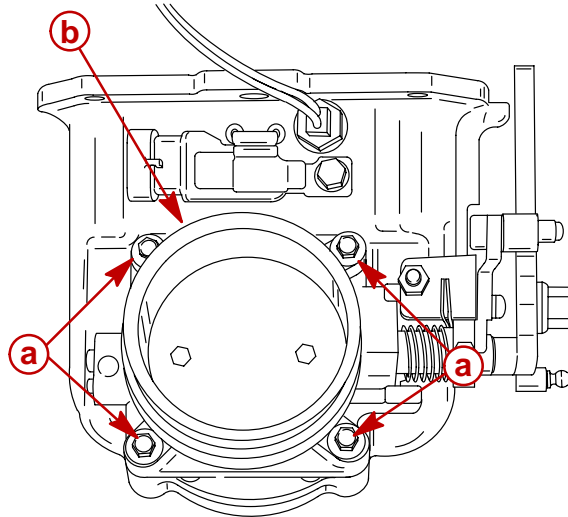
Air Temperature Sensor Installation

Screw sensor into air plenum. Reconnect sensor harness.

Throttle Plate Assembly Removal

NOTE: The throttle plate assembly is calibrated and preset for proper running characteristics and emissions at the factory. Other than complete assembly removal from the air plenum, no further disassembly should be made.

Remove 4 bolts securing throttle plate assembly to air plenum and remove assembly.



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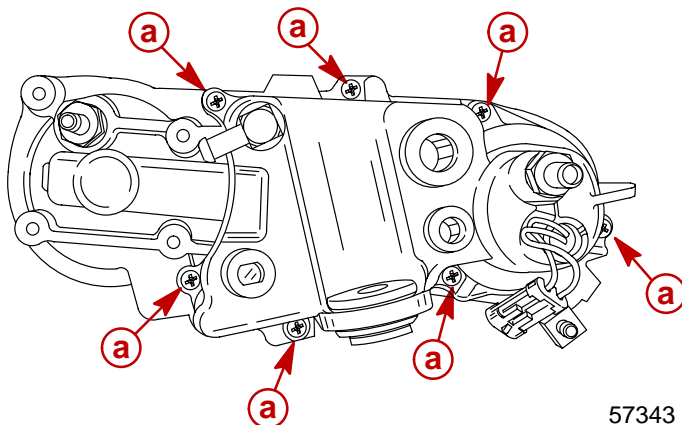
- a** - Bolts
- b** - Throttle Plate Assembly

Throttle Plate Assembly Installation

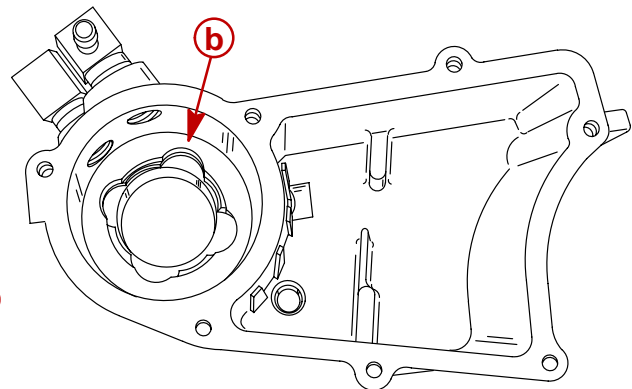
Secure throttle plate assembly to air plenum with 4 bolts. Torque bolts to 100 lb. in. (11.5 Nm).

Vapor Separator Disassembly

1. Remove 7 screws securing separator cover and remove cover.
2. Inspect seal in fuel pump chamber of separator tank for cuts and abrasions. Replace seal if necessary. If seal is serviceable, apply 2-4-C w/Teflon Marine Lubricant (92-825407A12) to seal lips.



57343



57342

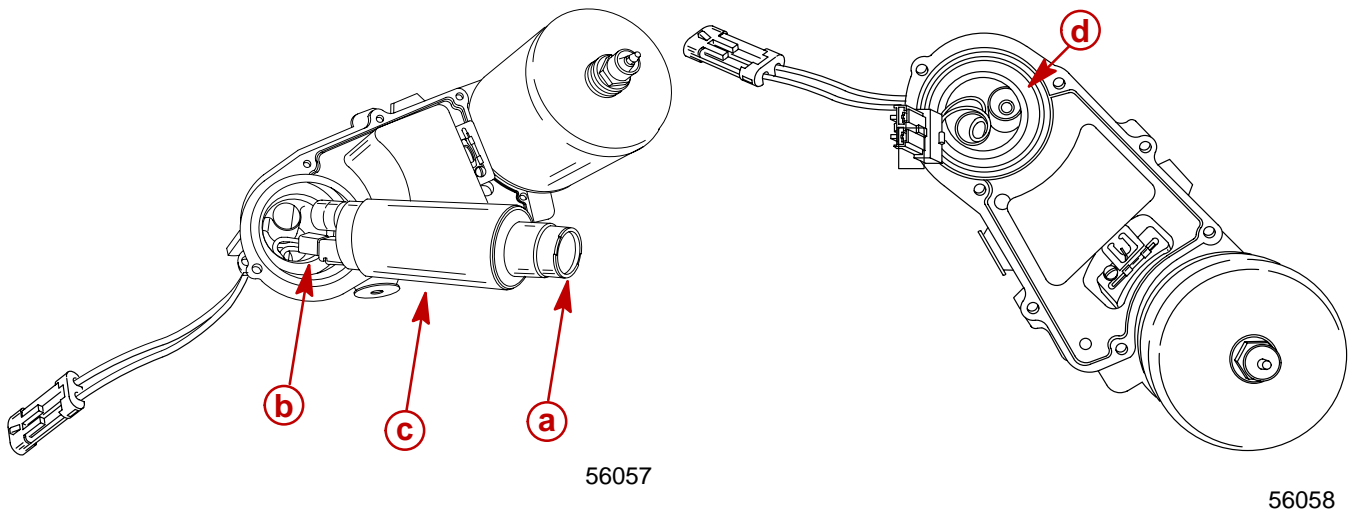
- a** - Screws (7 each)
- b** - Seal



- Fuel pump may be removed from cover by wiggling slightly while pulling outward.

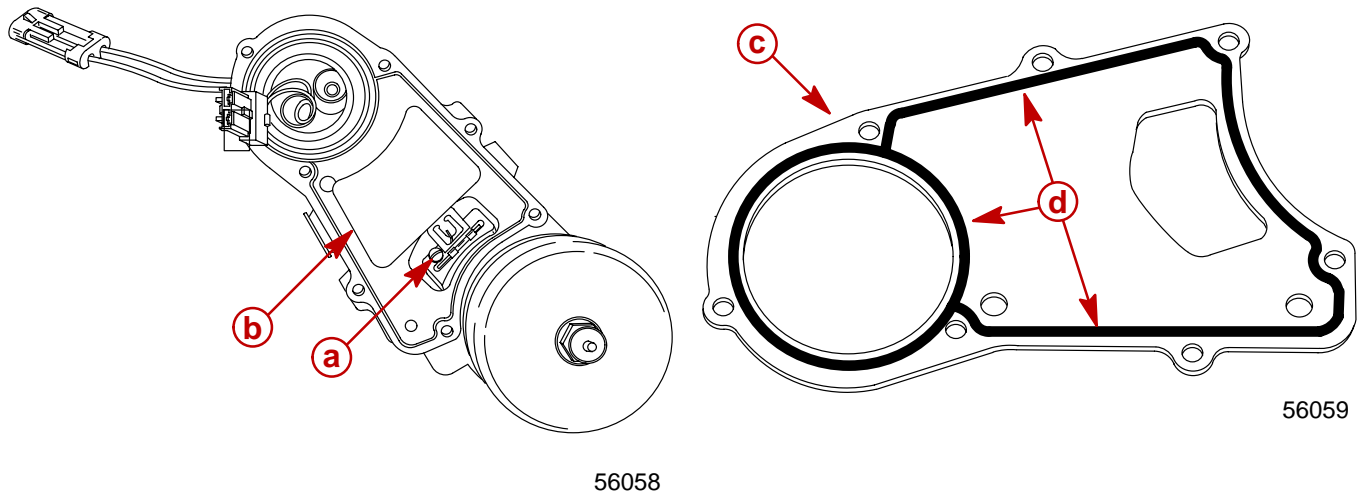
IMPORTANT: DO NOT twist pump during removal as wire harness may be damaged.

- Disconnect harness from pump to separate pump from cover. Inspect filter screen for debris. Screen may be pried out of pump and cleaned as required.
- Inspect seal above fuel pump for cuts or abrasions. Replace seal if necessary. Apply 2-4-C w/Teflon to seal lips.



- a** - Filter Screen
- b** - Harness Connector
- c** - Pump
- d** - Seal (Seal shoulder faces OUT)

- Loosen screw securing float assembly and remove float. Inspect float for deterioration or fuel retention. Replace float as required.
- Remove phenolic sealing plate and inspect imbedded neoprene seal on both sides of plate for cuts or abrasions. Replace plate/seal assembly as required.

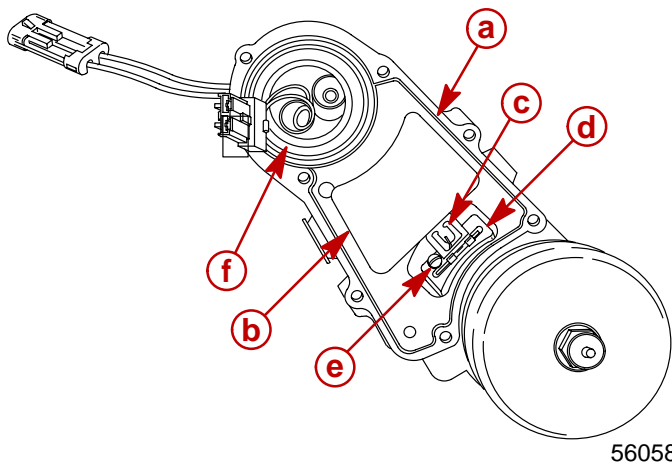


- a** - Screw
- b** - Float
- c** - Plate
- d** - Seal

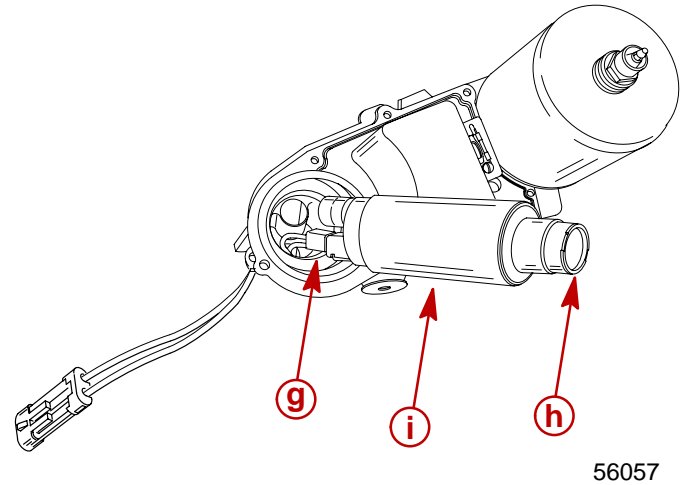


Vapor Separator Reassembly

1. Reinstall phenolic sealing plate onto vapor separator cover.
2. Secure float, needle and pivot pin assembly to separator cover with screw. Torque screw to 10 lb. in. (1.0 Nm)
3. Apply 2-4-C w/Teflon to lips of seal in separator cover.
4. Connect electrical harness to fuel pump. Inspect fuel pump filter screen for debris. Remove screen and clean as required.
5. Seat fuel pump and harness into separator cover being careful not to pinch harness.

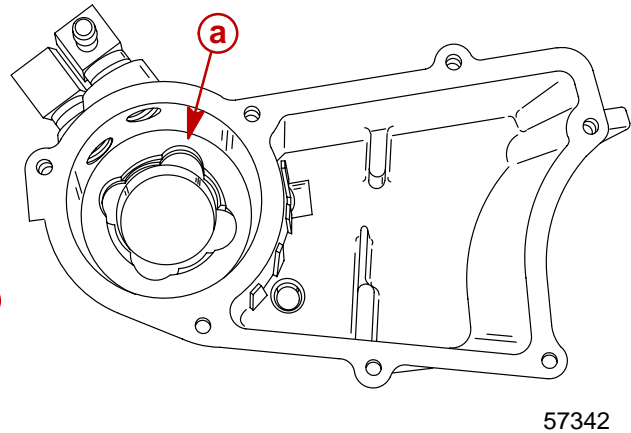
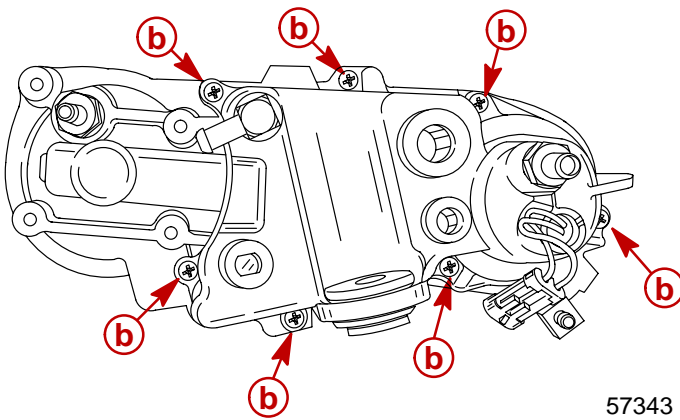


- a** - Sealing Plate
- b** - Float
- c** - Needle
- d** - Pivot Pin
- e** - Screw [Torque to 10 lb. in. (1.0 N-m)]



- f** - Seal (Seal shoulder faces OUT)
- g** - Harness
- h** - Filter
- i** - Fuel Pump

6. Apply 2-4-C w/Teflon to lips of seal in separator tank.
7. Install separator cover with pump onto separator tank.
8. Secure cover to tank with 7 screws. Torque screws to 30 lb. in. (3.5 Nm).

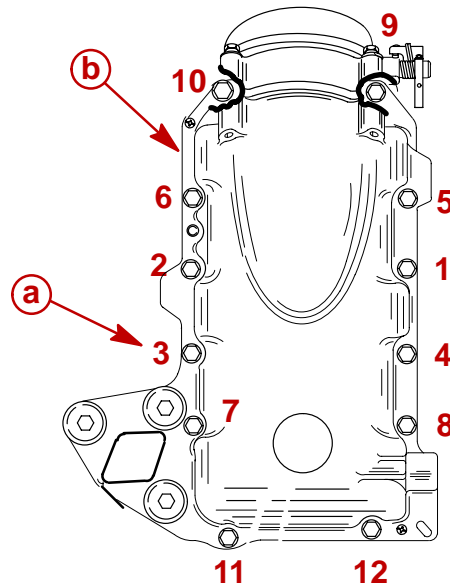


- a** - Seal
- b** - Screws [Torque to 30 lb. in. (3.5 Nm)]



Air Plenum Installation

Secure plenum to crankcase with 12 bolts. Torque bolts to 175 lb. in. (20 Nm), in sequence shown



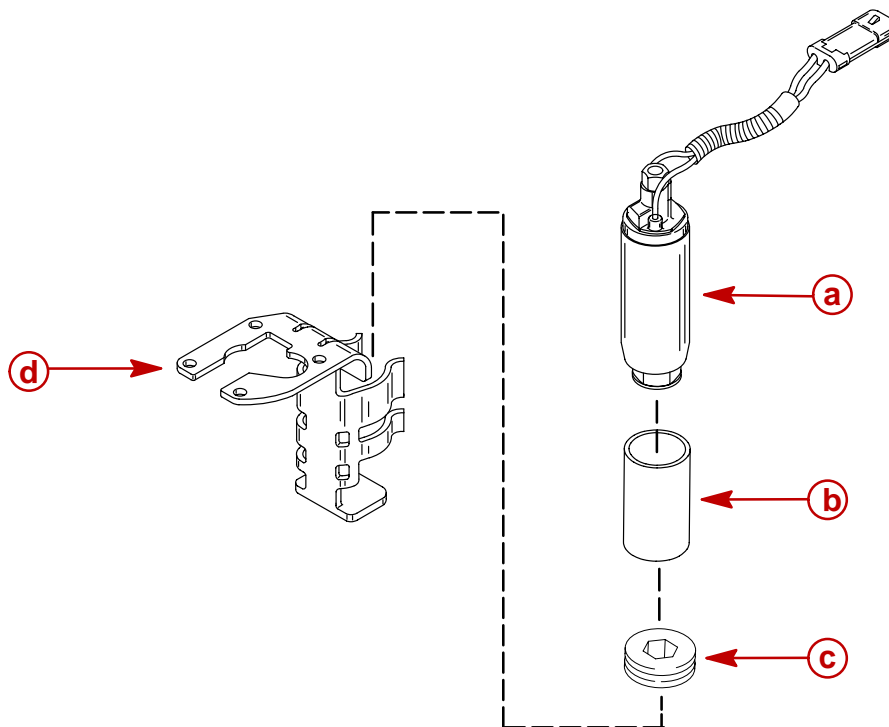
- a - Air Plenum
- b - Bolts [Torque to 175 lb. in. (20 Nm)]

56144

Low Pressure Electric Fuel Pump Installation

NOTE: If pump does not have a sleeve or grommet, refer to Service Bulletin 98-8.

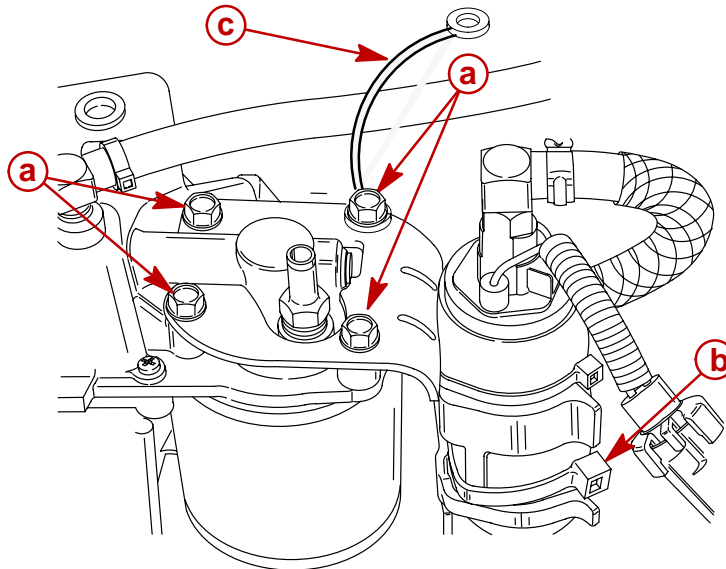
1. Seat electric fuel pump w/sleeve against grommet in pump bracket. Secure pump to bracket with sta-strap.



- a - Low Pressure Electric Fuel Pump
- b - Sleeve
- c - Grommet
- d - Bracket

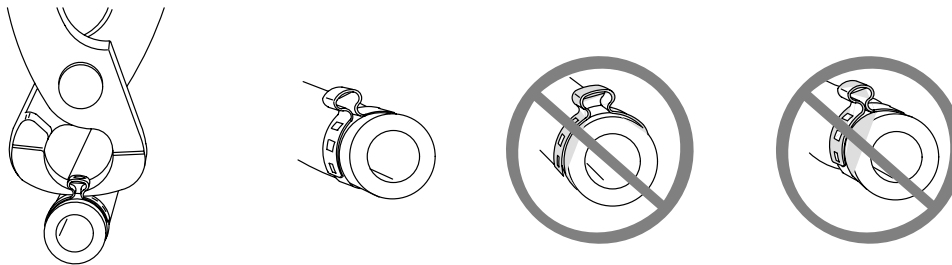


- Secure bracket assembly to vapor separator with 4 screws. Torque screws to 100 lb. in. (11.5 Nm).

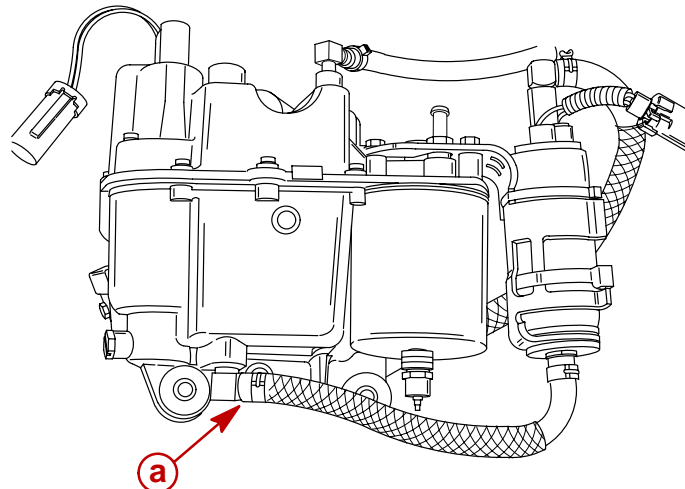


- a** - Screws – Torque to 100 lb. in. (11.5 Nm)
- b** - Sta-strap securing pump to bracket
- c** - Ground lead – attach to air plenum

IMPORTANT: Only use tool 91-803146T (or Snap-On equivalent YA3080) to crimp full circle clamps. Using a different tool could result in a crimp that is too loose, or too tight. Do not use screw type metal hose clamp as it may damage hose.



- Connect fuel hose from bottom of low pressure fuel pump to 90° elbow in bottom of vapor separator. Secure hose with 16.2 mm full circle clamp (54-855697) using crimping tool 91-803146T.

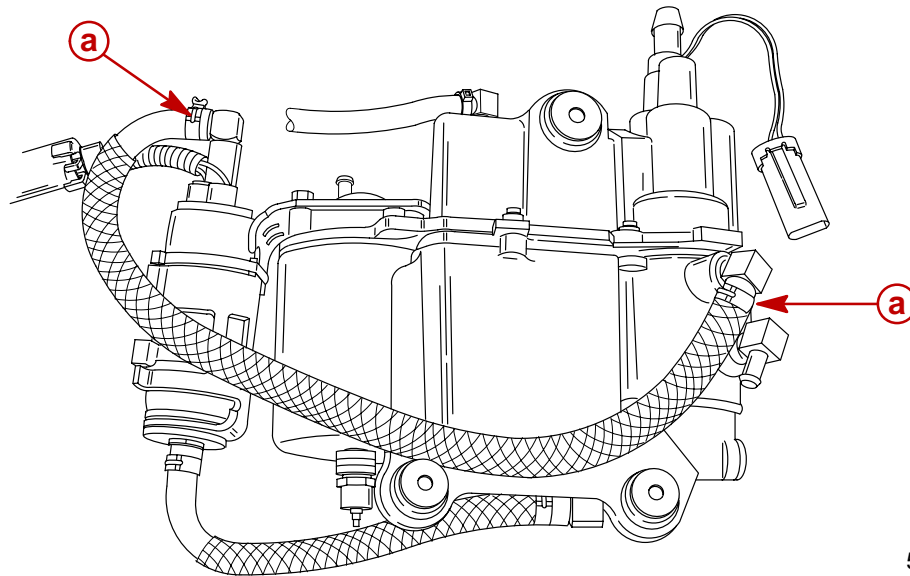


- a** - Secure Fuel Hose with 16.2 mm Full Circle Clamp (54-855697)

27291



4. Connect fuel hose from top of low pressure fuel pump to 90° elbow on back side of vapor separator. Secure hose with 15.3 mm full circle clamp (54-856880) using crimping tool 91-803146T. (Back view of vapor separator shown below)

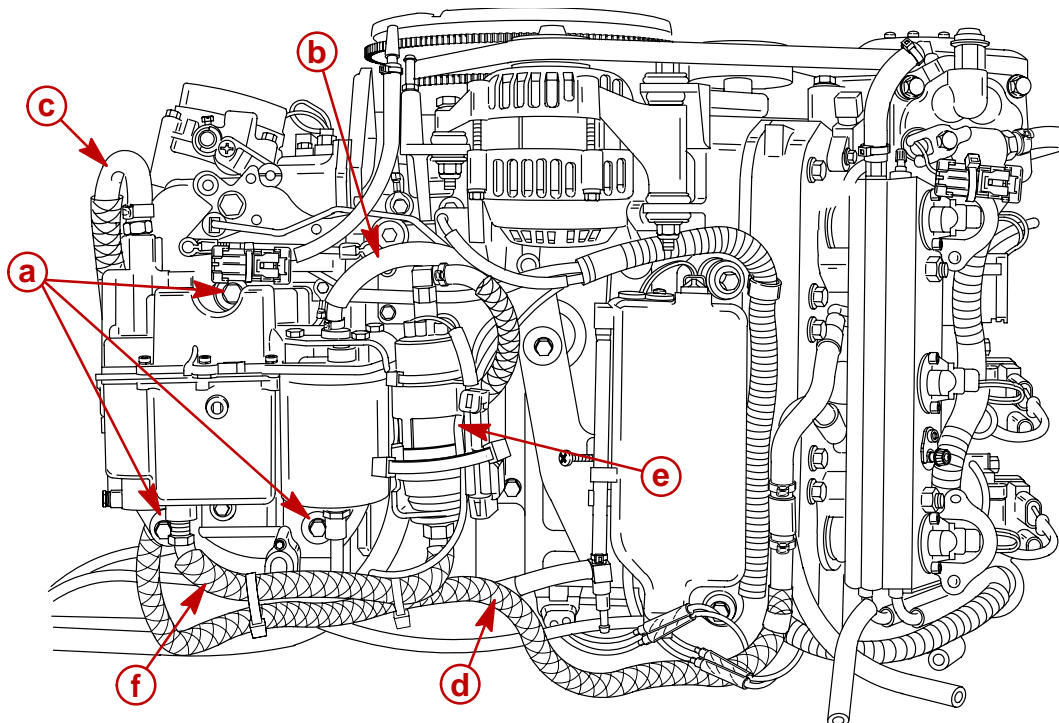


57723

a - Secure Fuel Hose with 15.3 mm Full Circle Clamp (54-856880)

Vapor Separator Installation

1. Secure vapor separator to air plenum with 3 bolts. Torque bolts to 140 lb. in. (16.0 Nm).
2. Connect fuel inlet hose from pulse pump.
3. Connect fuel outlet hose and fuel return hose to vapor separator.



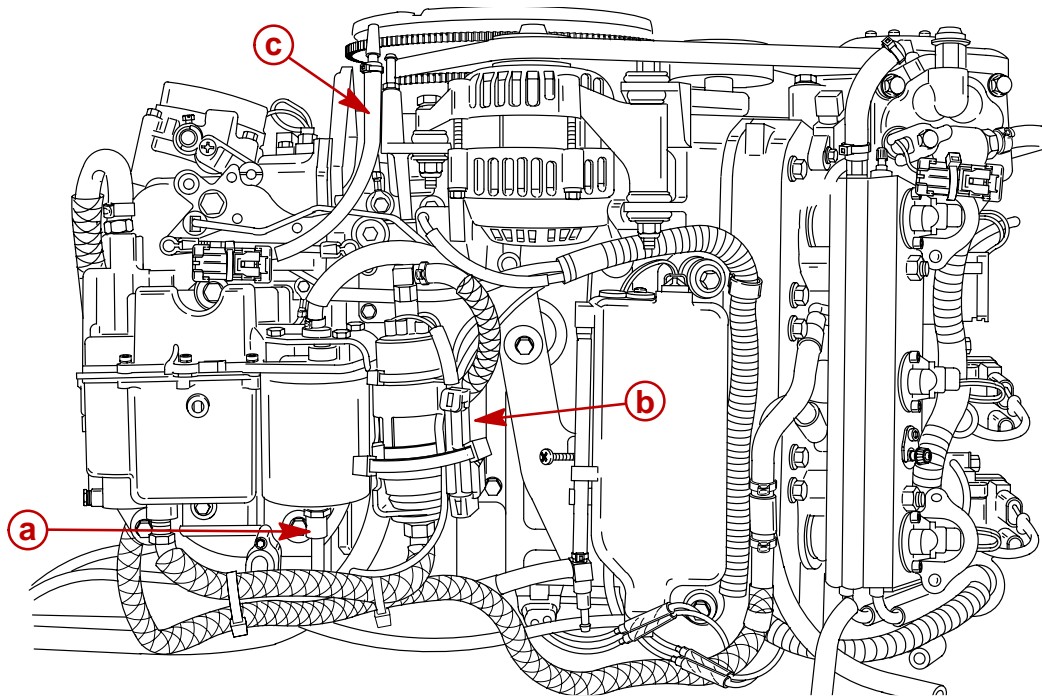
58311

a - Mounting Bolts [Torque to 140 lb. in. (16.0 Nm)]
b - Fuel Inlet Hose
c - Fuel Outlet Hose

d - Fuel Return Hose
e - Low Pressure Electric Fuel Pump (6 – 9 psi)
f - Inlet Fuel Hose to Low Pressure Pump



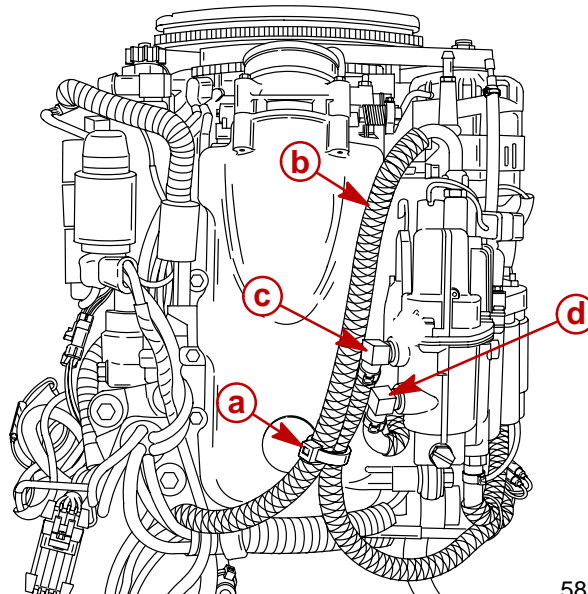
4. Connect water separator sensor lead to water separator.
5. Connect electric fuel pump harnesses.
6. Connect vapor separator vent hose to air plenum.



58311

- a** - Sensor Lead
- b** - Electric Fuel Pump Harness Connectors
- c** - Vapor Separator Vent Hose

7. Secure fuel hoses with sta-strap.



58316

- a** - Sta-Strap
- b** - High Pressure (90 psi) Fuel Outlet Hose
- c** - Fuel Inlet Hose from Low Pressure Pump (6 – 9 psi)
- d** - Excess Fuel Return Hose from Fuel Rails



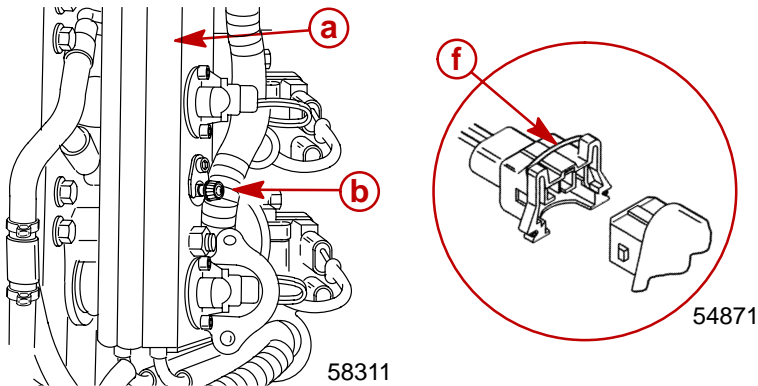
Fuel Rail Removal

CAUTION

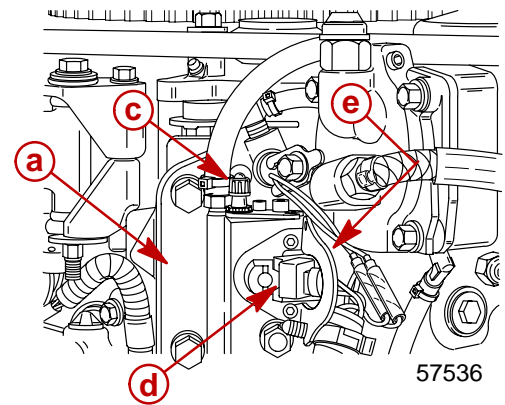
Fuel system must be bled off prior to removal of fuel system components.

NOTE: Use Fuel/Air Pressure Gauge 91-16850--1 or 91-852087A1/A2 to de-pressurize air hose first and then fuel hose.

1. De-pressurize fuel system.
2. Remove fuel injector harness from each injector by compressing spring clip with flat tip screw driver while pulling on connector.



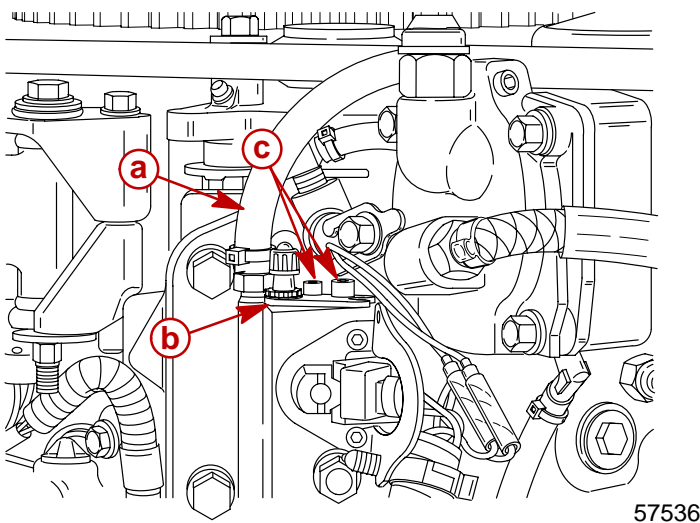
- a - Port Fuel Rail
- b - Air Pressure Port
- c - Fuel Pressure Port



- d - Fuel Injector
- e - Harness Connector (hidden)
- f - Spring Clip

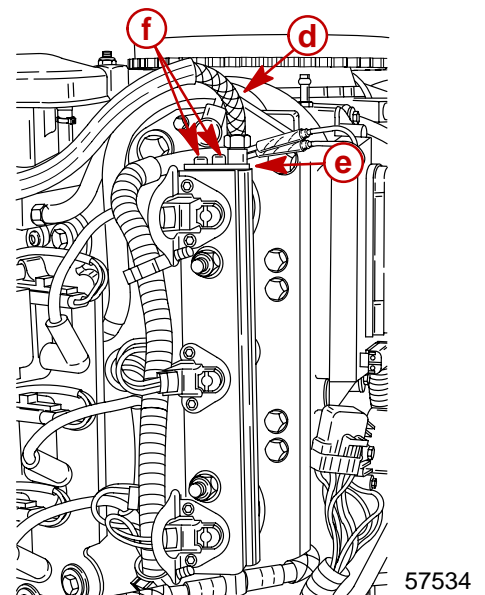
NOTE: Always remove fuel/air hose and fitting together by removing fitting retainer rather cutting clamps.

3. Remove fuel, water and air hoses from fuel rail.



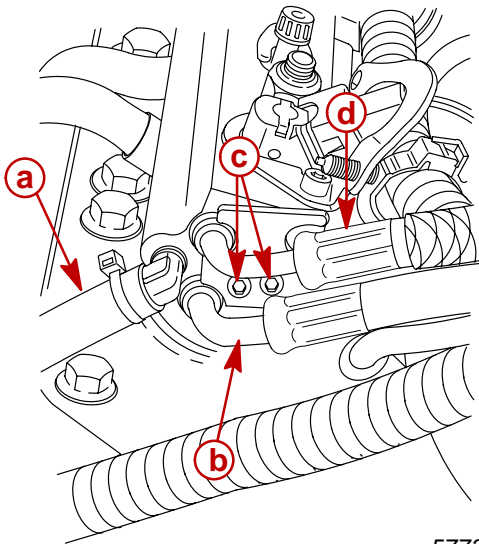
Port Top Fuel Rail Connections

- a - Water Inlet Hose to Compressor
- b - Retainer
- c - Allen Screws (remove)



Starboard Top Fuel Rail Connections

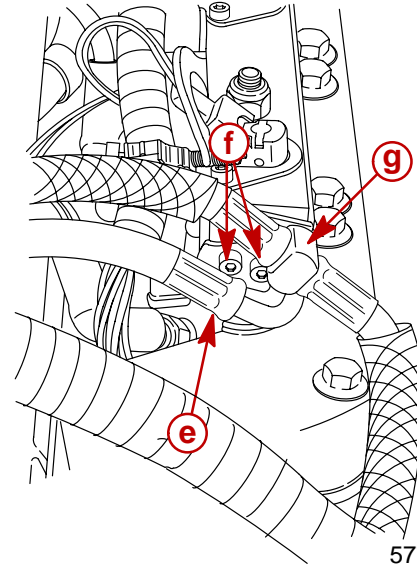
- d - Air Hose
- e - Retainer
- f - Allen Screws



57732

Port Bottom Fuel Rail Connections

- a** - Water Inlet Hose to Fuel Rail
- b** - Air Hose
- c** - Allen Screws (remove)
- d** - Fuel Hose



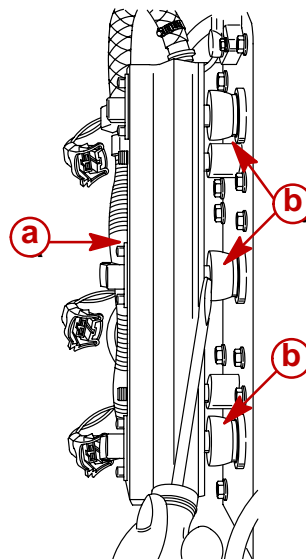
57733

Starboard Bottom Fuel Rail Connections

- e** - Air Hose
- f** - Allen Screws
- g** - Fuel Hose

NOTE: It is recommended that direct injectors remain in the cylinder head (if they are not to be replaced) while removing the fuel rail. The direct injectors have a teflon seal which may expand if the injector is removed from the head. This expansion may cause reinstallation difficulty or require the replacement of the seal.

4. Remove 2 nuts securing fuel rail.
5. As fuel rail is removed, use a flat tip screw driver to hold direct injectors in cylinder head.



56121

a - Fuel Rail

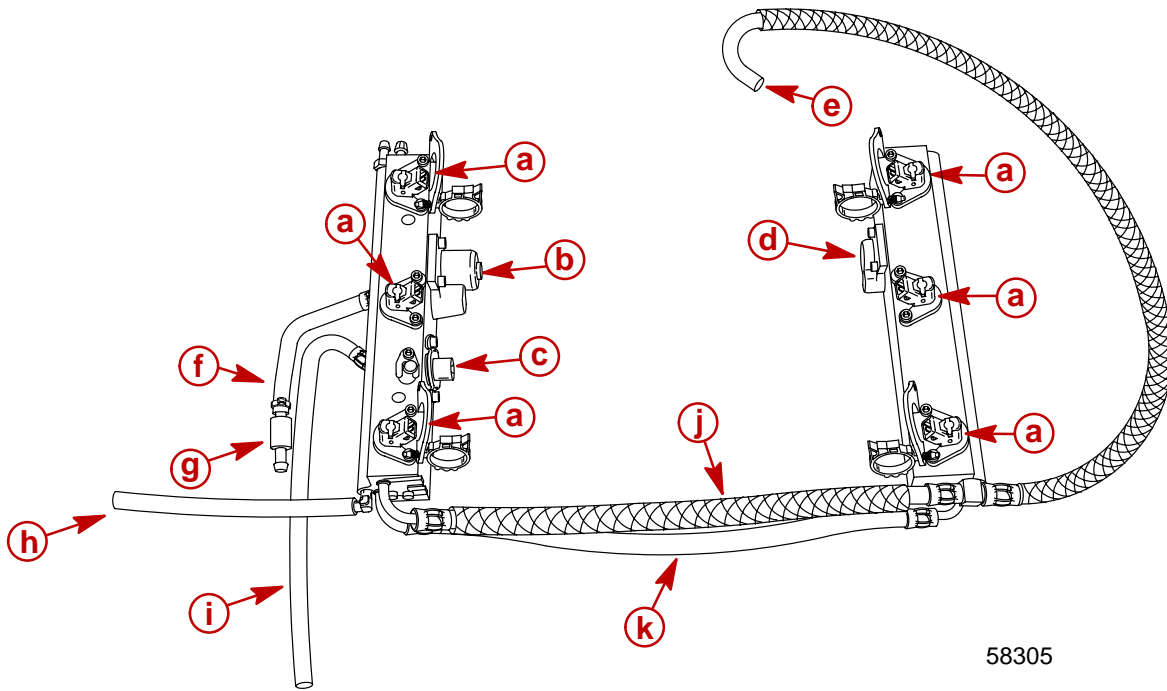
b - Direct Injectors

The starboard fuel rail contains 3 fuel injectors and a tracker valve.

The port fuel rail contains 3 fuel injectors, 1 fuel regulator and 1 air regulator.



NOTE: Each fuel/air inlet or outlet hose adaptor has 2 o-ring seals. These o-rings should be inspected for cuts or abrasions and replaced as required when fuel rail is disassembled for cleaning.



58305

- | | |
|--------------------------------------|--|
| a - Fuel Injector | g - 40 psi Check Valve |
| b - Fuel Regulator | h - Water Inlet for Cooling Fuel Rail |
| c - Air Regulator | i - Excess Air to Adaptor Plate |
| d - Tracker Valve | j - 90 psi (616 kPa) Fuel |
| e - Fuel Inlet | k - 80 psi (547.8 kPa) Air |
| f - Excess Fuel Return to VST | |



FUEL INJECTOR REMOVAL

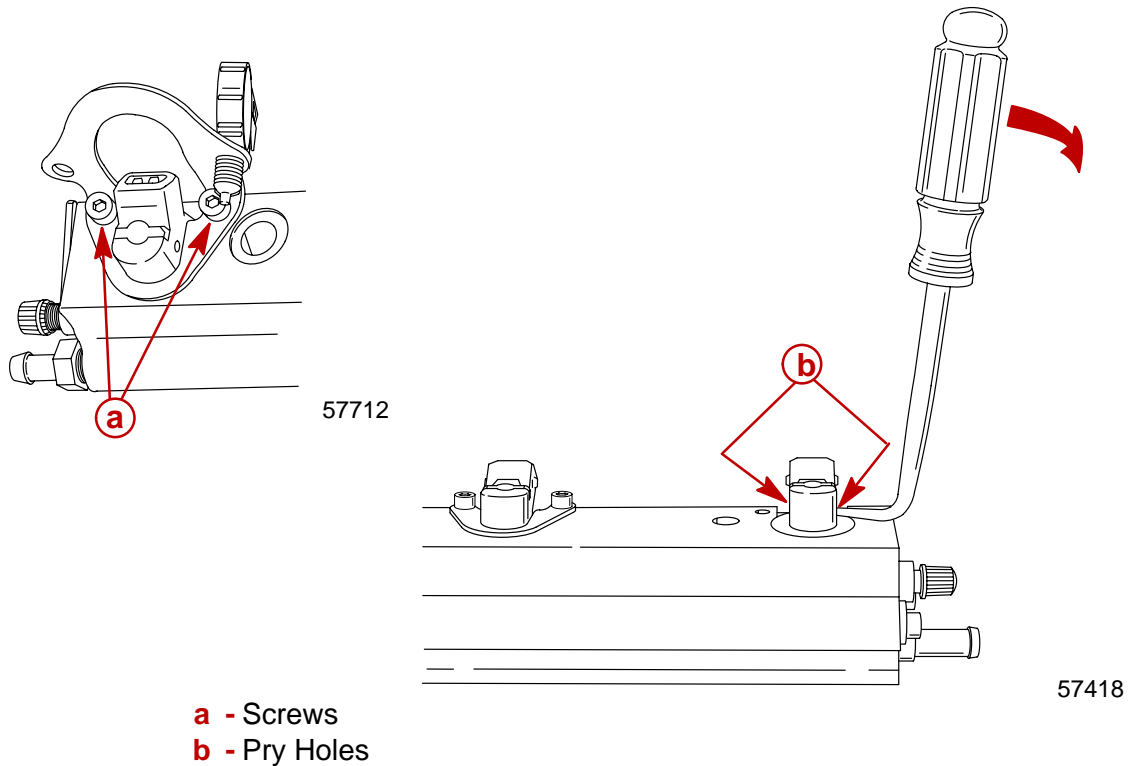
NOTE: A leaking fuel injector will create fuel in the air side of the air/fuel rail. Using the dual pressure gauges, discharge the air side and watch for fuel vapors. If vapors exist, pull the rail back for visibility and re-pressurize the system without rotating the engine (key "on"). Inspect each injector for signs of fuel droplets.

Multiple static tests will induce fuel into the air side as a natural occurrence. The engine will run up (flair) on initial restart.

1. Remove 2 screws securing injector.

NOTE: Use a cotter pin extractor tool in pry holes to remove injectors.

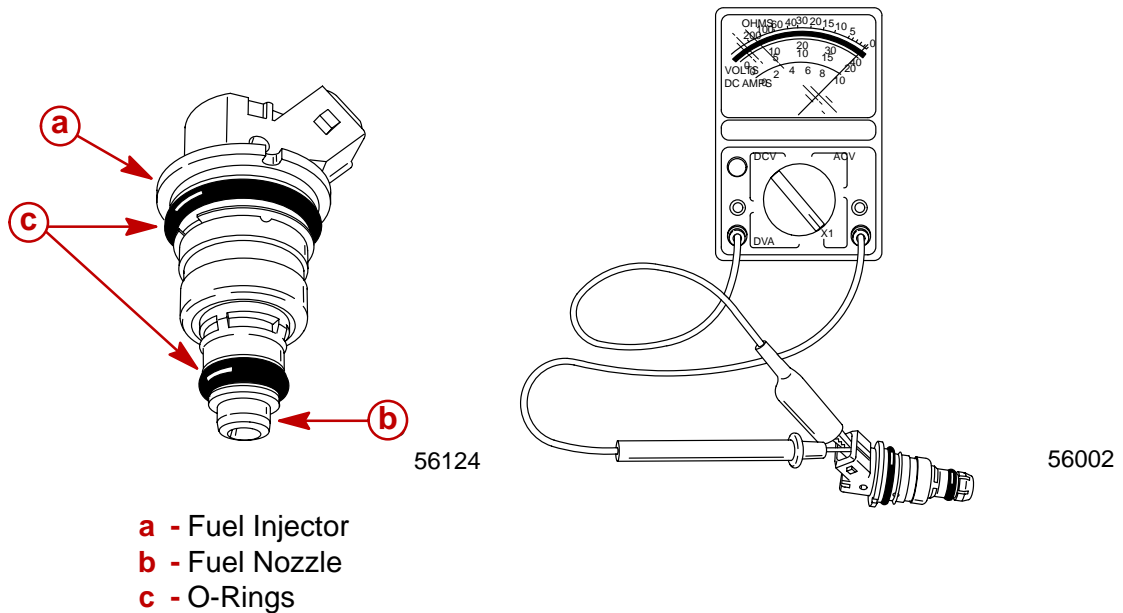
2. Gently pry up on injector to loosen o-ring adhesion and remove injector.



3. Inspect fuel injector orifices for foreign debris; o-rings for cuts or abrasions and plastic components for heat damage. Replace components as required.



- An ohm test of the fuel injector may be made by connecting test leads to injector terminals. Ohm reading should be 1.8 ± 0.1 ohm.

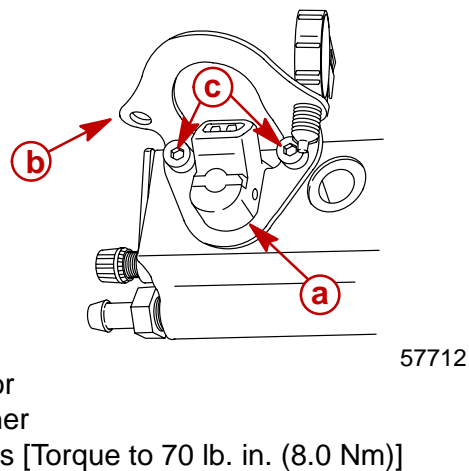


FUEL INJECTOR INSTALLATION

NOTE: Apply anti-seize grease (obtain locally) or 2-4-C w/Teflon to fuel injector attaching screw threads.

- Insert fuel injector into fuel rail with connector pins facing (inwards) towards center of engine.

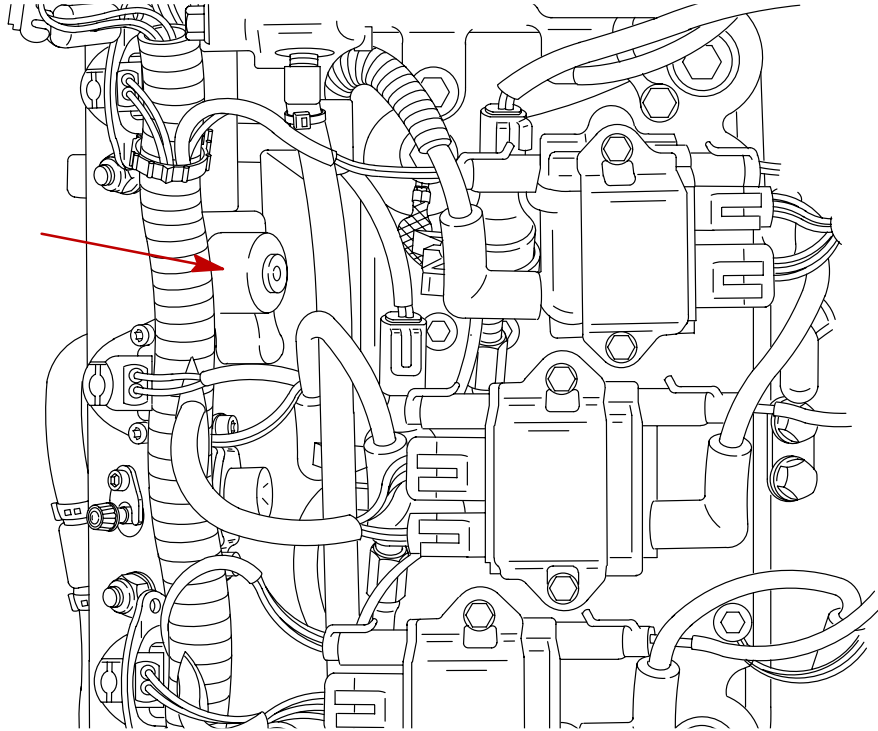
NOTE: Turn injector back-and-forth slightly to seat injector o-rings in fuel rail while securing injector with retainer and 2 screws. Torque screws to 70 lb. in. (8.0 Nm).





Fuel Pressure Regulator

The fuel regulator is located on the port fuel rail.



58315

The fuel pump is capable of delivering more fuel than the engine can consume. Excess fuel flows through the fuel pressure regulator, interconnecting passages/hoses and back to the vapor separator tank. This constant flow of fuel means that the fuel system is always supplied with cool fuel, thereby preventing the formation of fuel vapor bubbles and minimizing the chances of vapor lock.

The fuel pressure regulator is calibrated to raise the fuel pressure to 10 psi above the air pressure.

The fuel regulator is mounted on the port fuel rail, near the top. This regulator relies on both air and spring pressure to control the fuel pressure. Inside the regulator assembly is a 10 lb. spring, this spring holds the diaphragm against the diaphragm seat. The contact between the diaphragm and diaphragm seat closes the passage between the incoming fuel (from the electric fuel pump) and the fuel return passage.

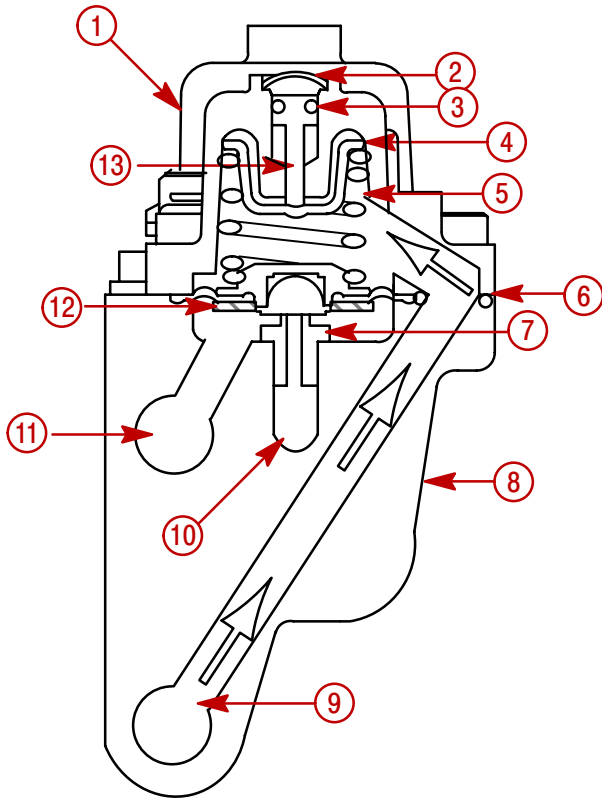
When the engine is not running (no air pressure on the spring side of the diaphragm) the fuel pressure required to move the diaphragm is 10 psi.

When the engine is running, air pressure from the air compressor (80 psi) is routed through the air passages, to the spring side of the fuel pressure regulator diaphragm.

The air pressure (80 psi) and spring pressure (10 psi) combine to regulate system fuel pressure to 90 psi - or 10 psi higher than the air pressure in the DFI system fuel/air rails.

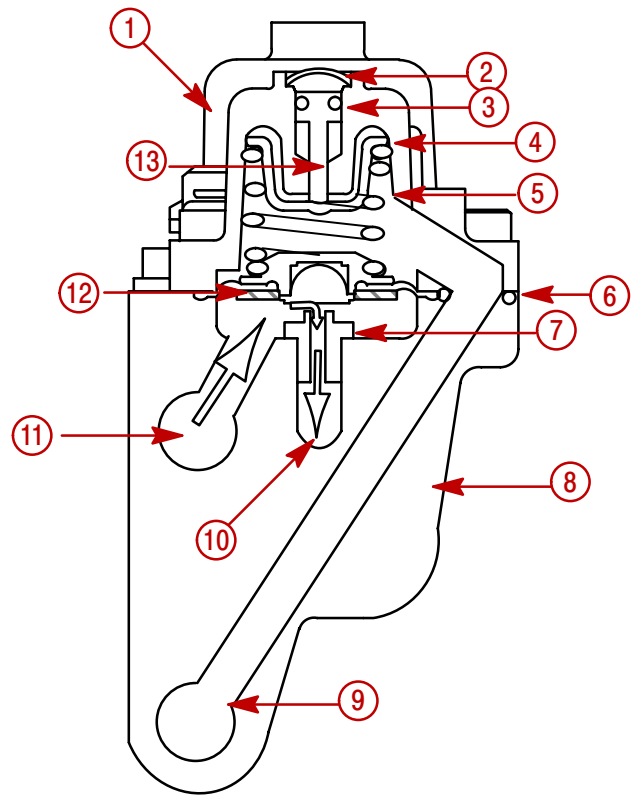


Regulator Closed



- 1 - Top Cover
- 2 - Expansion Plug
- 3 - O-ring
- 4 - Spring Retainer
- 5 - Spring
- 6 - O-ring
- 7 - Diaphragm Seat

Regulator Open

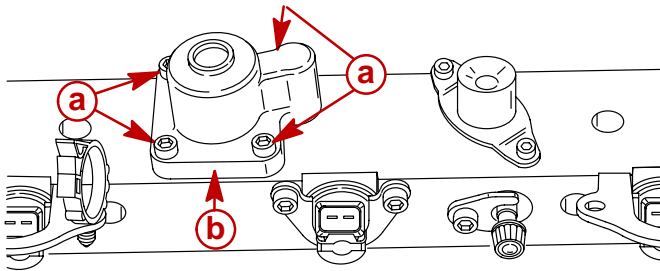


- 8 - Air Rail
- 9 - Air Passage (from Air Compressor)
- 10 - Fuel Return Passage (to Vapor Separator)
- 11 - Fuel Inlet Passage (from Electric Fuel Pump)
- 12 - Diaphragm Assembly
- 13 - Calibration Screw (Do Not Turn)



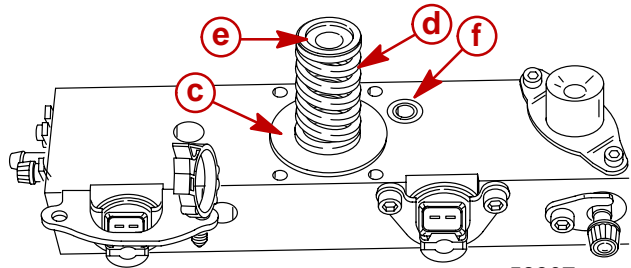
FUEL REGULATOR REMOVAL

1. Remove 4 screws securing regulator and remove regulator.
2. Inspect regulator diaphragm for cuts or tears.
3. Inspect regulator housing o-ring for cuts and abrasions. If parts are damaged, port rail assembly must be replaced.



58300

- a** - Screws
- b** - Fuel Regulator



58307

- c** - Diaphragm
- d** - Spring
- e** - Cup
- f** - O-Ring

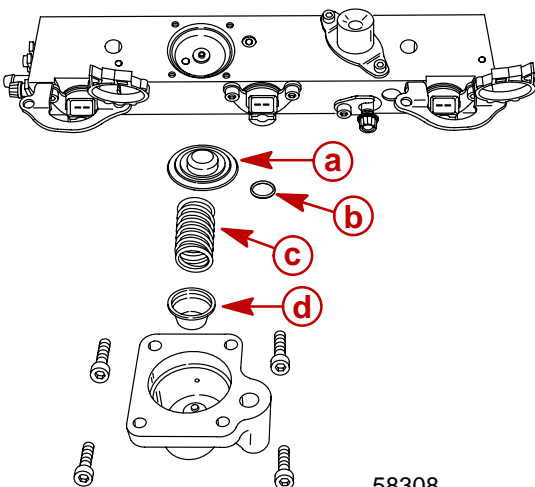
FUEL REGULATOR INSTALLATION

NOTE: Apply a light coat of 2-4-C w/Teflon to diaphragm surface and o-ring to aid in the retention of diaphragm and o-ring on fuel rail during reassembly.

1. Position diaphragm on fuel rail.
2. Position o-ring on fuel rail.
3. Position spring and cup onto diaphragm.

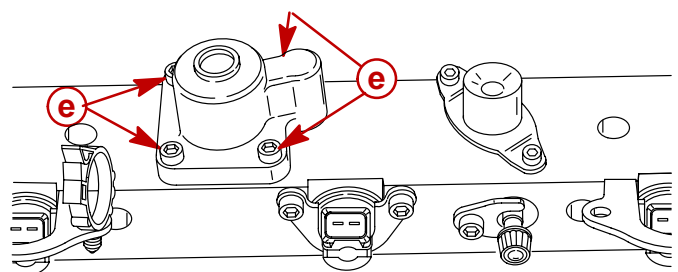
NOTE: Apply anti-seize grease (obtain locally) or 2-4-C w/Teflon to regulator attaching screw threads.

4. Place cover over spring/cup/diaphragm assembly and secure with 4 screws. Torque screws to 70 lb. in. (8.0 Nm).



58308

- a** - Diaphragm
- b** - O-Ring
- c** - Spring



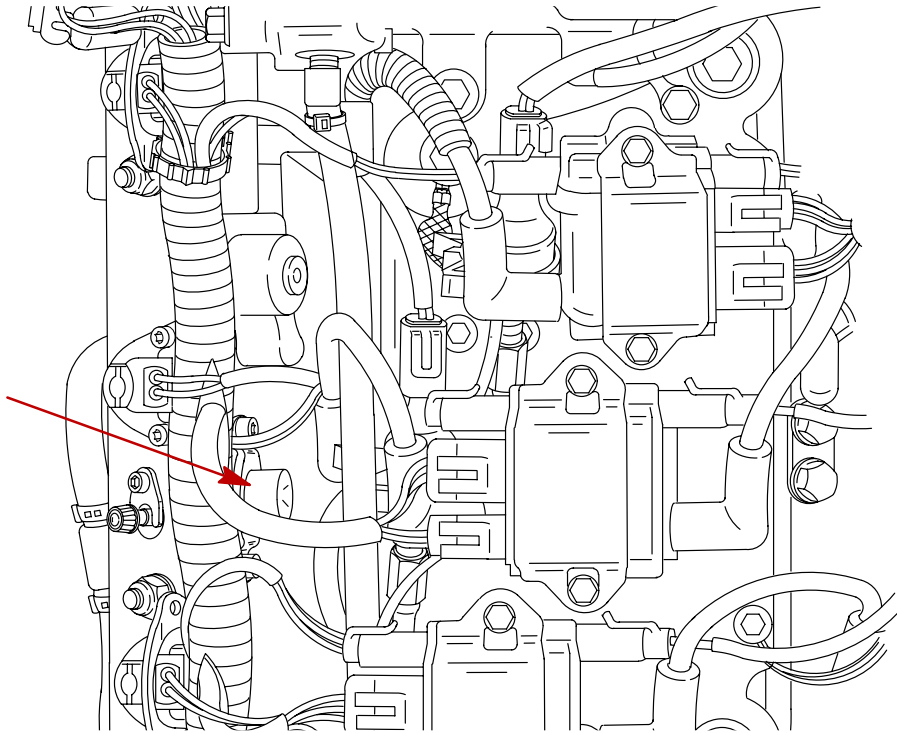
58300

- d** - Cup
- e** - Screws [Torque to 70 lb. in. (8.0 Nm)]



Air Pressure Regulator

The air pressure regulator is located on the port fuel rail.



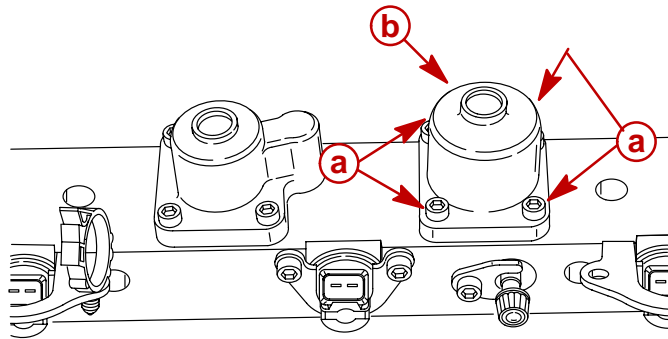
The air pressure regulator is designed to limit the air pressure inside the rails to approximately 80 psi.

The air regulator uses a spring (pressure) to control the air pressure. This spring (80 psi) holds the diaphragm against the diaphragm seat. The contact area blocks (closes) the air inlet passage from the excess air, return passage. As the air pressure rises (below the diaphragm), it must reach a pressure equal to or greater than the spring pressure holding the diaphragm closed. Once this pressure is achieved, the spring compresses, allowing the diaphragm to move. The diaphragm moves away from the diaphragm seat, allowing air to exit through the diaphragm seat, into the excess air passage leading to the exhaust adaptor plate.

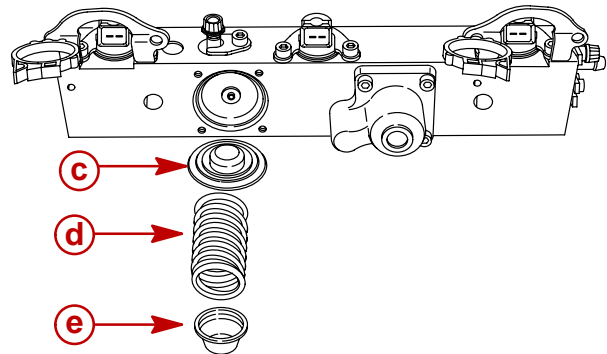


MODEL YEAR 2000 AIR REGULATOR REMOVAL

1. Remove 4 screws securing regulator and remove regulator.
2. Inspect regulator diaphragm for cuts or tears. Replace as required.



57708



57717

- a - Screws
- b - Air Regulator
- c - Diaphragm

- d - Spring
- e - Cup

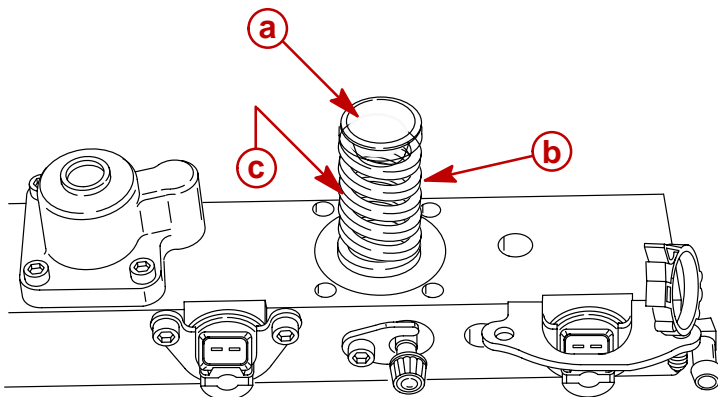
MODEL YEAR 2000 AIR REGULATOR INSTALLATION

NOTE: Apply a light coat of 2-4-C w/Teflon to diaphragm surface to aid in the retention of diaphragm on fuel rail during reassembly.

1. Position diaphragm, spring and cup onto fuel rail with fuel rail in horizontal position.

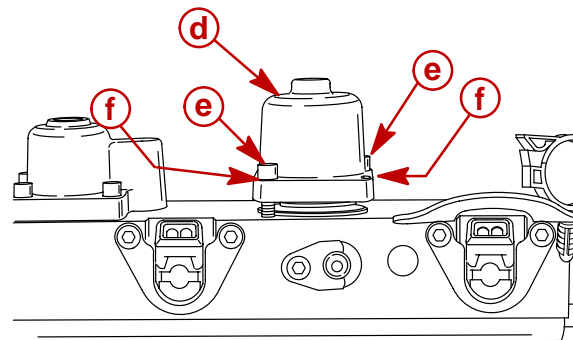
NOTE: Apply anti-seize grease (obtain locally) or 2-4-C w/Teflon to regulator attaching screw threads.

NOTE: Due to the stiffness of the regulator spring, it is recommended that 2 longer screws (5mm x 25mm long) (10-40073 25) and 2 flat washers (12-30164) be installed through cover first to begin compression. This will allow 2 shorter screws (5mm x 15mm long) to be installed. Remove 2 long screws w/flat washers and install remaining 2 short screws (5mm x 15mm). Torque screws to 70 lb. in. (8.0 Nm).



57706

- a - Cup
- b - Spring
- c - Diaphragm



57709

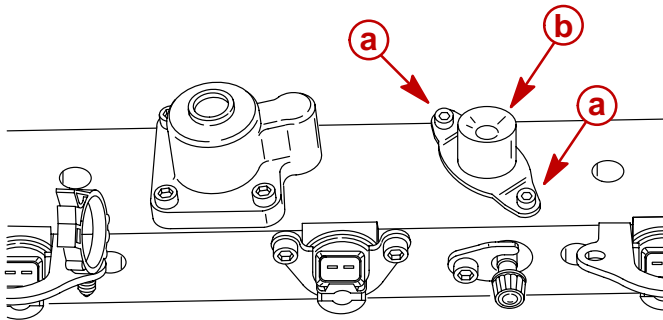
- d - Cover
- e - Screws (5mm x 25mm) (10-40073 25)
- f - Flat Washers (12-30164)



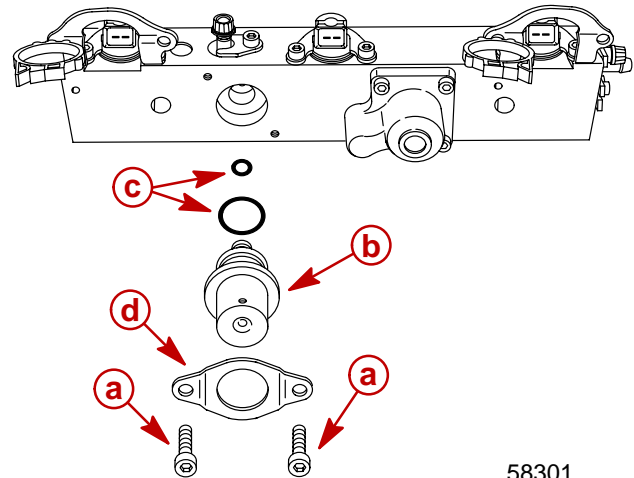
MODEL YEAR 2001 AIR REGULATOR REMOVAL

1. Remove 2 screws securing regulator and remove regulator.
2. Inspect regulator o-rings for cuts and abrasions. Replace as required.

NOTE: Air regulator is not serviceable. If regulator doesn't maintain approximately 80 psi replace it.



58300



58301

a - Screws
b - Air Regulator

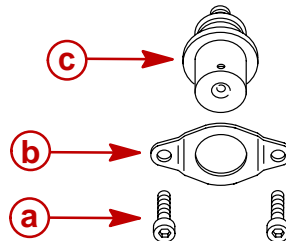
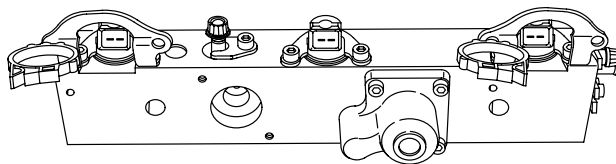
c - O-Rings
d - Retainer

MODEL YEAR 2001 AIR REGULATOR INSTALLATION

1. Position air regulator, retainer and screws onto fuel rail as shown below.

NOTE: Apply anti-seize grease (obtain locally) or 2-4-C w/Teflon to regulator attaching screw threads. Torque screws to 70 lb. in. (8.0 Nm).

NOTE: Apply a light coat of outboard oil to regulator o-rings to ease installation.



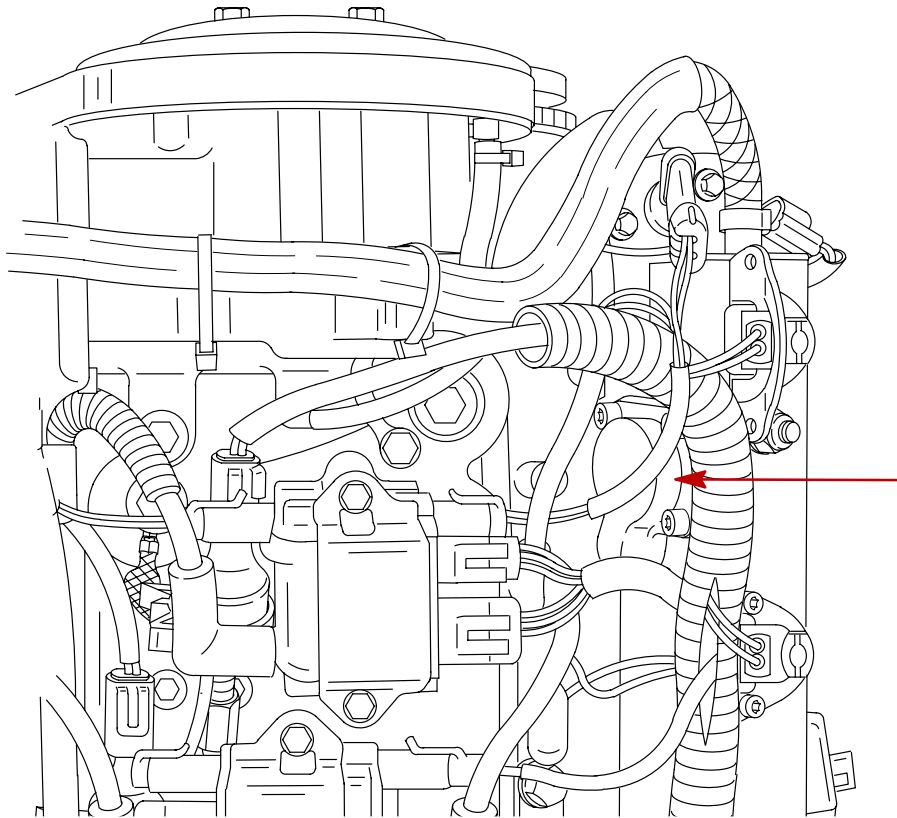
58301

a - Screws
b - Retainer
c - Air Regulator



Tracker Valve

The tracker valve is located on the starboard fuel/air rail assembly.



58314

The DFI system must maintain a constant 10 psi pressure difference between the fuel pressure and air pressure in the rails, at all times. The tracker is designed to maintain the 10 psi differential when the air or fuel pressure suddenly raises (i.e. pulses generated by the compressor's piston or by the fuel injectors opening and closing). The tracker contains a spring on the air side of the diaphragm. This spring positions the diaphragm against the diaphragm's seat (when the engine is not running).

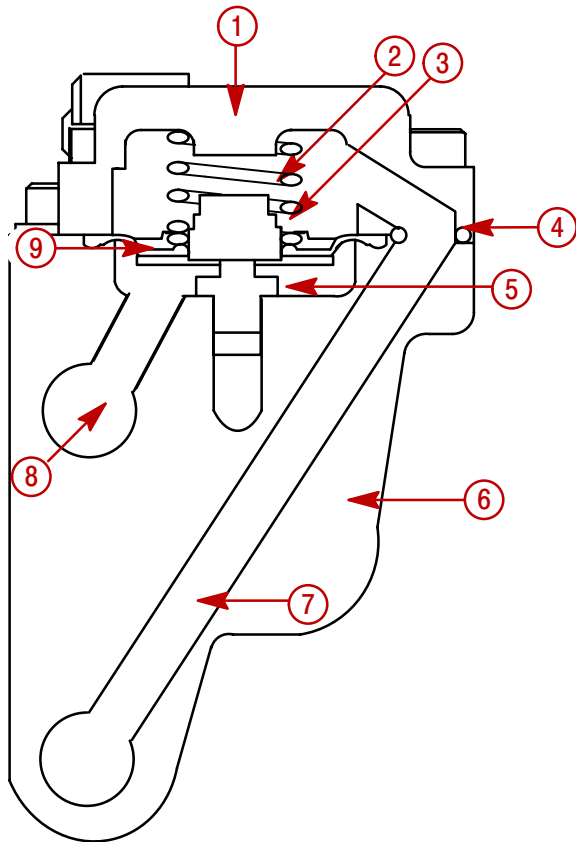
After the engine starts, and the fuel and air pressure reach normal operating range, the fuel pressure will compress the spring and the diaphragm will move slightly away from the seat (to a neutral position). At this point the pressure on both sides of the tracker diaphragm is equal (10 psi spring pressure + 80 psi air pressure = 90 psi fuel pressure).

Any air or fuel pressure "spikes" on one side of the diaphragm will transfer this pressure rise to the other system (air or fuel) on the other side of the diaphragm. Both systems will have a momentary increase in pressure so that the 10 psi difference between air and fuel system pressures can be maintained.

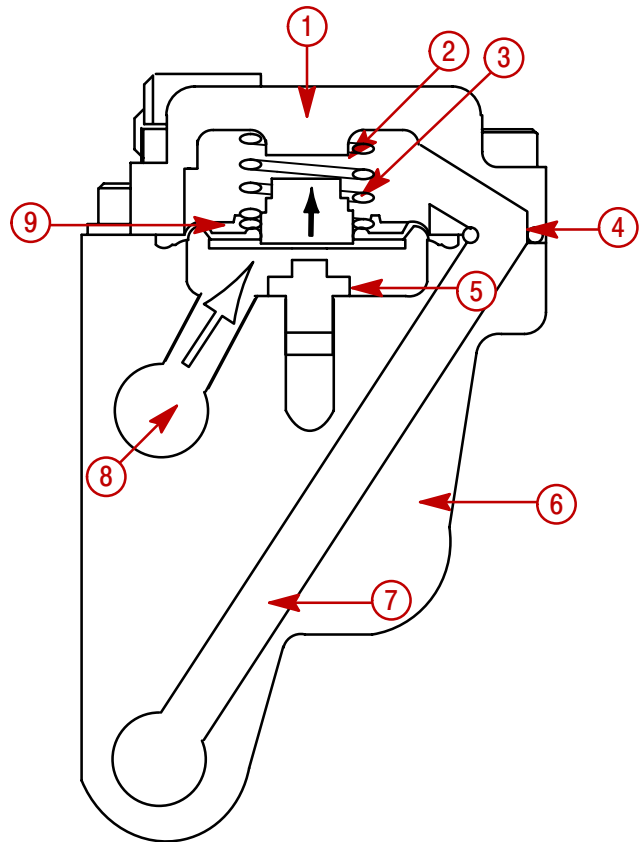
NOTE: To prevent excessive wear in the seat, the tracker is calibrated to allow the diaphragm to be slightly away from the seat during normal operation.



Engine Off (No Pressure)



Engine at Operating Pressures

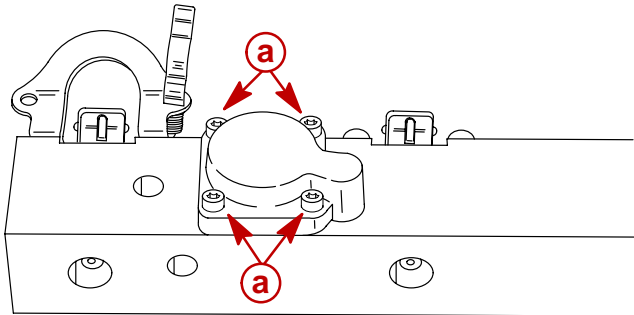


- 1 - Top Cover
- 2 - Spring Retainer (not shown)
- 3 - Spring
- 4 - O-ring
- 5 - Diaphragm (at rest) Seat

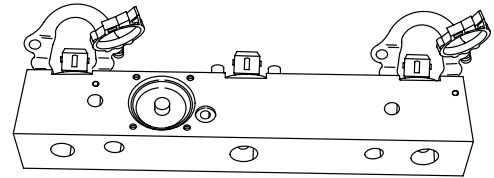
- 6 - Air Rail
- 7 - Air Passage (from Air Compressor)
- 8 - Fuel Inlet Passage (from Electric Fuel Pump)
- 9 - Diaphragm Assembly

**TRACKER VALVE REMOVAL**

1. Remove 4 screws securing tracker valve and remove tracker assembly.
2. Inspect tracker diaphragm for cuts and tears.
3. Inspect tracker cover o-ring for cuts and abrasions. Replace components as required.



57710



57716

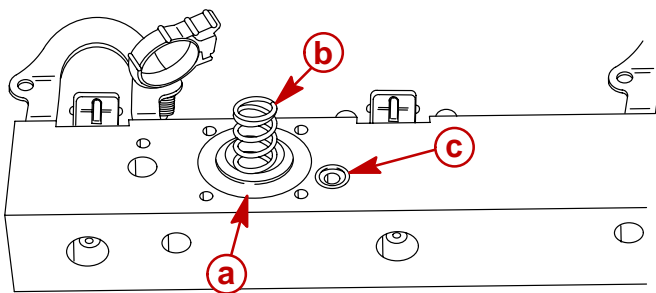
- a** - Screws
- b** - Diaphragm
- c** - Spring
- d** - O-Ring

TRACKER VALVE INSTALLATION

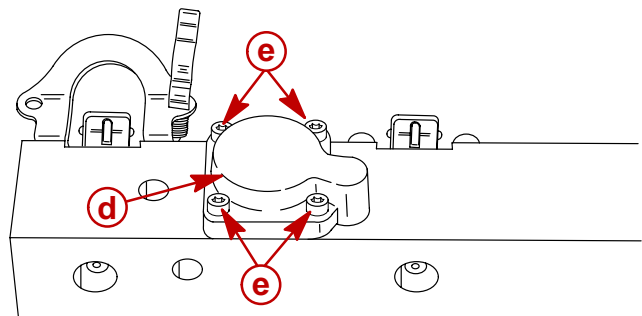
NOTE: Apply a light coat of 2-4-C w/Teflon to tracker diaphragm and cover o-ring to aid in their retention on fuel rail while reinstalling tracker valve to fuel rail.

NOTE: Apply anti-seize grease (obtain locally) or 2-4-C w/Teflon to tracker valve attaching screw threads.

1. Position diaphragm, spring and o-ring onto fuel rail.
2. Place cover over diaphragm/spring/o-ring assembly and secure with 4 screws. Torque screws to 70 lb. in. (8.0 Nm).



57711



57710

- a** - Diaphragm
- b** - Spring
- c** - O-Ring
- d** - Cover
- e** - Screws [Torque to 70 lb. in. (8.0 Nm)]

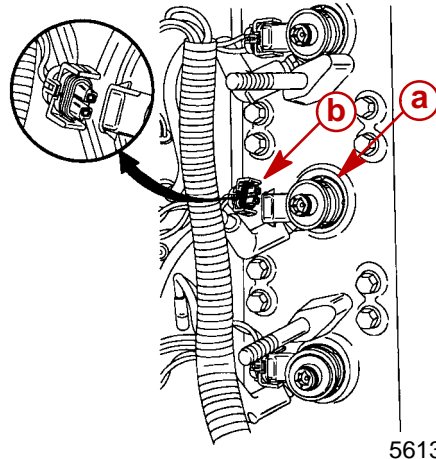


Fuel Rail Cleaning

After all fuel injectors, air regulator, tracker valve, fuel regulator, inlet hoses and outlet hoses have been removed, the fuel rails may be flushed out with a suitable parts cleaning solvent. Use compressed air to remove any remaining solvent.

Direct Injector Removal

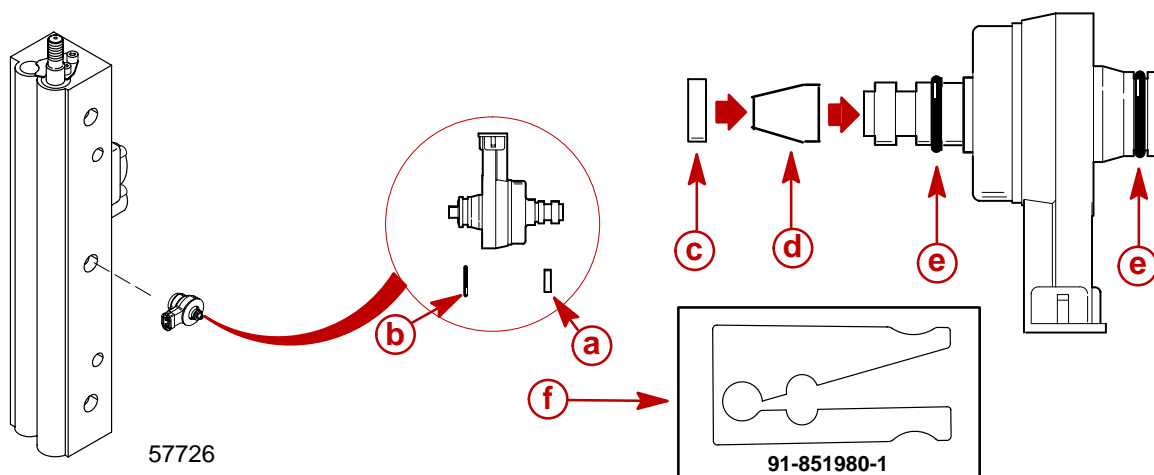
1. Remove harness connectors from direct injectors.
2. Remove direct injector from cylinder head



56138

- a** - Direct Injector (3 each cylinder head)
- b** - Harness Connector

3. Inspect injector teflon sealing ring (white) for signs of combustion blowby (teflon ring will be streaked brownish black). If blowby is present, replace teflon sealing ring. If blowby is not present, sealing ring may be reused.
4. Inspect o-rings for cuts or abrasions. Replace components as required.
5. If teflon seal requires replacement, use teflon ring installation tool 91-851980 to slide new seal onto injector. Following installation of teflon ring, the teflon ring sizing tool (91-851980-1) can be used to compress the teflon seal to aid in the installation of the injector into the cylinder head.



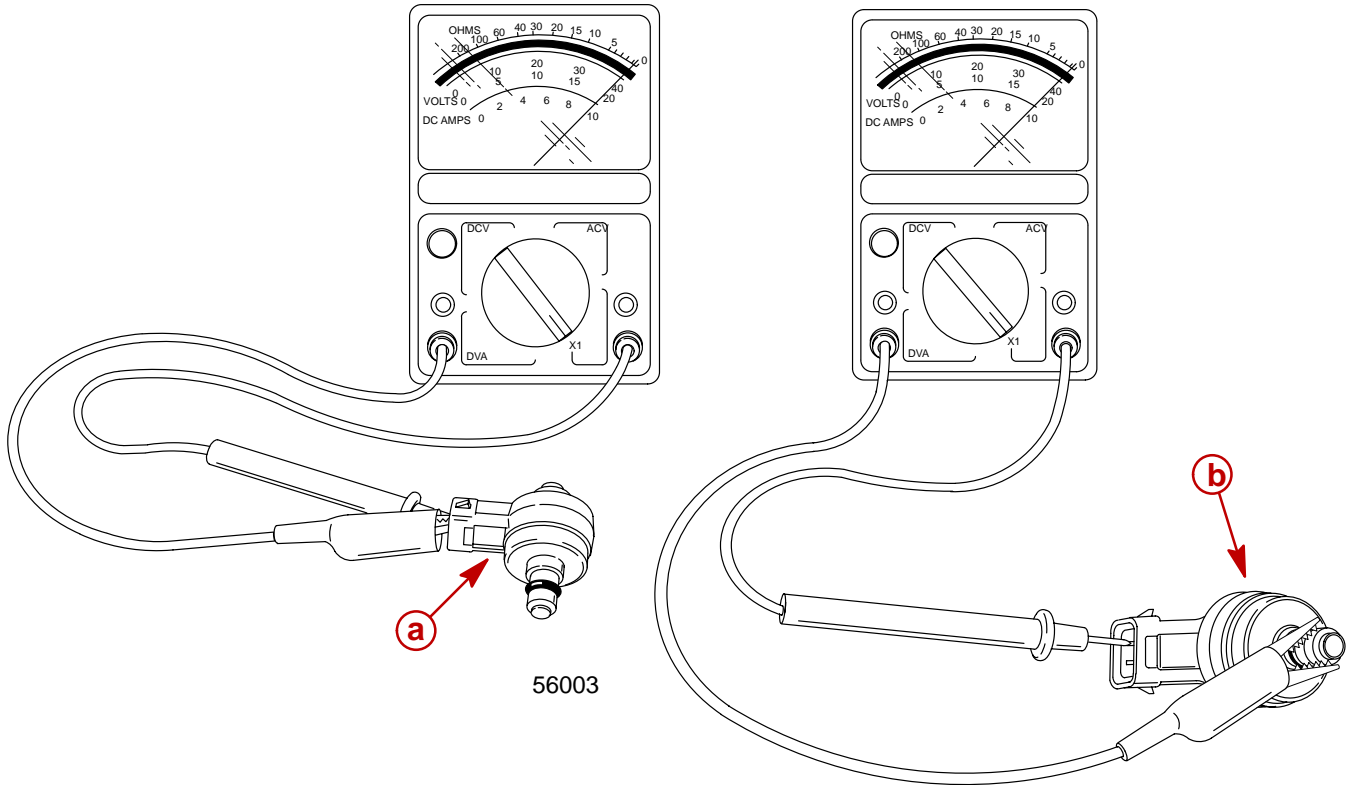
57726

- a** - Teflon Sealing Ring
- b** - O-Ring
- c** - Teflon Seal

- d** - Seal Installation Tool (91-851980)
- e** - O-Ring
- f** - Teflon Ring Sizing Tool (91-851980-1)

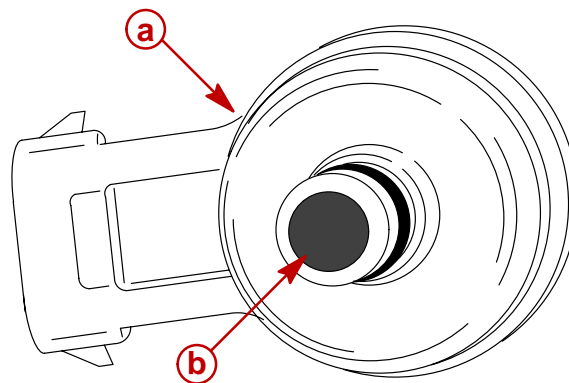


- An ohm test of the direct injector may be made by connecting test leads to injector terminals. Ohm reading should be 1.3 ± 0.3 ohm.
- An ohm test to determine if direct injector windings are shorted to ground can be made by connecting one ohm lead to either injector pin while touching the other ohm lead to the injector metal case. There should be no continuity. If there is continuity, the internal windings are shorted and the injector must be replaced.



- a** - Direct Injector Ohm Test (1.3 ± 0.3 ohm)
- b** - Direct Injector Short to Ground Ohm Test (no continuity)

- Carbon buildup on tip of direct injector may be removed by use of a brass wire hand brush.

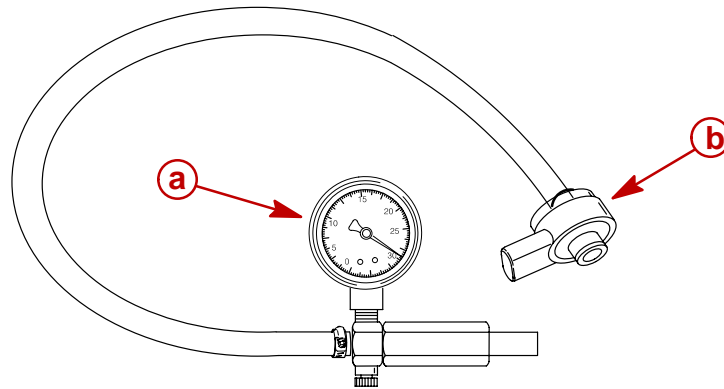


- a** - Direct Injector
- b** - Tip



Direct Injector Leak Test

1. Attach Gearcase Leakage Tool (FT-8950) to discharge side of injector.

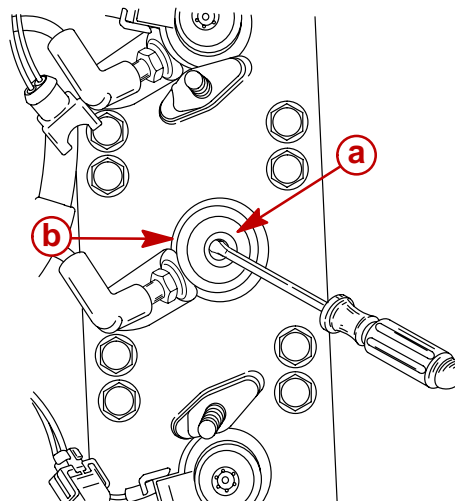


57714

- a - Gearcase Leakage Tool (FT-8950)
- b - Direct Injector

2. Pump up leakage tool to indicate 25 – 30 psi (172.4 – 206.8 kPa)
3. Direct injector should not leak down more than 1/2 psi (3.5 kPa) in 1 minute.
4. If injector does not meet the above specifications, replace injector.

NOTE: If cylinder head is going to be replaced, remove cup washers from each direct injector port by prying out with a flat tip screwdriver. Reinstall washers with retainers into new cylinder head. Washers provide tension between direct injectors, cylinder head and fuel rails.



57731

- a - Cup Washer
- b - Retainer

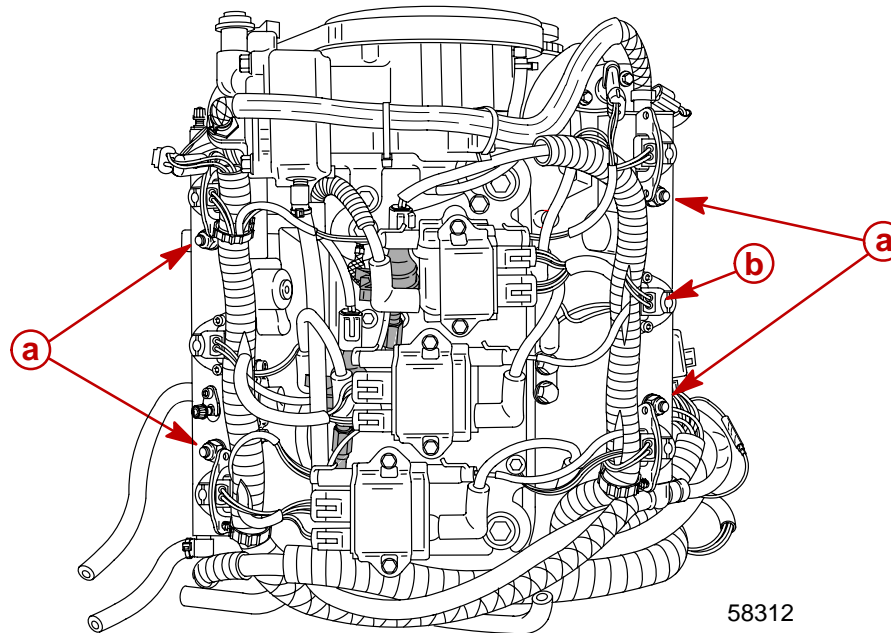


Fuel Rail and Direct Injector Installation

1. Use Teflon Ring Sizing Tool (91-851980-1) to compress new teflon sealing rings prior to installation of injector into cylinder head.
2. Carefully slide fuel rail over mounting studs and onto direct injectors.

IMPORTANT: Air hose MUST be secured with stainless steel hose clamps.

3. Secure each fuel rail with 2 nuts. Torque nuts to 33 lb. ft. (44 Nm).
4. Reinstall fuel injector harness connectors.

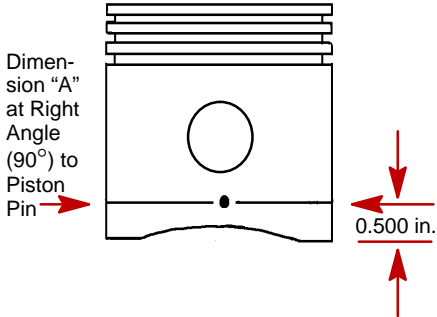


- a** - Nuts [Torque to 33 lb.ft. (44 Nm)]
b - Fuel Injector Harness Connectors (6) (3 each fuel rail)



Air Compressor

The air compressor is a single cylinder water cooled compressor, and is lubricated by the outboard oil pump.

Air Compressor Specifications		
Air Compressor	Type Compressor Output	Reciprocating Piston (1 to 1 ratio with engine RPM) @ Idle – 80 psi @ W.O.T. – 110 psi
Cylinder Block	Displacement	7.07 cu. in. (116 cc)
Cylinder Bore	Diameter (Standard) Taper/Out-of-Round/Wear Maximum Bore Type	2.5591 in. (65.0 mm) 0.001 in. (0.025 mm) Cast Iron
Stroke	Length	1.374 in. (34.9 mm)
Piston	Piston Type	Aluminum
Piston Diameter	 <p>Dimension "A" at Right Angle (90°) to Piston Pin →</p> <p>0.500 in.</p>	2.5578 ± .0004 in. (64.97 ± 0.010 mm)
Piston Ring	End Gap Top Ring Middle Ring Bottom Ring	0.0059 – 0.0098 in. (0.15 – 0.25 mm) 0.0059 – 0.0098 in. (0.15 – 0.25 mm) 0.0039 – 0.014 in. (0.10 – 0.35 mm)
Reeds	Reed Stand Open	0.010 in. (0.25 mm)

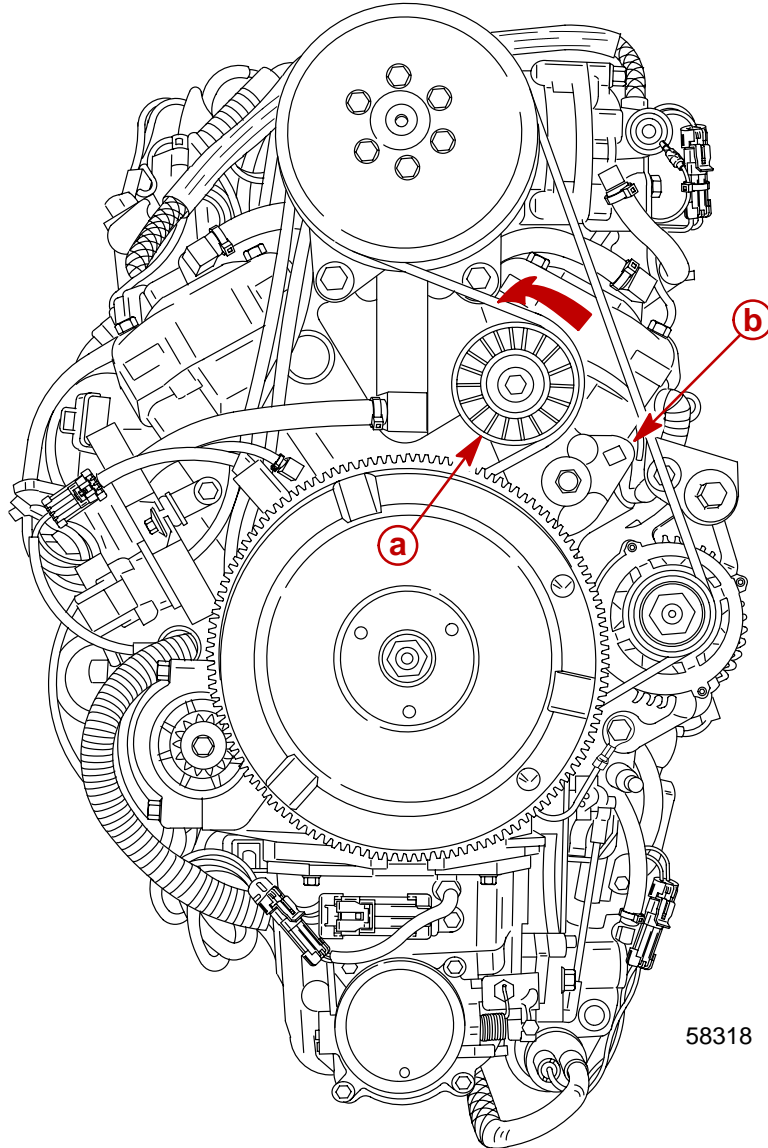


Compressor Removal

1. Disconnect battery cables from battery terminals.
2. Remove top cowling.

IMPORTANT: Prior to removing flywheel cover, remove vent hose from fitting on flywheel cover.

3. Remove flywheel cover.
4. Use 3/8 inch (9.5 mm) drive on belt tensioner arm to relieve belt tension. Remove belt.



58318

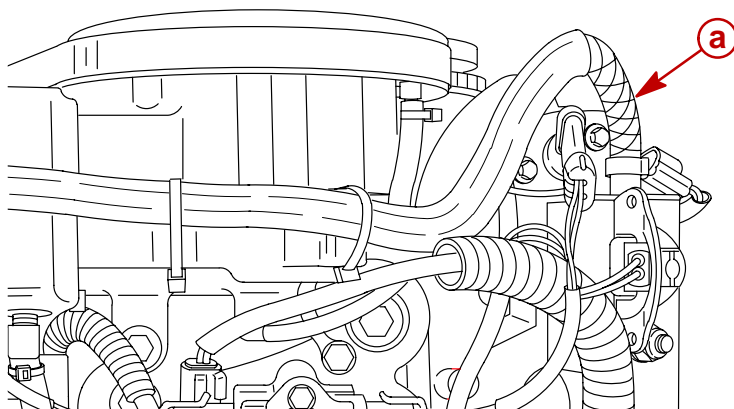
- a** - Belt Tensioner
b - 3/8 in. (9.5 mm) drive

**CAUTION**

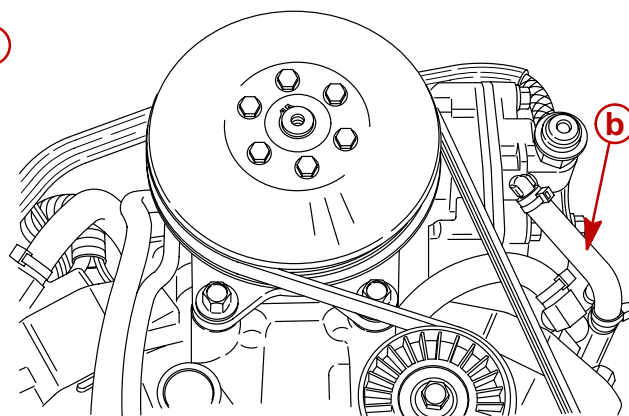
If engine has been recently run, air pressure outlet hose fittings may be extremely hot. Allow components to cool off before beginning disassembly.

NOTE: Remove 2 screws securing retainer plate to remove air pressure outlet hose. Inspect o-rings on air pressure hose fitting for cuts or abrasions. Replace o-rings as required.

5. Remove air pressure outlet hose.
6. Disconnect compressor water inlet hose.



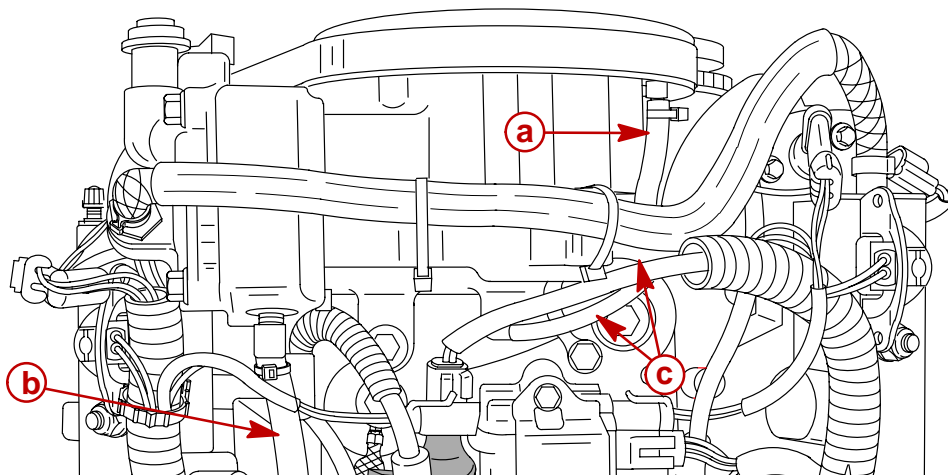
58312



57683

- a** - Air Pressure Outlet Hose
- b** - Compressor Water Inlet Hose

7. Disconnect air compressor oil inlet hose.
8. Disconnect air compressor water outlet hose to (tell-tale).
9. Disconnect excess oil return hoses (2).



58312

- a** - Air Compressor Oil Inlet Hose
- b** - Air Compressor Water Outlet Hose to (Tell-Tale)
- c** - Excess Oil Return Hoses (2)

10. Remove 2 bolts and 1 nut securing air compressor to outboard and remove compressor.



Air Compressor Disassembly/Reassembly

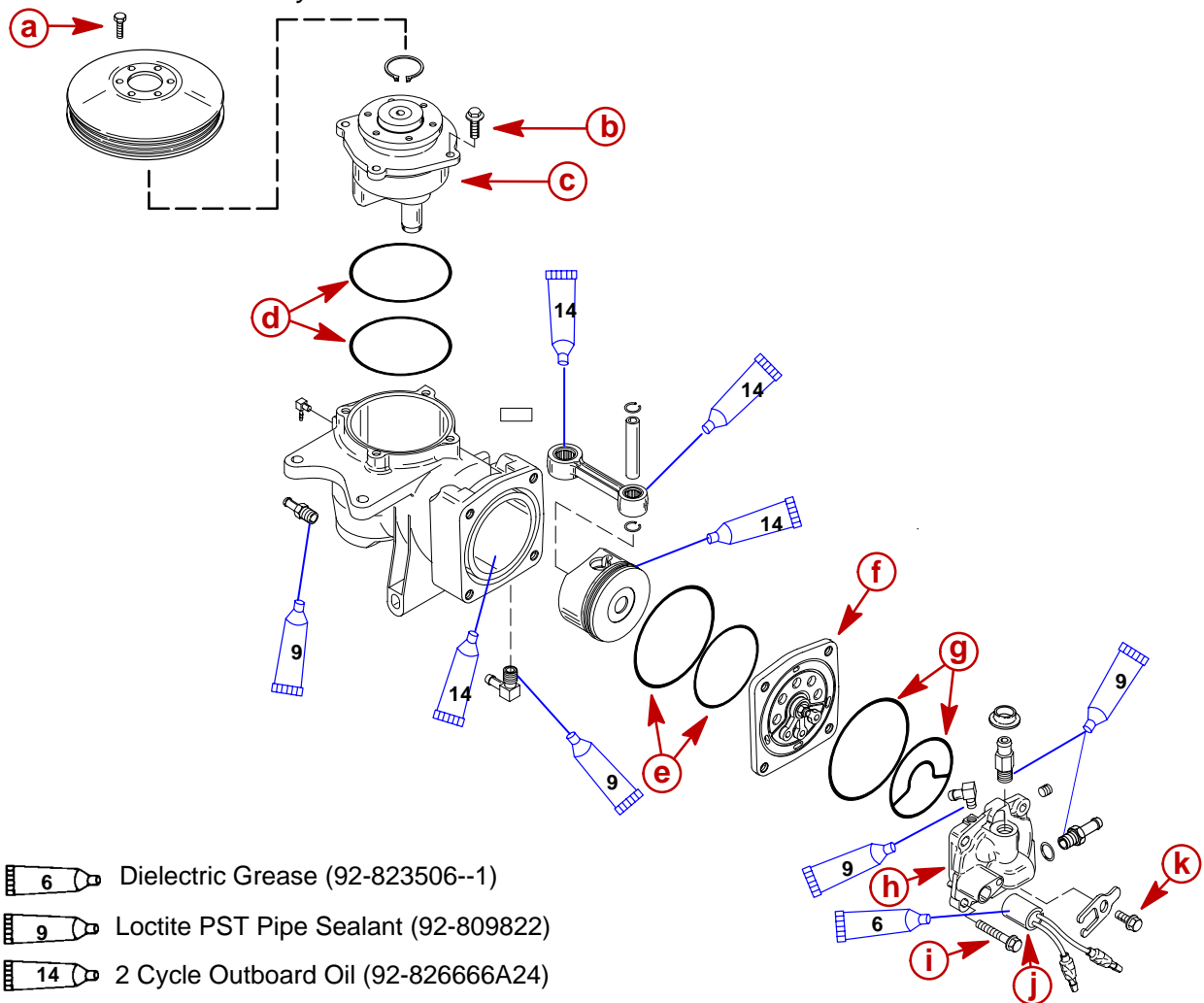
NOTE: If cylinder bore is scored, air compressor must be replaced as an assembly. Items to inspect or replace after a compressor failure are:

Air/fuel rail inlet fitting (for debris restricting air flow)

Oil return (from compressor) check valve (for debris)

To inspect for debris inside plenum, remove throttle plate from top of plenum, wipe inside of plenum with white paper towel.

NOTE: The piston and rings are not sold separately. They must be replaced as an assembly. The connecting rod and bearings are not sold separately. They must be replaced as an assembly.



Dielectric Grease (92-823506--1)

Loctite PST Pipe Sealant (92-809822)

2 Cycle Outboard Oil (92-826666A24)

NOTE: End cap bearing and seal are not sold separately. End cap must be replaced as an assembly

NOTE: Piston Installation – use a metal hose clamp for piston ring compressor. Stagger piston ring openings.

a - Bolt [Torque to 100 lb. in. (11.5 Nm)]

b - Bolt (4 each) [Torque to 100 lb. in. (11.5 Nm)]

c - End Cap Assembly (Inspect bearing for roughness)

d - O-Rings (Inspect for cuts or abrasions)

e - O-Rings (Inspect for cuts or abrasions)

f - Reed Plate (Inspect for broken or chipped reeds/stops) Maximum Reed Stand-Open – 0.010 in. (0.254 mm)

g - O-Rings (Inspect for cuts or abrasions)

h - Cylinder Head

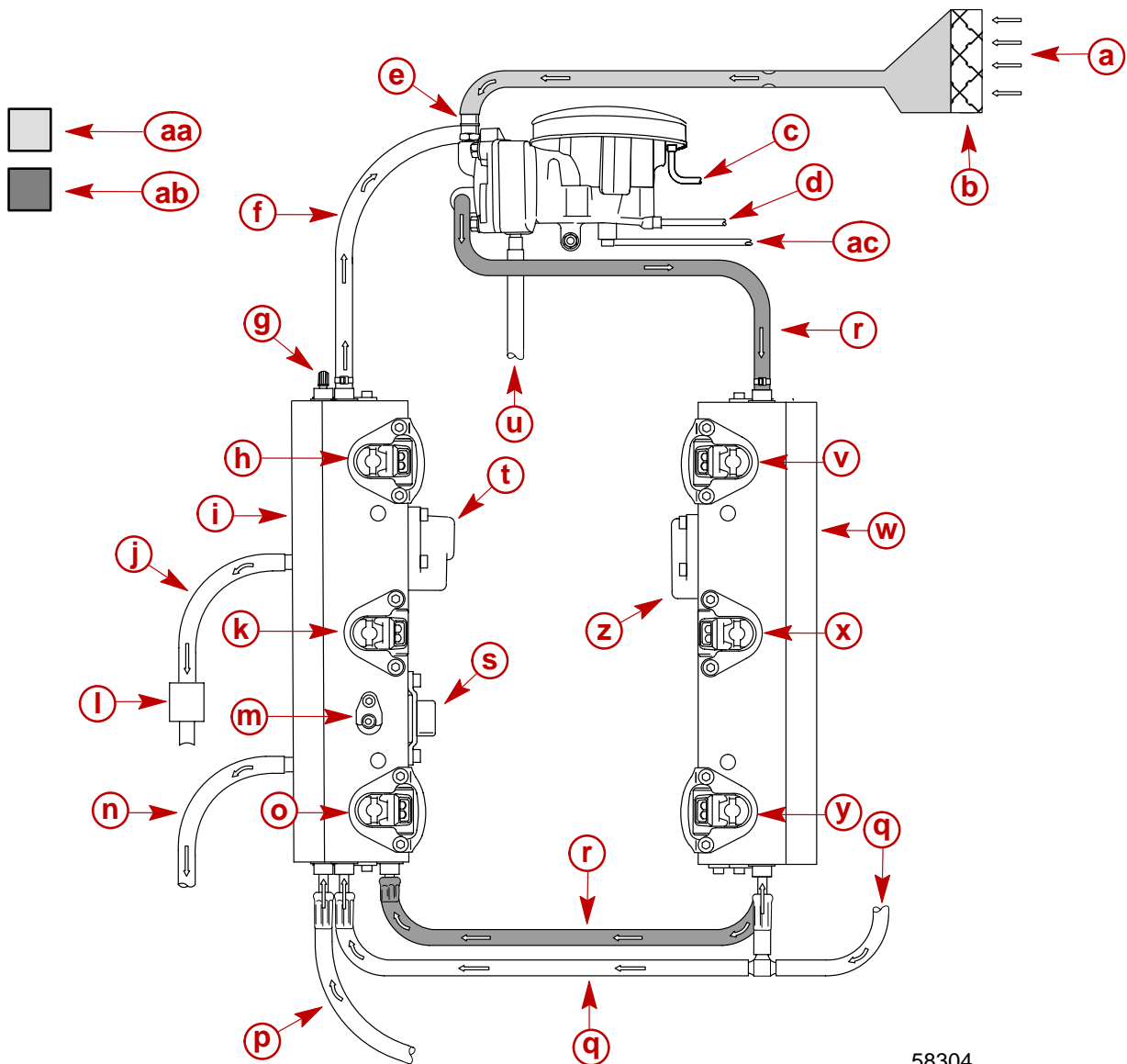
i - Bolt [Torque to 20 lb. ft. (27 Nm)]

j - Temperature Sensor

k - Bolt [Torque to 20 lb. ft. (27 Nm)]



Air Compressor Flow Diagram



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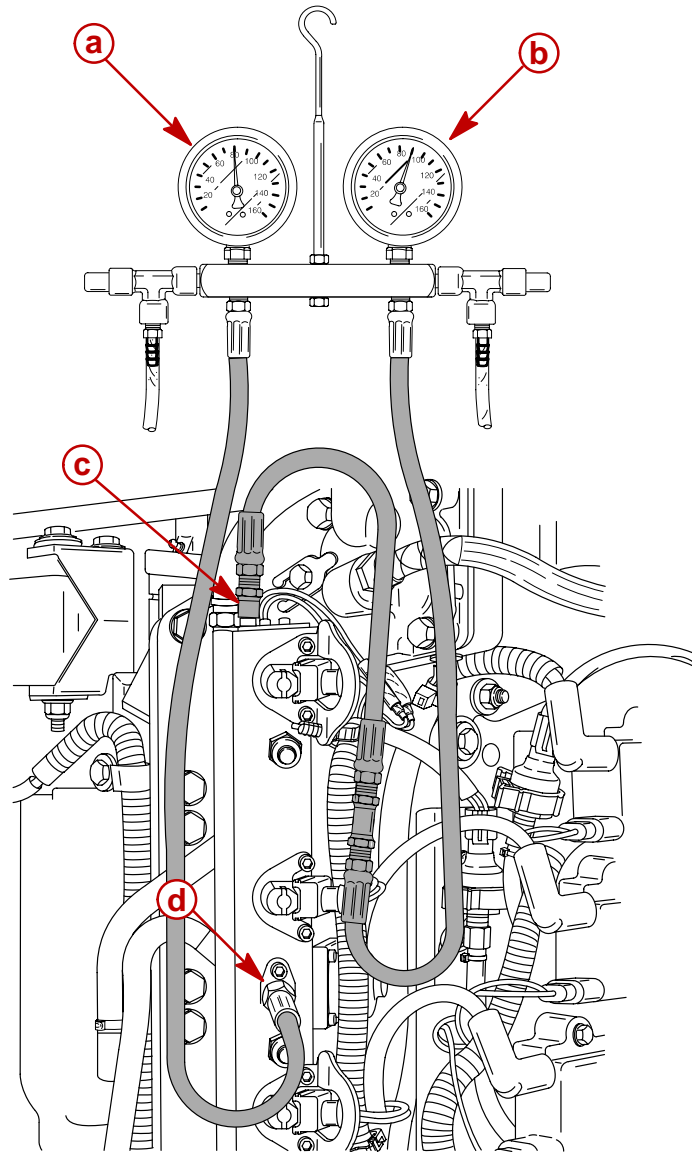
- a** - Air Inlet
- b** - Air Filter
- c** - Compressor Oil Inlet
- d** - Oil to Upper Main Bearing
- e** - Compressor Air Inlet
- f** - Compressor Water Inlet
- g** - Fuel System Pressure Test Valve
- h** - #2 Fuel Injector
- i** - Port Fuel Rail
- j** - Excess Fuel Return to VST
- k** - #4 Fuel Injector
- l** - 40 psi Check Valve
- m** - Air Pressure Test Valve
- n** - Excess Air Return to Exhaust Adaptor Plate
- o** - #6 Fuel Injector
- p** - Water Inlet to Fuel Rail
- q** - High Pressure Fuel [89 ± 2 psi (613.5 ± 13.8 kPa)]
- r** - Air [79 ± 2 psi (544.0 ± 13.8 kPa)]
- s** - Air Regulator [79 ± 2 psi (544.0 ± 13.8 kPa)]
- t** - Fuel Regulator [89 ± 2 psi (613.5 ± 13.8 kPa)]
- u** - Water Outlet (tell-tale)
- v** - #1 Fuel Injector
- w** - Starboard Fuel Rail
- x** - #3 Fuel Injector
- y** - #5 Fuel Injector
- z** - Tracker Valve
- aa** - Low Pressure (Air)
- ab** - High Pressure (Air)
- ac** - Oil to Lower Crankshaft Bearing



Air Compressor Pressure Test

Install Pressure Gauge Assembly 91-852087A1/A2 to fuel rail pressure test valves. The fuel pressure and air pressure test valves are located on the starboard rail.

NOTE: After 15 seconds of cranking engine with starter motor, air pressure gauge should indicate 79 ± 2 psi (544.0 ± 13.8 kPa) and fuel pressure gauge should indicate 89 ± 2 psi (613.5 ± 13.8 kPa).



57713

- a** - Air Pressure Gauge (Should Indicate 79 ± 2 psi (544.0 ± 13.8 kPa))
- b** - Fuel Pressure Gauge (Should Indicate 89 ± 2 psi (613.5 ± 13.8 kPa))
- c** - Fuel Pressure Test Valve
- d** - Air Pressure Test Valve

**FUEL PRESSURE AND AIR PRESSURE TROUBLESHOOTING CHART**

PROBLEM	CORRECTIVE ACTION
Fuel Pressure and Air Pressure are Both Low	<ol style="list-style-type: none">1. Inspect air compressor air intake (air filter in fly-wheel cover) for blockage.2. Remove air compressor cylinder head and inspect for scuffing of cylinder wall. Inspect for broken reeds and/or reed stops.3. Tracker Valve – Remove and inspect diaphragm for cuts or tears and seat damage on diaphragm and rail.4. Air Regulator – Remove and inspect diaphragm for cuts or tears on diaphragm and rail.
Fuel Pressure Low or Fuel Pressure Drops while Running (Air Pressure Remains Normal)	<ol style="list-style-type: none">1. Each time key is turned to the RUN position, both electric pumps should operate for 2 seconds. If it they do not run, check 20 ampere fuse and wire connections.2. If pumps run but have no fuel output, check vapor separator (remove drain plug) for fuel.3. If no fuel present in vapor separator, check fuel/water separator for debris. Check crankcase mounted fuel pump for output.4. Check high pressure pump amperage draw. Normal draw is 6 – 9 amperes; if draw is below 2 amperes, check fuel pump filter (base of pump) for debris. If filter is clean, replace pump. If amperage is above 9 amperes, pump is defective – replace pump. Check low pressure output – 8–12 psi. Check low pressure electric fuel pump amperage draw. Normal draw is 1 – 2 amperes; if draw is below 1 ampere, check for blockage between pump inlet fitting and vapor separator tank. If ampere draw is above 2 amperes, replace pump.5. Fuel Regulator – Remove and inspect diaphragm for cuts or tears.
Fuel Pressure High and Air Pressure is Normal	<ol style="list-style-type: none">1. Stuck check valve in fuel return hose.2. Debris blocking fuel regulator hole.3. Faulty pressure gauge
Fuel and Air Pressure Higher than Normal	<ol style="list-style-type: none">1. Debris blocking air regulator passage.2. Air dump hose (rail to driveshaft housing) blocked/plugged.



FUEL SYSTEM

Section 3C – Oil Injection

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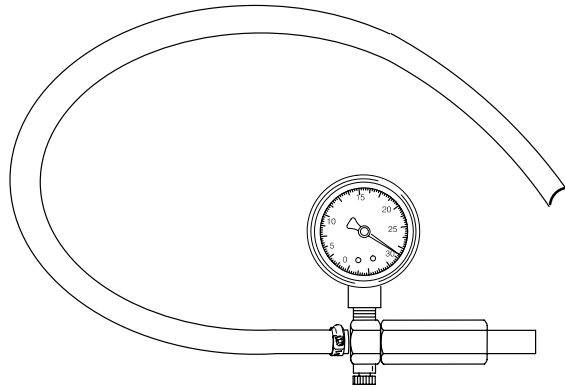
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Special Tools

1. Gearcase Leakage Tester (FT-8950)



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Oil System Operation

Oil in this engine is not mixed with the fuel before entering the combustion chamber. Oil is stored inside the remote oil tank in the boat. Crankcase pressure forces oil from the remote oil tank into the engine oil reservoir. The engine oil reservoir feeds oil to the oil pump. The oil pump is ECM driven and controls oil distribution to the crankcase and air compressor. The oil pump has seven oil discharge ports. Six of the oil discharge ports inject oil into the crankcase through hoses, one hose for each cylinder. The last oil discharge port discharges oil into the air compressor for lubrication. Unused oil from the air compressor returns to the plenum and is ingested through the crankcase for Model Year 2000. On Model Year 2001 engines, unused oil from the air compressor is returned to the top main bearing.

The ECM is programmed to automatically increase the oil supply to the engine during the initial engine break-in period. The oil ratio is doubled during the first 120 minutes of operation whenever engine speed exceeds 2500 RPM and is under load; below 2500 RPM the oil pump provides oil at the normal ratio. After the engine break-in period, the oil ratio will return to normal – 300 - 400:1 at idle to 60:1 at WOT.

NOTE: On some light boat applications after the break-in is completed and the engine is being run at cruising speed – between 4000 and 5000 RPM – the fuel to oil ratio may be as high as 40:1. This results from a reduced throttle opening with a corresponding reduction in fuel consumption.

Oil Pump Output

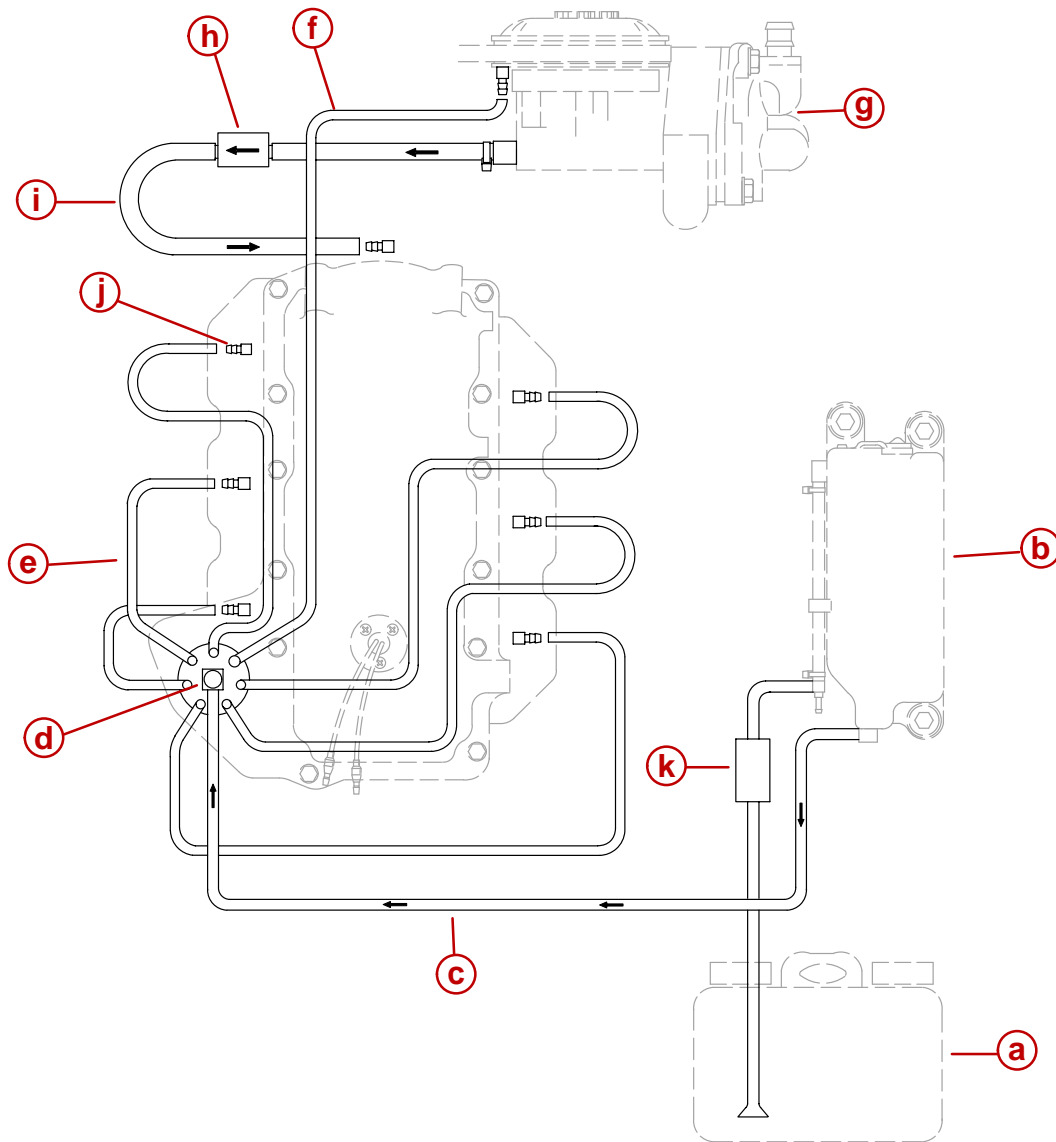
Using the DDT to activate auto prime, the oil pump should discharge 110 ml (cc) \pm 8 ml (cc) during the auto prime time period.

To check the oil pump output:

- Verify the onboard oil reservoir is full.
- Release any pressure (loosen cap) from the remote oil tank in the boat.
- With engine not running, use the DDT to activate the auto prime.
- Using a ml or cc graduated container, record the amount of oil needed to refill the onboard oil reservoir.
- Retighten cap on the remote oil tank in the boat.



Model Year 2000 Oil System – Oil Hose Installation

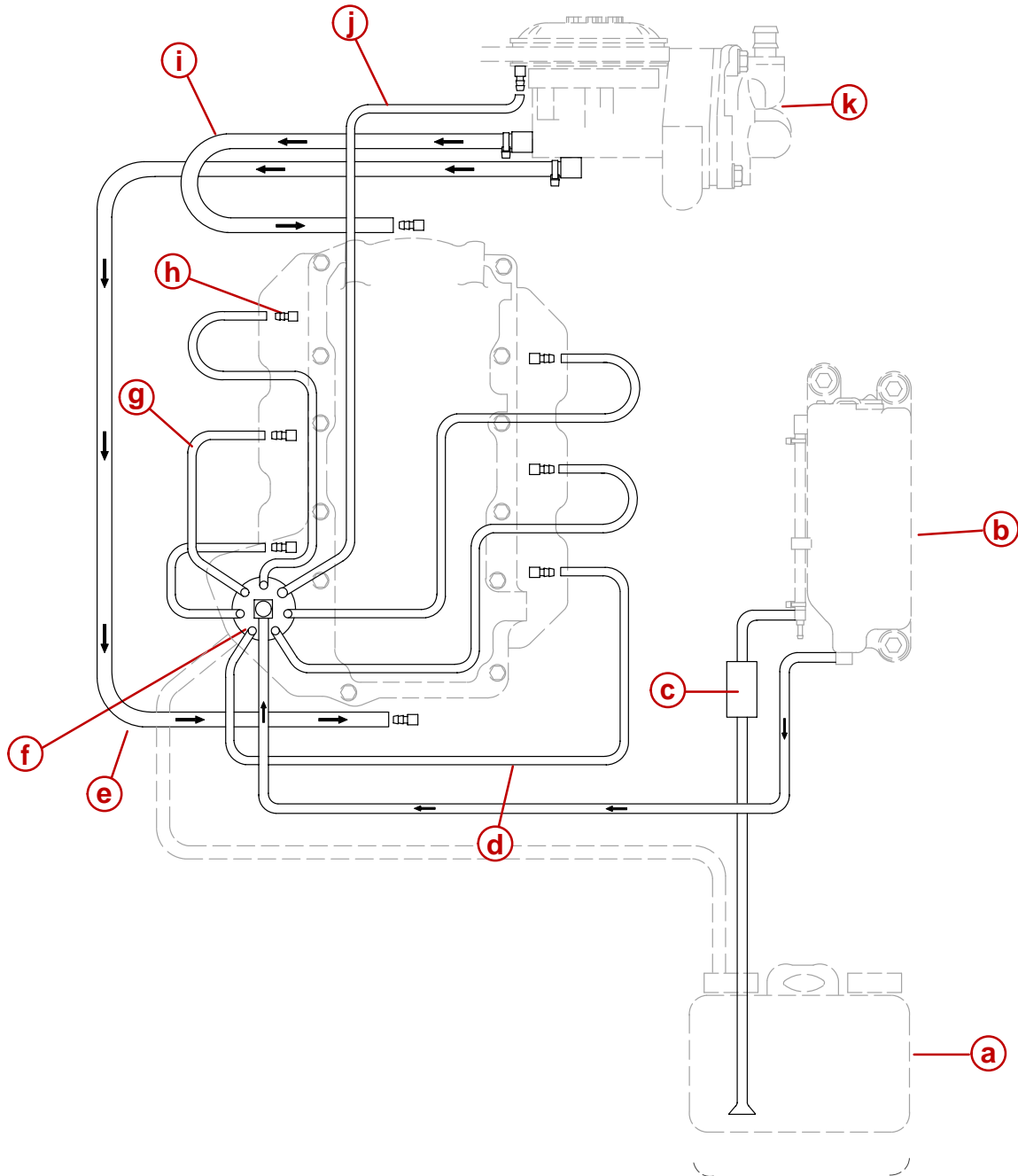


58461

- a** - Remote Oil Tank
- b** - Engine Oil Reservoir
- c** - Oil Supply Hose to the Oil Pump
- d** - Oil Pump
- e** - Oil Supply Hoses to the Cylinders (6)
- f** - Oil Supply Hose to the Air Compressor
- g** - Air Compressor
- h** - Check Valve
- i** - Oil Return Hose from the Air Compressor
- j** - Fitting and Check Valve (6)
- k** - Filter



Model Year 2001 Oil System – Oil Hose Installation



58460

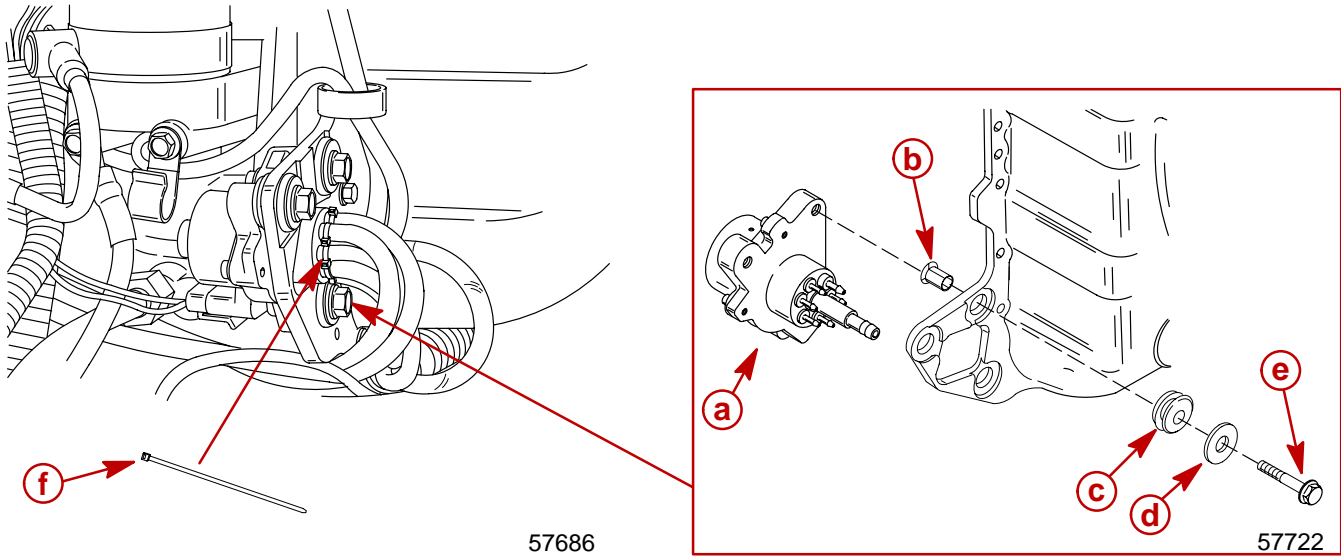
- a** - Remote Oil Tank
- b** - Engine Oil Reservoir
- c** - Filter
- d** - Oil Supply Hose to the Oil Pump
- e** - Oil Supply Hose to Lower Crankshaft Bearing
- f** - Oil Pump
- g** - Oil Supply Hoses to the Cylinders (6)
- h** - Fitting and Check Valve (8)
- i** - Oil Supply Hose to Upper Crankshaft Bearing
- j** - Oil Supply Hose to the Air Compressor
- k** - Air Compressor



Oil Pump Removal and Installation

REMOVAL

1. Disconnect the wiring harness from the pump.
2. Disconnect the oil hoses.
3. Remove three bolts and remove pump.



- a** - Oil Pump
- b** - Bushing (3)
- c** - Rubber Grommet (3) – Insert into Hole
- d** - Washer (3)
- e** - Bolt (3) – Torque to 16 lb. ft. (21.5 Nm)
- f** - Sta-Straps – Fasten All Hose Ends

INSTALLATION

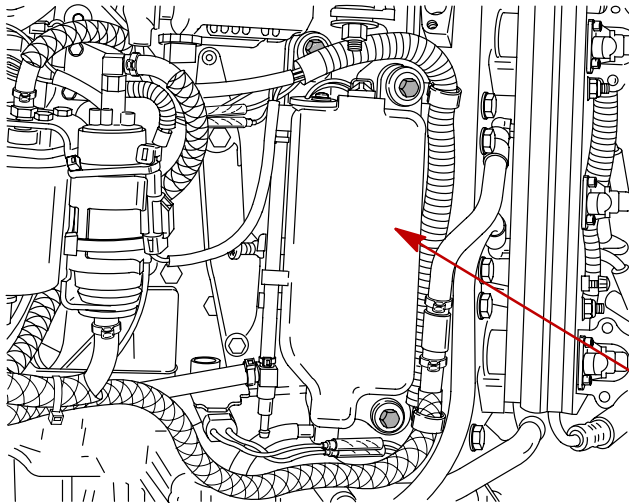
1. Install pump as shown.
2. Reconnect the oil hoses. Refer to Oil Injection Hose Installation for correct location. Fasten hoses to pump fittings with sta-straps.
3. Connect the wiring harness.
4. Refill the oil system. Refer to Priming the Oil Pump.



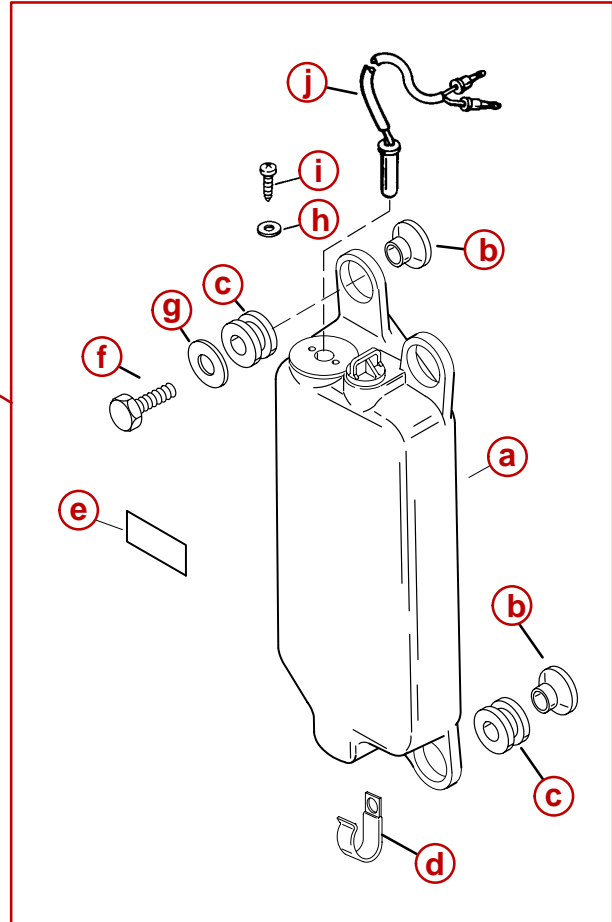
Engine Oil Reservoir Removal and Installation

REMOVAL

1. Disconnect the oil hoses. Plug the hoses to prevent spillage.
2. Disconnect the BLUE with BLACK STRIPE wire leads.
3. Remove three bolts securing oil tank to powerhead and remove tank.



57530



- a** - Oil Reservoir
- b** - Bushing (3)
- c** - Rubber Grommet (3) – Insert into Holes
- d** - J-Clip
- e** - Decal
- f** - Bolt (3) – Torque to 170 lb. in. (19 Nm)
- g** - Washer (3)
- h** - Washer
- i** - Screw (Drive Tight)
- j** - Low Oil Switch (Normally Closed Circuit)

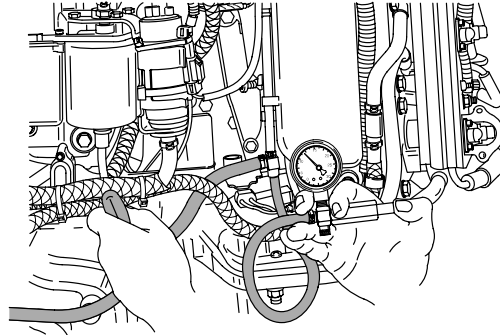
INSTALLATION

1. Install oil reservoir as shown.
2. Fasten the oil hoses with sta-straps.
3. Connect the BLUE with BLACK STRIPE wire leads.
4. Refill the oil system. Refer to Priming the Oil Pump.



Priming the Oil Pump

NOTE: If a new powerhead is being installed or oil hoses/oil pump has been removed, it is recommended all air be purged from oil pump/oil lines using gearcase leakage tester (FT-8950). Connect the leakage tester to the inlet t-fitting on the onboard oil reservoir. While clamping off the inlet hose, manually pressurize the reservoir to 10 psi. Using the Digital Diagnostic Terminal 91-823686A2, activate the oil pump prime sequence. Maintain the 10 psi pressure throughout the auto prime sequence. When the auto prime is completed, remove the leakage tester and refill the onboard oil reservoir.



57734

Priming the oil pump (filling pump and hoses using pressure) is required on new or rebuilt power heads and any time maintenance is performed on the oiling system that allows air into the oil system.

There are three methods for priming the oil pump:

METHOD 1 – SHIFT SWITCH ACTIVATION PRIME

This method does three things:

- Fills the oil pump, oil supply hose feeding pump and oil hoses going to the crankcase and air compressor.
- Activates break-in oil ratio.
- Initiates a new 120 minute engine break-in cycle.

Refer to priming procedure following.

METHOD 2 – (DDT) DIGITAL DIAGNOSTIC TERMINAL – RESET BREAK-IN

This method is the same as Method 1, except the run history and fault history are erased from the ECM.

Refer to procedure in the Technician Reference Manual provided with the Digital Diagnostic Software Cartridge Part. No. 91-822608-6 for Model Year 2000. Use cartridge 91-880118 for Model Year 2001.

METHOD 3 – (DDT) DIGITAL DIAGNOSTIC TERMINAL – OIL PUMP PRIME

This method fills the oil pump, oil supply hose feeding pump, and oil hoses going to the crankcase and air compressor.

Refer to procedure in the Technician Reference Manual provided with the Digital Diagnostic Software Cartridge Part. No. 91-822608-6 for Model Year 2000 and cartridge 91-880118 for Model Year 2001.

Conditions Requiring Priming the Oil Pump	
Condition	Priming Procedure
New engine	Use Method 1 or 2
Rebuilt Powerhead	Use Method 1 or 2

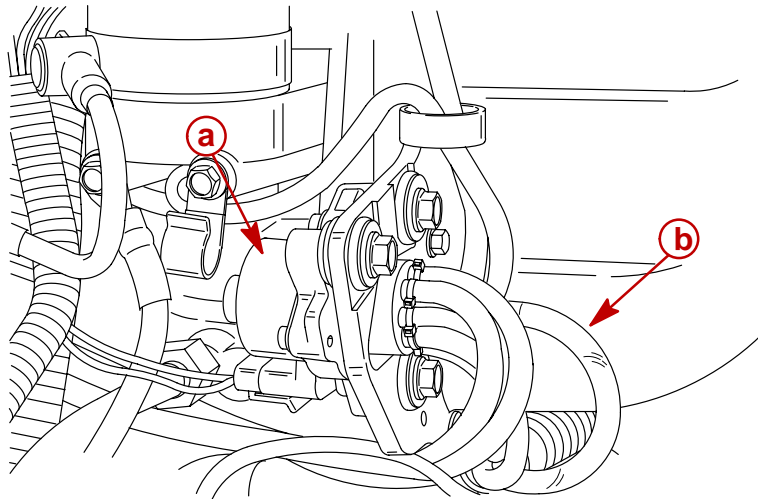


Conditions Requiring Priming the Oil Pump (Continued)	
New Powerhead	Use Method 1 or 2
Oil system ran out of oil	Use Method 3
Oil drained from oil supply hose feeding pump	Use Method 3
Oil pump removed	Use Method 3
Oil injection hoses drained	Use Method 3

Priming Procedure – Method 1

METHOD 1 – SHIFT SWITCH ACTIVATION PRIME PROCEDURE

Before starting engine for the first time, prime the oil pump. Priming will remove any air that may be in the pump, oil supply hose, or internal passages.



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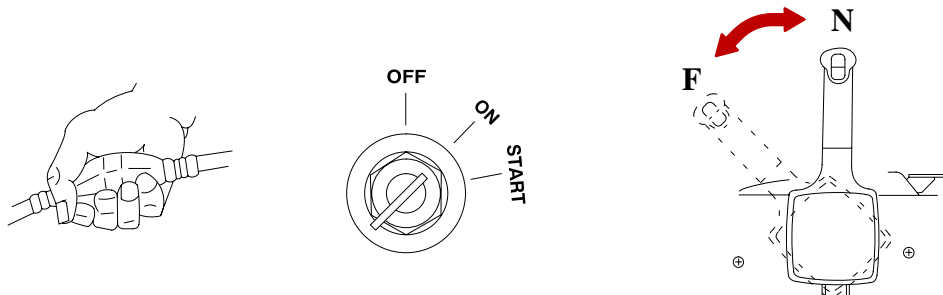
- a** - Oil Injection Pump
- b** - Oil Supply Hose

CAUTION

To prevent damage to the fuel pumps, fill the engine fuel system with fuel. Otherwise the fuel pumps will run without fuel during the priming process.

Prime the oil injection pump as follows:

1. Fill the engine fuel system with fuel. Connect fuel hose and squeeze primer bulb until it feels firm.
2. Turn the ignition key switch to the "ON" position.
3. Within the first 10 seconds after the key switch has been turned on, move the remote control handle from neutral into forward gear 3 to 5 times. This will automatically start the priming process.

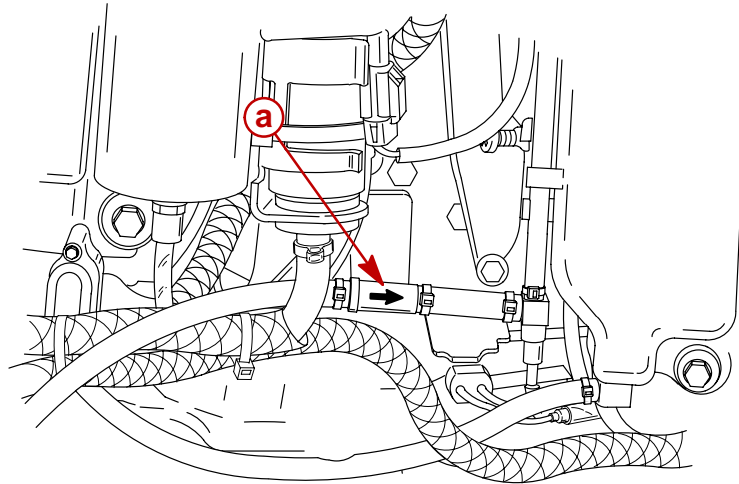


NOTE: It may take a few minutes for the pump to complete the priming process.



Remote Oil Hose Connections

NOTE: Oil hose with BLUE stripe contains a directional filter which is designed to trap any debris in the oil before the oil reaches the engine oil reservoir. The filter is marked with an arrow denoting direction of flow of oil and should be installed accordingly. Should engine oil reservoir oil level drop while remote oil tank oil level is normal, oil flow through inline filter has been reduced by debris and filter must be replaced.

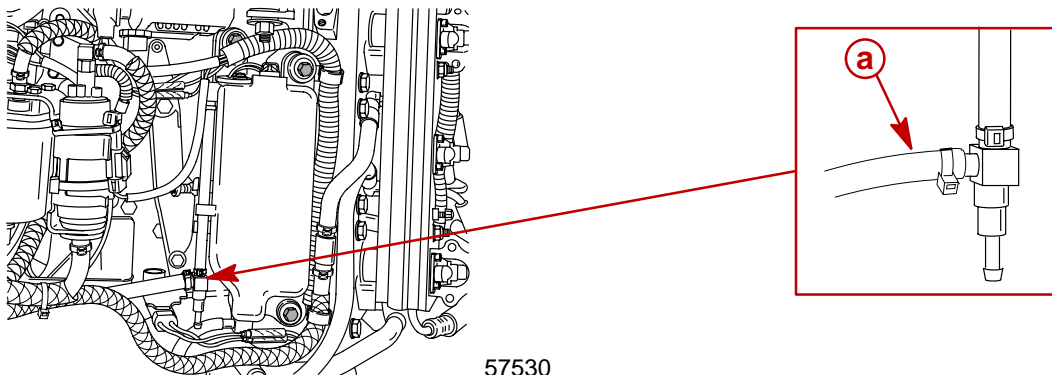


57737

a - Oil Filter

CONNECTING OIL HOSE WITH BLUE STRIPE

1. Remove shipping cap from fitting and connect oil hose (a). Fasten hose with sta-strap.



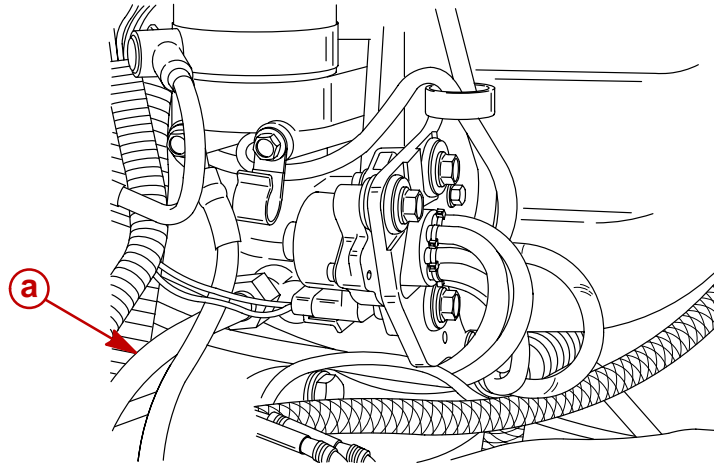
57530

a - Oil Hose with Blue Stripe



CONNECTING OIL HOSE WITHOUT BLUE STRIPE

1. Remove shipping cap from fitting and connect hose (a). Fasten hose with sta-strap.

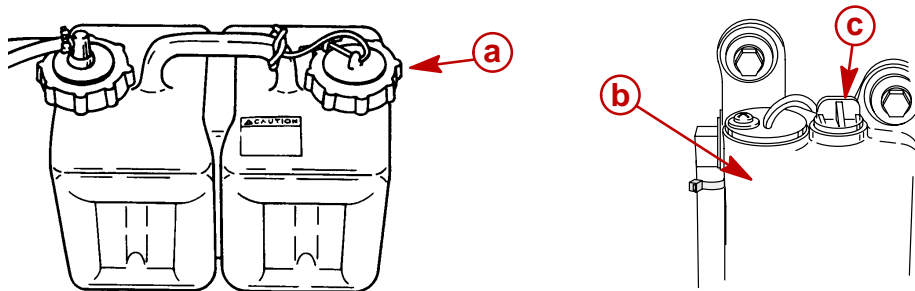


57686

a - Oil Hose Without Blue Stripe

Filling the Oil Tanks

1. Fill remote oil tank with the recommended oil listed in the Operation and Maintenance Manual. Tighten fill cap.
2. Remove cap and fill engine oil tank with oil. Reinstall the fill cap.
3. Remove air from remote oil hose. Refer to Purging Air from the Engine Oil Reservoir and Remote Oil Hose.

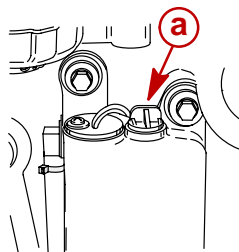


a - Fill Cap
b - Engine Oil Reservoir
c - Fill Cap

Purging Air From the Engine Oil Reservoir and Remote Oil Hose

NOTE: Before starting engine, make sure the oil pump has been primed.

1. Start the engine. Run the engine until all the air has been vented out of the reservoir and oil starts to flow out of the reservoir. Re-tighten fill cap.



a - Fill Cap



Oil Warning Systems

LOW OIL LEVEL

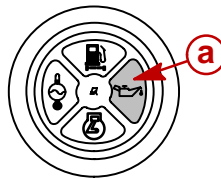
NOTE: The low oil condition must exist for a minimum of 15 seconds before horn or light is activated.

The system is activated when the oil in the engine mounted oil reservoir tank drops below 22 fl. oz. (175 ml). You still have an oil reserve remaining for 30 minutes of full speed operation.

NOTE: The engine mounted oil reservoir (located beneath the top cowl) along with the remote oil tank will have to be refilled (refer to Filling the Oil tanks).

The warning system works as follows:

Model Year 2000 – The OIL light (a) will come on and the warning horn sounds a series of four short tones. If you continue to operate the outboard, the light will stay on and the horn will sound four short tones every two minutes. The engine has to be shut off to reset the warning system.



Model Year 2001 – Use System Monitor or Smartcraft gauges to provide low oil information.

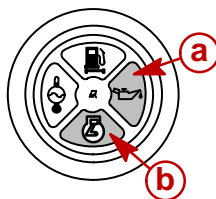
OIL PUMP NOT FUNCTIONING ELECTRICALLY

The system is activated if the oil pump stops functioning electrically. No lubricating oil is being supplied to the engine. Stop the engine as soon as possible. Continuing to operate the engine can result in severe engine damage.

The warning system works as follows:

Model Year 2000 – The OIL light (a) and CHECK ENGINE light (b) will come on and the warning horn will begin sounding. The warning system will automatically reduce and limit the engine speed to idle.

The engine has to be shut off to reset the warning system.

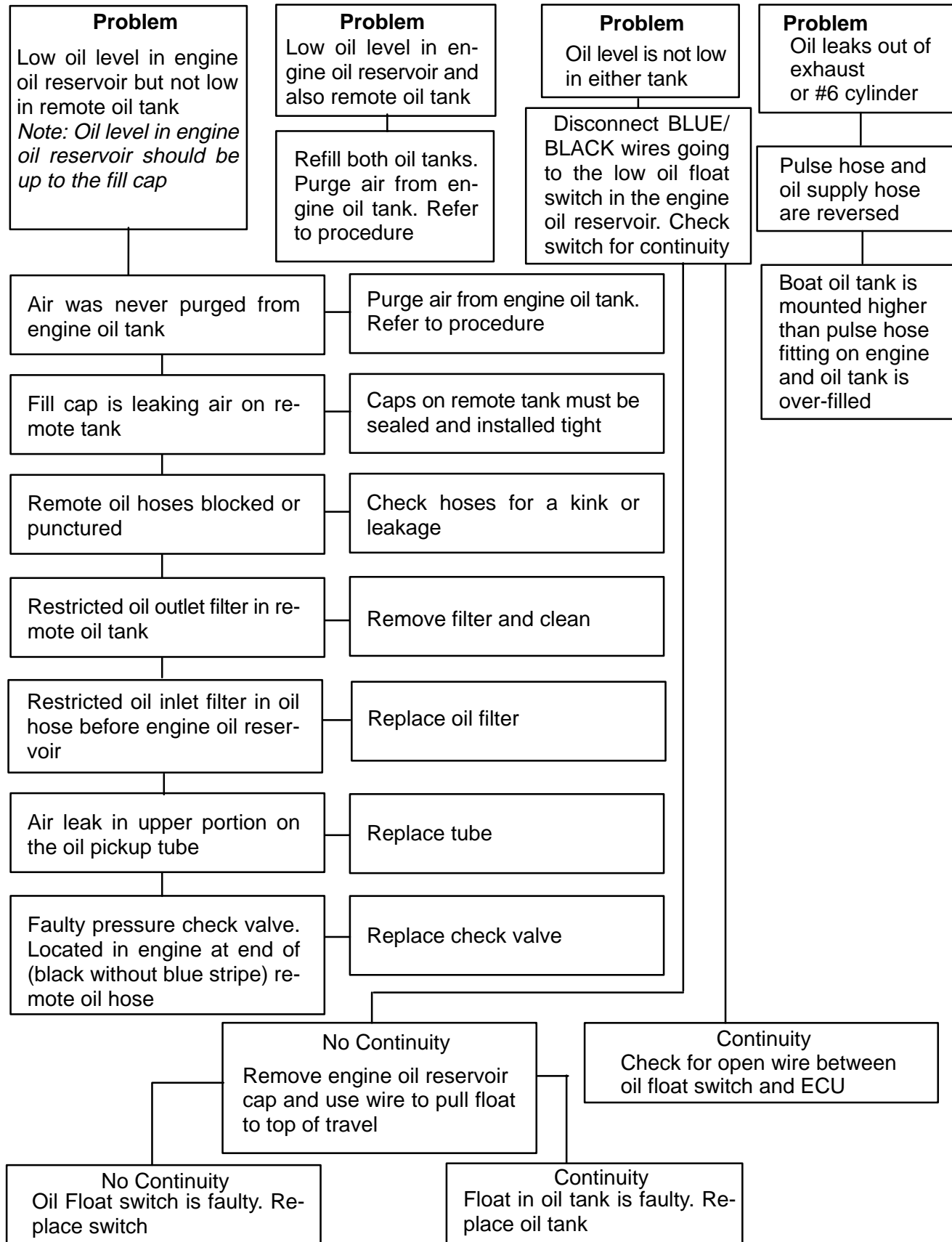


Model Year 2001 – Use System Monitor or Smartcraft gauges to provide oil pump information.



Oil System Troubleshooting

Low Oil Warning System is Activated





FUEL SYSTEM

Section 3D – Emissions

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**3
D**

Exhaust Emissions Standards

Through the Environmental Protection Agency (EPA), the federal government has established exhaust emissions standards for all new marine engines sold in the United States.

What Are Emissions?

Emissions are what comes out of the exhaust system in the exhaust gas when the engine is running. They are formed as a result of the process of combustion or incomplete combustion. To understand exhaust gas emissions, remember that both air and fuel are made of several elements. Air contains oxygen and nitrogen among other elements; gasoline contains mainly hydrogen and carbon. These four elements combine chemically during combustion. If combustion were complete, the mixture of air and gasoline would result in these emissions: water, carbon dioxide and nitrogen, which are not harmful to the environment. However, combustion is not usually complete. Also, potentially harmful gases can be formed during and after combustion.

All marine engines must reduce the emission of certain pollutants, or potentially harmful gases, in the exhaust to conform with levels legislated by the EPA. Emissions standards become more stringent each year. Standards are set primarily with regard to three emissions: hydrocarbons (HC), carbon monoxide (CO) and oxides of nitrogen (NOx).

Hydrocarbons – HC

Gasoline is a hydrocarbon fuel. The two elements of hydrogen and carbon are burned during combustion in combination with oxygen. But they are not totally consumed. Some pass through the combustion chamber and exit the exhaust system as unburned gases known as hydrocarbons.

Carbon Monoxide – CO

Carbon is one of the elements that make up the fuel burned in the engine along with oxygen during the combustion process. If the carbon in the gasoline could combine with enough oxygen (one carbon atom with two oxygen atoms), it would come out of the engine in the form of carbon dioxide (CO₂). CO₂ is a harmless gas. However, carbon often combines with insufficient oxygen (one carbon atom with one oxygen atom). This forms carbon monoxide, CO. Carbon monoxide is the product of incomplete combustion and is a dangerous, potentially lethal gas.



Oxides of Nitrogen - NOx

NOx is a slightly different byproduct of combustion. Nitrogen is one of the elements that makes up the air going into the engine. Under extremely high temperatures it combines with oxygen to form oxides of nitrogen (NOx). This happens in the engine's combustion chambers when temperatures are too high. NOx itself is not harmful, but when exposed to sunlight it combines with unburned hydrocarbons to create the visible air pollutant known as smog. Smog is a serious problem in California as well as many other heavily populated areas of the United States.

Controlling Emissions

There are two principle methods of reducing emissions from a two-stroke-cycle marine engine. The first method is to control the air/fuel ratio that goes into the combustion chamber. The second is to control the time when this air/fuel mixture enters the combustion chamber. Timing is important, to prevent any unburned mixture from escaping out of the exhaust port.

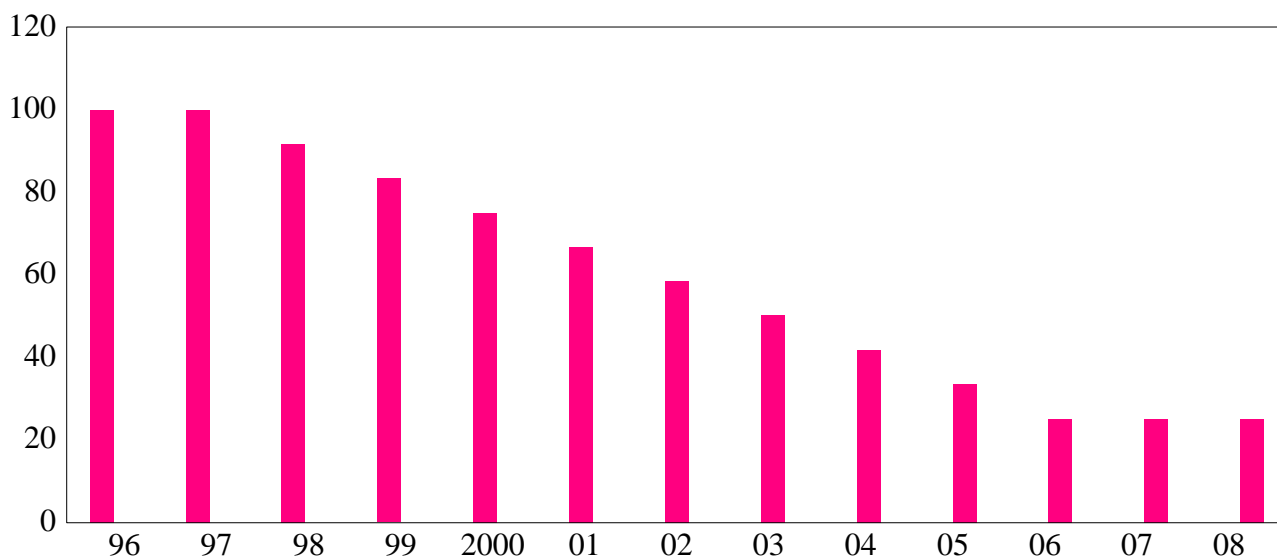
Stoichiometric (14.7:1) Air/Fuel Ratio

In the search to control pollutants and reduce exhaust emissions, engineers have discovered that they can be reduced effectively if a gasoline engine operates at an air/fuel ratio of 14.7:1. The technical term for this ideal ratio is stoichiometric. An air/fuel ratio of 14.7:1 provides the best control of all three elements in the exhaust under almost all conditions. The HC and CO content of the exhaust gas is influenced significantly by the air/fuel ratio. At an air/fuel ratio leaner than 14.7:1, HC and CO levels are low, but with a ratio richer than 14.7:1 they rise rapidly. It would seem that controlling HC and CO by themselves might not be such a difficult task; the air/fuel ratio only needs to be kept leaner than 14.7:1. However, there is also NOx to consider.

As the air/fuel ratio becomes leaner, combustion temperatures increase. Higher combustion temperatures raise the NOx content of the exhaust. However, enriching the air/fuel ratio to decrease combustion temperatures or reduce NOx also increases HC and CO, as well as lowering fuel economy. So the solution to controlling NOx - as well as HC and CO - is to keep the air/fuel ratio as close to 14.7:1 as possible.

Outboard Hydrocarbon Emissions Reductions

8 1/3% ↓ per Year Over 9 Model Years





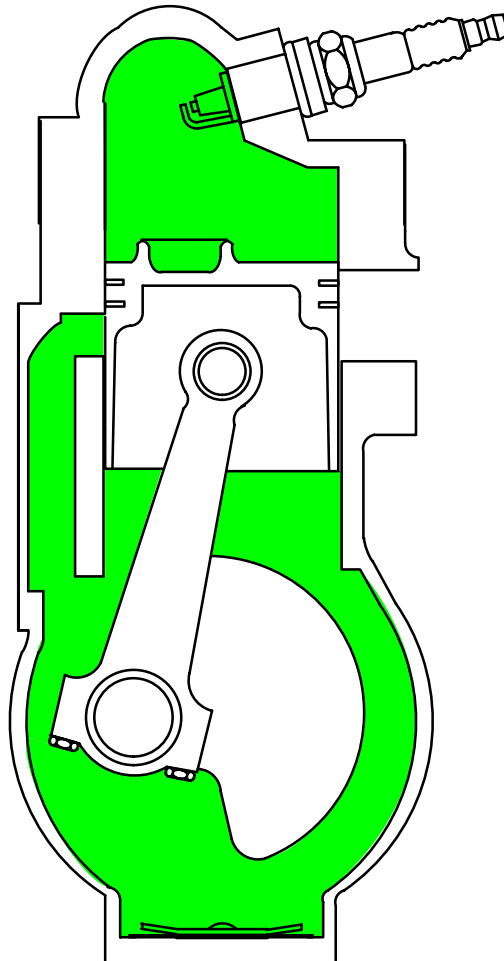
Stratified vs Homogenized Charge

At certain operating conditions, DFI engines use a stratified charge inside the combustion chamber to aid in reducing emissions. All other models exclusively use a homogenized charge. The difference between the two is:

Homogenized Charge

A homogenized charge has the fuel/air particles mixed evenly throughout the cylinder. This mixing occurs inside the carburetor venturi, reed blocks, crankcase and/or combustion chamber. Additional mixing occurs as the fuel is forced through the transfer system into the cylinder.

The homogenized charge has an air/fuel ratio of approximately 14.7:1 and is uniform throughout the cylinder.

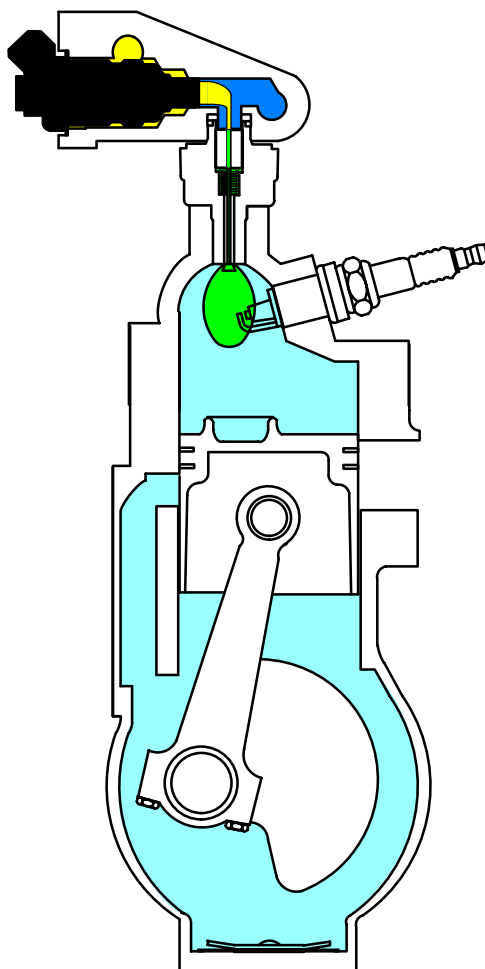




Stratified Charge

A stratified charge engine only pulls air through the transfer system. The fuel required for combustion is forced into the cylinder through an injector placed in the top of the cylinder (head). The injector sprays a fuel/air mixture in the form of a fuel cloud into the cylinder. Surrounding this cloud is air supplied by the transfer system. As the cloud is ignited and burns, the surrounding air provides almost complete combustion before the exhaust port opens.

A stratified charge engine concentrates a rich mixture in the vicinity of the spark plug (air/fuel ratio is less than 14.7:1). Elsewhere, the mixture is very lean or is comprised of air only.



Emissions Information

Manufacturer's Responsibility:

Beginning with 1998 model year engines, manufacturers of all marine propulsion engines must determine the exhaust emission levels for each engine horsepower family and certify these engines with the United States Environmental Protection Agency (EPA). A certification decal/emissions control information label, showing emission levels and engine specifications directly related to emissions, **must** be placed on each engine at the time of manufacture.



Dealer Responsibility:

When performing service on all 1998 and later outboards that carry a certification, attention must be given to any adjustments that are made that affect emission levels.

Adjustments must be kept within published factory specifications.

Replacement or repair of any emission related component must be executed in a manner that maintains emission levels within the prescribed certification standards.

Dealers are **not** to modify the engine in any manner that would alter the horsepower or allow emission levels to exceed their predetermined factory specifications.

Exceptions include manufacturers prescribed changes, such as that for altitude adjustments. Also included would be factory authorized:

- Installation of performance style gear housings by Mercury Marine.
- Service replacement parts modified, changed or superseded by Mercury Marine.

Owner Responsibility:

The owner/operator is required to have engine maintenance performed to maintain emission levels within prescribed certification standards.

The owner/operator is **not** to modify the engine in any manner that would alter the horsepower or allow emissions levels to exceed their predetermined factory specifications.

Single engine exceptions may be allowed with permission from the EPA for racing and testing.

EPA Emission Regulations:

All new 1998 and later outboards manufactured by Mercury Marine are certified to the United States Environmental Protection Agency as conforming to the requirements of the regulations for the control of air pollution from new outboard motors. This certification is contingent on certain adjustments being set to factory standards. For this reason, the factory procedure for servicing the product must be strictly followed and, whenever practicable, returned to the original intent of the design.

The responsibilities listed above are general and in no way a complete listing of the rules and regulations pertaining to the EPA laws on exhaust emissions for marine products. For more detailed information on this subject, you may contact the following locations:

VIA U.S. POSTAL SERVICE:

Office of Mobile Sources
Engine Programs and Compliance Division
Engine Compliance Programs Group (6403J)
401 M St. NW
Washington, DC 20460

VIA EXPRESS or COURIER MAIL:

Office of Mobile Sources
Engine Programs and Compliance Division
Engine Compliance Programs Group (6403J)
501 3rd St. NW
Washington, DC 20001

EPA INTERNET WEB SITE:

<http://www.epa.gov/omswww>

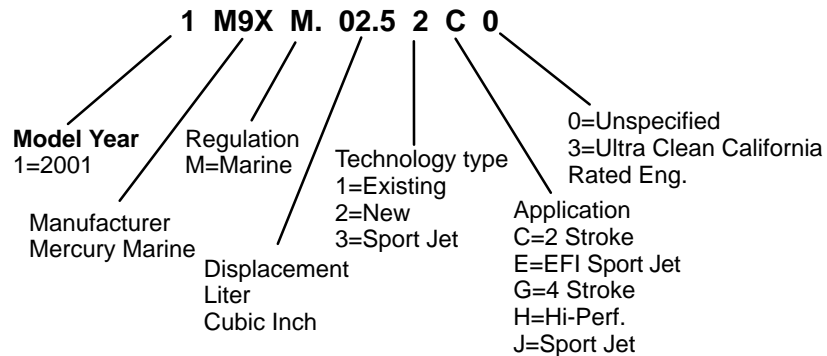


CERTIFICATION LABEL:

The certification label must be placed on each engine at the time of manufacture and must be replaced in the same location if damaged or removed. Shown below is a typical certification label and is not representative of any one model. Label shown below is not to scale; (shown at twice the normal size).

		EMISSION CONTROL INFORMATION	
THIS ENGINE CONFORMS TO 2001 CALIFORNIA AND U.S. EPA EMISSION REGULATIONS FOR SPARK IGNITION MARINE ENGINES			
REFER TO OWNERS MANUAL FOR REQUIRED MAINTENANCE.			
(i) →	IDLE SPEED (IN GEAR): 550 RPM	FAMILY: 1M9XM02.52C0 ← (a)	
(h) →	175 HP	→ 2508 cc	FEL: 30.0 g/kW-hr ← (b)
(g) →	TIMING (IN DEGREES): NOT ADJUSTABLE ← (c)		
(f) →	JAN 2000	Spark Plug: NGK PZFR5F-11 Gap: 1.0 mm (0.040") ← (d)	
	Cold Valve Clearance (mm)	Intake: N/A Exhaust: N/A ← (e)	

- a** - Family Example
- b** - FEL: Represents (Mercury Marine) statement of the maximum emissions output for the engine family
- c** - Timing specifications when adjustable
- d** - Recommended spark plug for best engine performance
- e** - Valve Clearance (Four Stroke engines only)
- f** - Date of Manufacture
- g** - Cubic Centimeter
- h** - Engine Horsepower rating
- i** - Idle Speed (In Gear)



Decal Location:

Model	Service Part No.	Location on Engine
2000 Merc/Mar 2.5 L V6 DFI (115/135/150 H.P.)	37-859245	Intake Plenum
2001 Merc/Mar 2.5 L V6 DFI (35/150/175 H.P.)	37-804657AO1	Vapor Separator



Service Replacement Certification Label

IMPORTANT: By federal law, it is required that all 1998 and newer Mercury Marine outboards have a visible and legible emission certification label. If this label is missing or damaged, contact Mercury Marine Service for replacement if appropriate.

Removal

Remove all remaining pieces of the damaged or illegible label. Do not install new label over the old label. Use a suitable solvent to remove any traces of the old label adhesive from the display location.

Date Code Identification

Cut and remove a "V" notch through the month of engine manufacture before installing the new label. The month of manufacture can be found on the old label. If the label is missing or the date code illegible, contact Mercury Marine Technical Service for assistance.

		EMISSION CONTROL INFORMATION	
THIS ENGINE CONFORMS TO 2001 CALIFORNIA AND U.S. EPA EMISSION REGULATIONS FOR SPARK IGNITION MARINE ENGINES			
REFER TO OWNERS MANUAL FOR REQUIRED MAINTENANCE.			
IDLE SPEED (IN GEAR): 550 RPM		FAMILY: 1M9XM02.52C0	
175 HP	2508 cc	FEL: 30.0 g/kW-hr	
TIMING (IN DEGREES): NOT ADJUSTABLE			
		Spark Plug: NGK PZFR5F-11 Gap: 1.0 mm (0.040")	
Cold Valve Clearance (mm)		Intake: NA Exhaust: NA	
<div style="display: flex; justify-content: space-between; padding: 0 10px;"> (b) → JAN FEB MAR APR MAY JUNE JULY AUG SEP OCT NOV DEC </div> <div style="text-align: center; margin-top: 5px;"> (a) ↑ </div>			

- a** - "V" Notch
b - Month of Manufacture

Installation

Install the label on a clean surface in the original factory location.

Decal Location:

Model	Service Part No.	Location on Engine
2000 Merc/Mar 2.5 L V6 DFI (115/135/150 H.P.)	37-859245	Intake Plenum
2001 Merc/Mar 2.5 L V6 DFI (35/150/175 H.P.)	37-804657AO1	Vapor Separator



POWERHEAD

Section 4A

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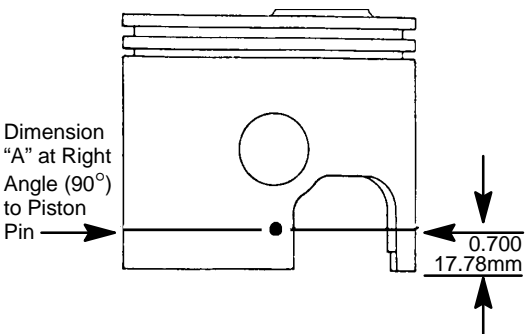
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Powerhead Specifications

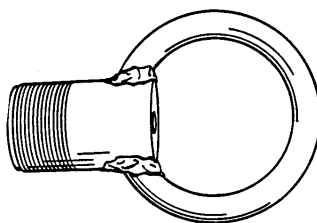
CYLINDER BLOCK	Type Displacement Thermostat	V-6 Cylinder, Two Cycle, Direct Injected 153 cu. in. (2508 cc) 60° Vee 142° F (61° C)
STROKE	Length (All Models)	2.65 in. (67.3 mm)
CYLINDER BORE	Diameter (Std) Diameter 0.015 in. Oversize Taper/Out of Round/Wear Maximum Bore Type	3.501 in. (88.925 mm) 3.516 in. (89.306 mm) 0.003 in. (0.076 mm) Cast Iron
CRANKSHAFT	Maximum Runout	0.006 in. (0.152 mm)
PISTON	Piston Type Diameter Standard Diameter 0.015 in. Oversize	Aluminum 3.4925 in. ± .0005 in. (88.7095 mm ± 0.0127 mm) 3.5075 in. ± 0.0005 in. (89.0905 mm ± 0.0127 mm)



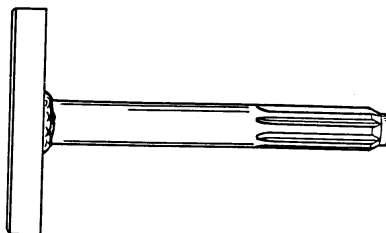
PISTON DIAMETER	 <p>Dimension "A" at Right Angle (90°) to Piston Pin</p> <p>0.700 17.78mm</p>	<p>3.4925 in. ± .0005 in. (88.7095 mm ± .0127 mm)</p> <p>Using a micrometer, measure dimension "A" at location shown. Dimension "A" should be 3.4925 in. ± .0005 for a STANDARD size piston (new) Dimension "A" will be 0.001 – 0.0015 less if coating is worn off piston (used)</p>
REEDS	Reed Stand Open (Max.)	0.020 in. (0.50 mm)

Special Tools

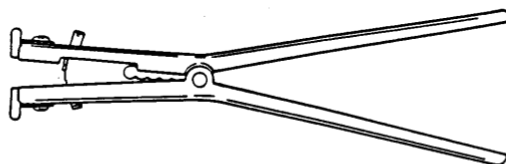
1. Lifting Eye 91-90455T



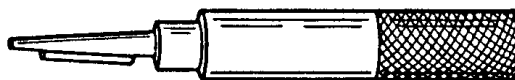
2. Powerhead Stand 91-30591T1



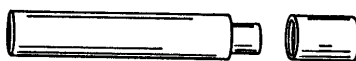
3. Piston Ring Expander 91-24697



4. Lockring Removal Tool 91-52952T1



5. Piston Pin Tool 91-74607A1

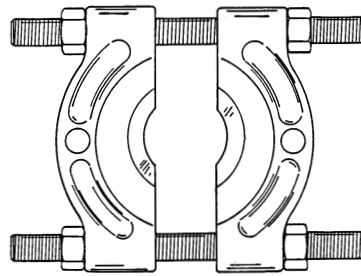


6. Driver Head 91-55919

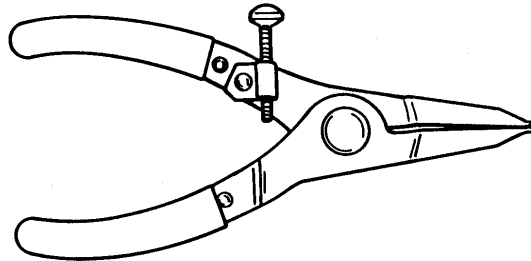




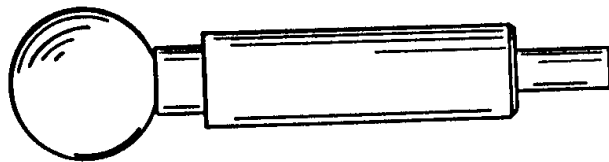
7. Universal Puller Plate 91-37241



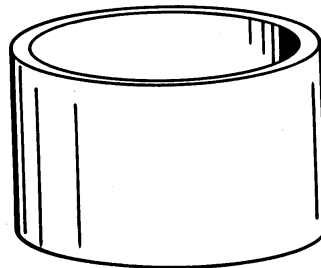
8. Snap Ring Pliers 91-24283



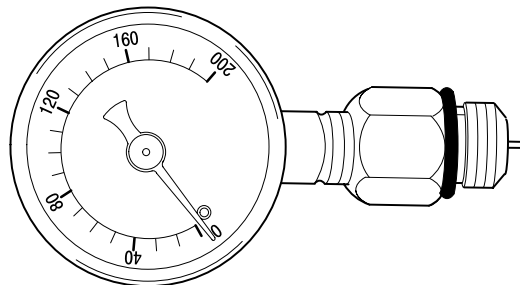
9. Lockring Installation Tool 91-77109A3



10. Piston Ring Compressor for 2.5 Litre (153 cu. in.) 91-818773T



11. Compression Tester 91-29287



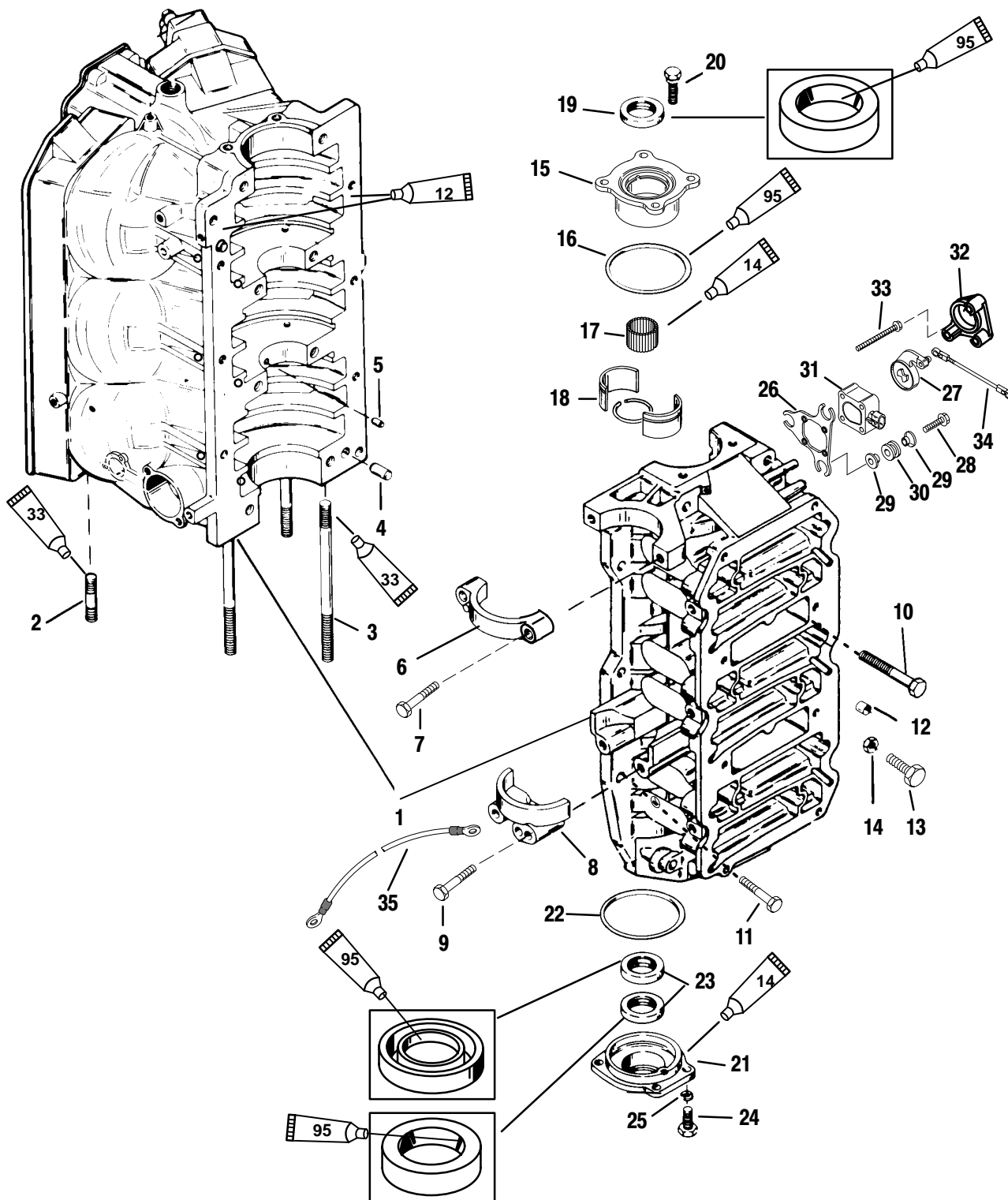
Powerhead Repair Stand

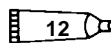
A powerhead repair stand may be purchased from:

Bob Kerr's Marine Tool Co.
P.O. Box 1135
Winter Garden, FL 32787
Telephone: (305) 656-2089

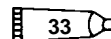


Cylinder Block and End Caps



 12 Loctite Master Gasket (92-12564-2)

 14 2 Cycle Outboard Oil (92-826666A24)

 33 Loctite 680 (92-809833)

 95 2-4-C With Teflon (92-825407A12)

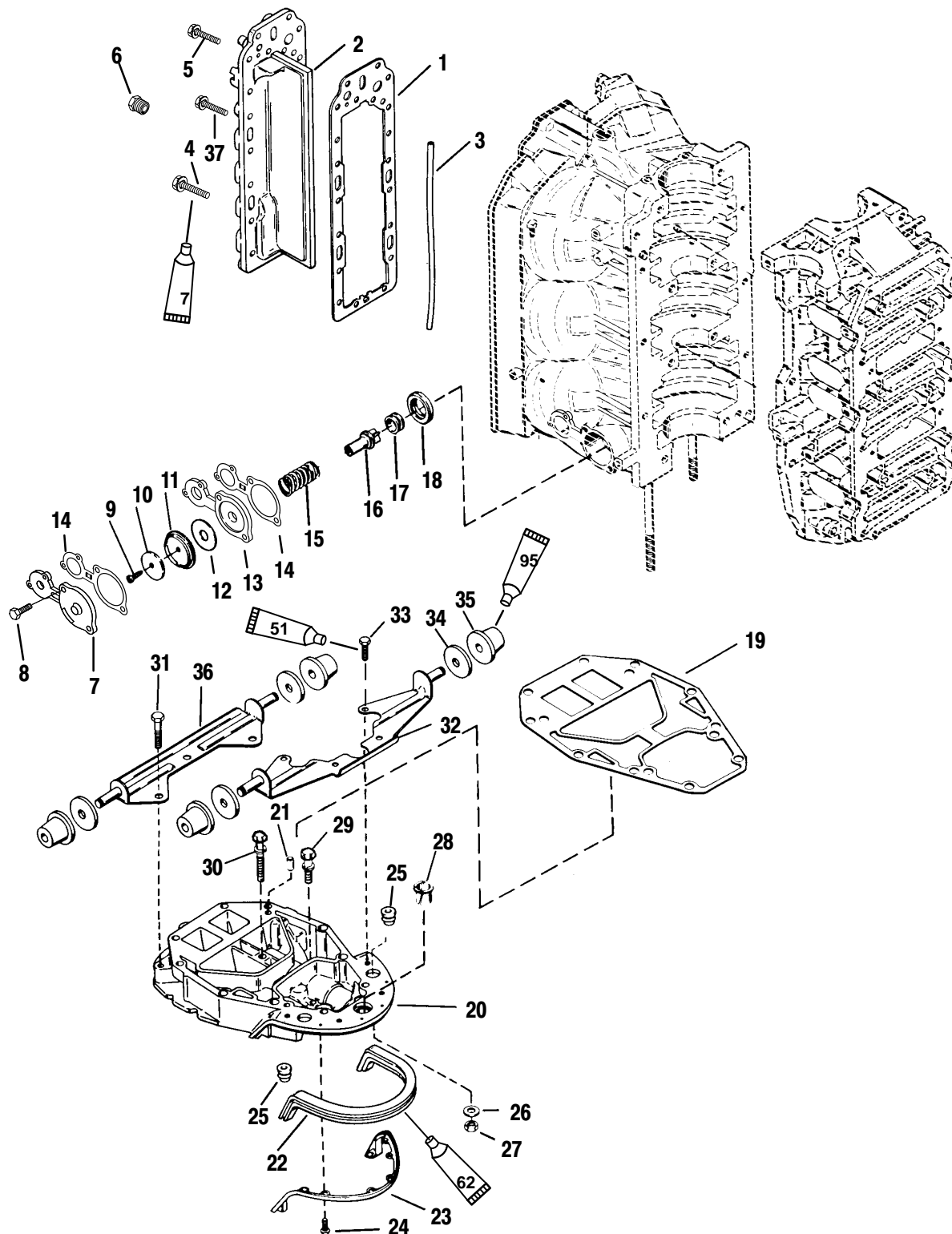


Cylinder Block and End Caps

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	CYLINDER BLOCK ASSEMBLY			
2	6	STUD–powerhead (1-3/4 IN.)			
3	2	STUD–powerhead (5-1/2 IN.)			
	2	STUD–powerhead (6-3/4 IN.)			
4	2	DOWEL PIN–locating			
5	2	DOWEL PIN (BEARING RACE)			
6	1	COVER			
7	2	SCREW			
8	1	COVER (BOTTOM)			
9	2	SCREW		21	28.5
10	8	SCREW (3/8-16 x 3-1/4)		37	50
11	6	SCREW (.312-18 x 1-1/4)		15	20
12	1	CAP			
13	1	ADJUSTING SCREW (1/4-20 x 1-3/4)			
14	1	JAM NUT			
15	1	UPPER END CAP			
16	1	O-RING			
17	1	ROLLER BEARING			
18	1	BEARING RACE			
19	1	OIL SEAL			
20	4	SCREW (5/16-18 x 1)	205	17	23
21	1	LOWER END CAP			
22	1	O-RING (3-1/4 IN. I.D.)			
23	2	OIL SEAL			
24	4	SCREW (1/4-20 x 3/4)	80		9
25	4	LOCKWASHER			
26	1	BRACKET			
27	1	TPI LEVER			
28	3	SCREW -Bracket to crankcase	70		8
29	6	BUSHING			
30	3	GROMMET			
31	1	THROTTLE POSITION SENSOR (INSIDE)			
32	1	TPS COVER			
33	3	SCREW -TPS to bracket (#10-32 x 2.00 IN.)	15		1.7
34	1	THROTTLE LINK			
35	1	BATTERY CABLE (NEGATIVE)			



Exhaust Manifold and Exhaust Plate



7 Loctite 271 (92-809820)

62 Permabond 105 Cyanacrylate Adhesive (Obtain Locally)

51 Loctite 222 (92-809818)

95 2-4-C With Teflon (92-825407A12)

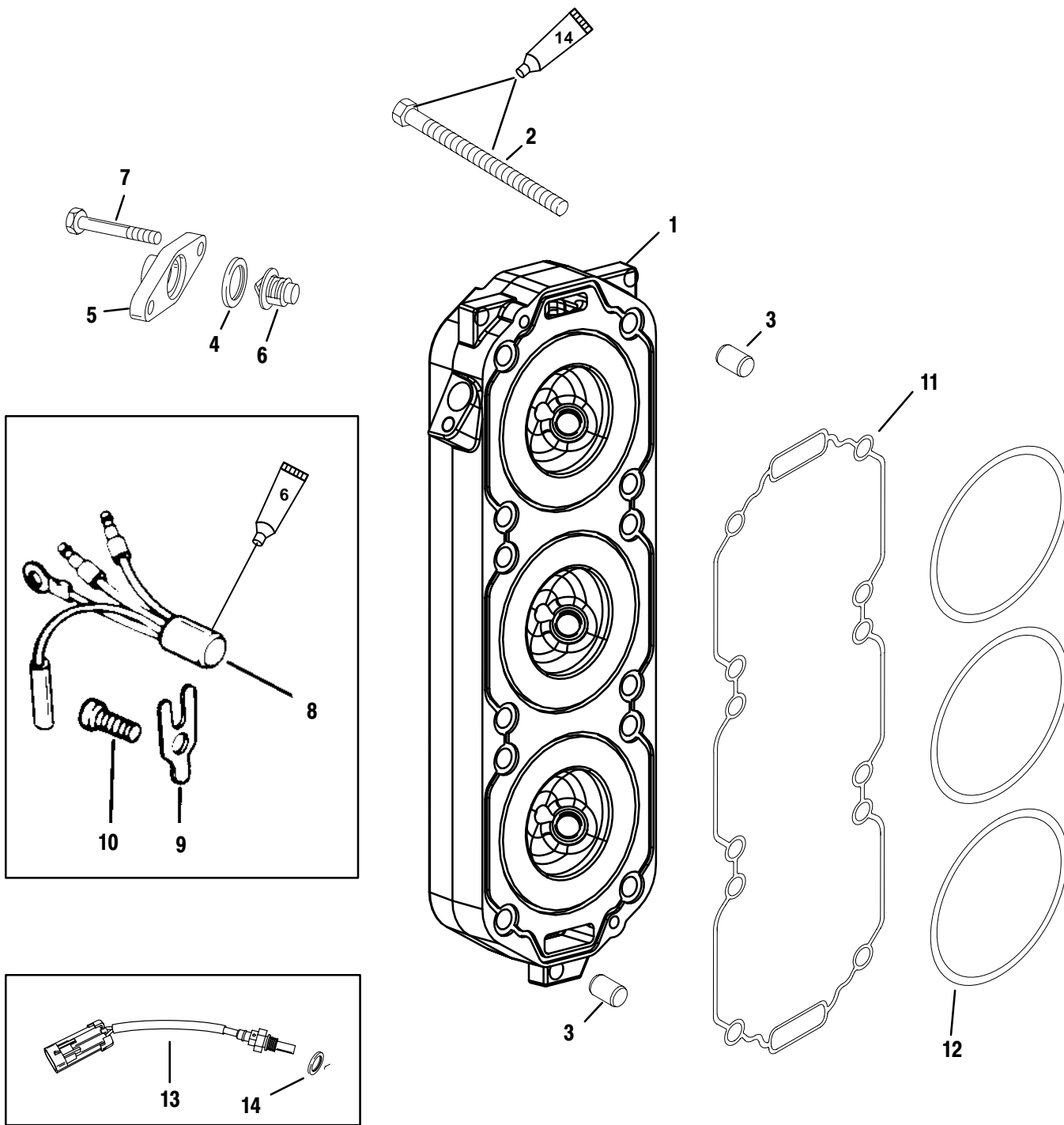


Exhaust Manifold and Exhaust Plate

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	GASKET			
2	1	DIVIDER PLATE			
3	1	SEAL			
4	17	SCREW (5/16-18 x 1-1/2 IN.)	160	13	18
5	2	SCREW (5/16-18 x 1 IN.)	160	13	18
6	1	PLUG			
7	1	COVER-relief valve			
8	4	SCREW (5/16-18 x 1-1/4 IN.)	150	12.5	17
9	1	SCREW (10-16 x 3/4 IN.)	25		3
10	1	WASHER			
11	1	DIAPHRAGM			
12	1	WATER DEFLECTOR			
13	1	PLATE			
14	2	GASKET			
15	1	SPRING			
16	1	POPPET			
17	1	GROMMET			
18	1	CARRIER			
19	1	GASKET			
20	1	EXHAUST PLATE			
21	2	DOWEL PIN			
22	1	SEAL			
23	1	BRACKET			
24	8	SCREW (10-16 x 1/2 IN.)	80		9
25	2	GROMMET			
26	4	WASHER			
27	6	NUT		23	31
28	1	BUSHING			
29	1	SCREW (5/16-18 x 1-1/4 IN.)		45	61
30	1	SCREW (5/16-18 x 2-1/2 IN.)		45	61
31	3	SCREW (3/8-16 x 3-1/2 IN.)		23	31
32	1	FRONT BRACKET ASSEMBLY			
33	4	SCREW (5/16-18 x 1/2 IN.)		17	23
34	4	WASHER			
35	4	GROMMET			
36	1	REAR BRACKET ASSEMBLY			
37	1	SCREW (.312-18 x 1-3/4 IN.)(SLAVE)			



Cylinder Head



58084

6 Dielectric Grease (92-823506--1)

14 2 Cycle Outboard Oil (92-826666A24)

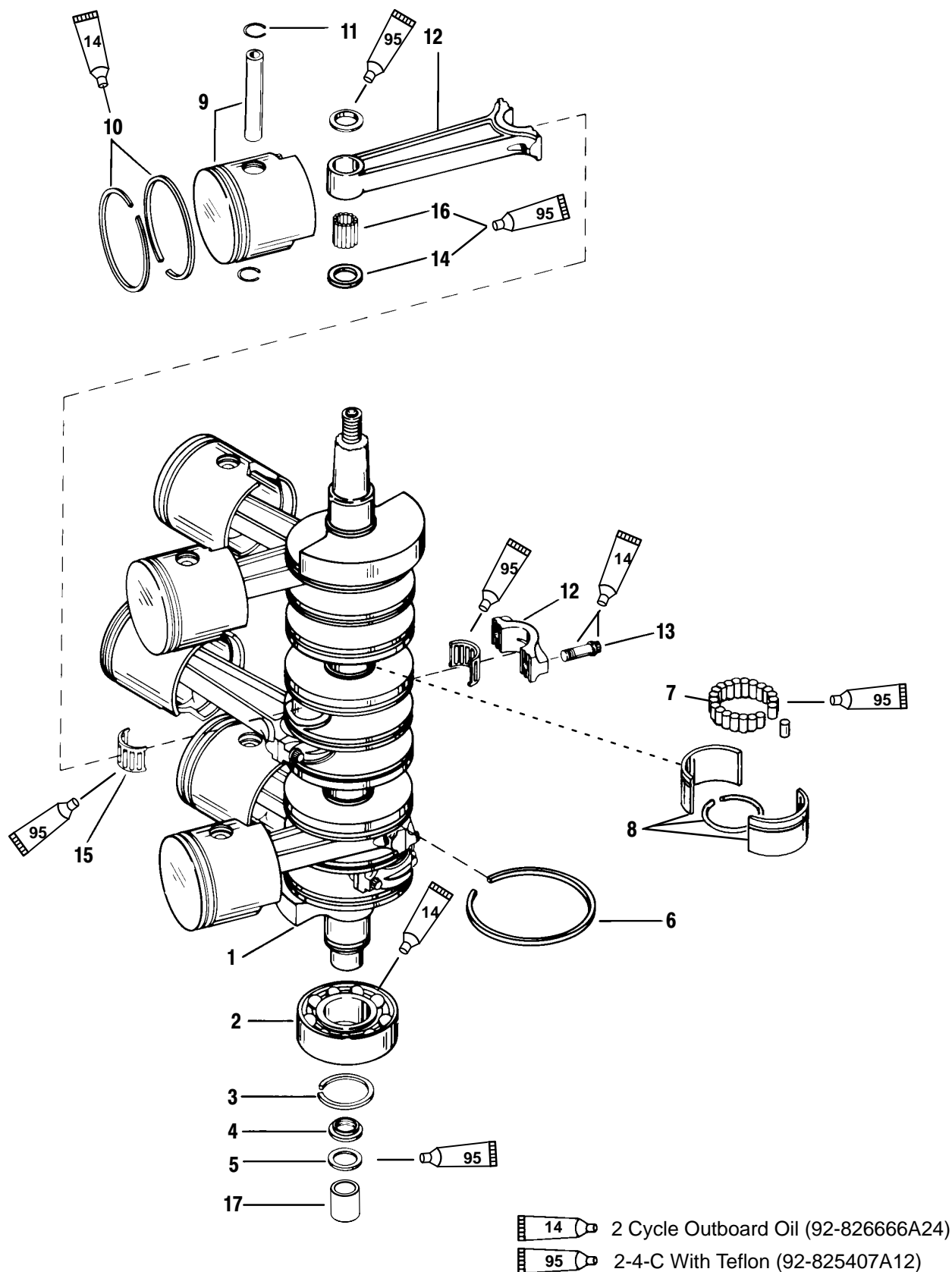


Cylinder Head

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	CYLINDER HEAD (PORT)			
	1	CYLINDER HEAD (STARBOARD)			
2	24	BOLT (2 IN)	30 lb-ft (41 Nm), then tighten additional 90 degrees		
3	4	DOWEL PIN			
4	2	GASKET			
5	2	COVER			
6	2	THERMOSTAT (143 degrees)			
7	4	SCREW (M6 x 25)	200	16.5	22.5
8	1	TEMPERATURE SENSOR (STARBOARD)(MODEL YEAR 2000)			
9	1	RETAINER			
10	1	SCREW (M8 x 12)	200	16.5	22.5
11	2	SEAL-CYLINDER HEAD			
12	6	SEAL-CYLINDER BORE			
13	2	TEMPERATURE SENSOR (STARBOARD AND PORT)(MODEL YEAR 2001)			
14	2	O-RING			



Crankshaft, Pistons and Connecting Rods



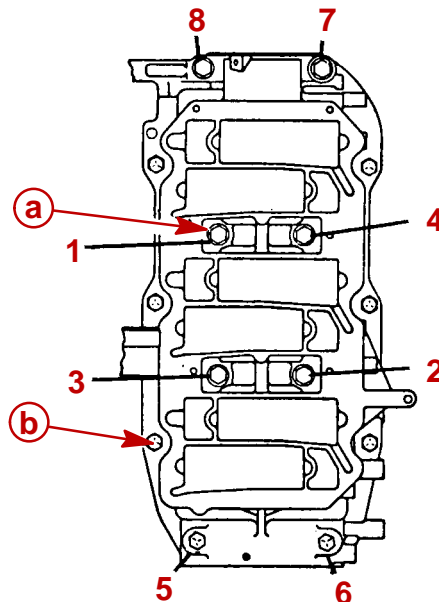


Crankshaft, Pistons and Connecting Rods

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	CRANKSHAFT ASSEMBLY			
2	1	BALL BEARING (LOWER)			
3	1	RETAINING RING			
4	1	CARRIER ASSEMBLY			
5	1	SEAL			
6	7	RING-sealing			
7	2	ROLLER BEARING			
8	2	RACE			
9	3	PISTON (STARBOARD)			
	3	PISTON (PORT)			
10	12	PISTON RING			
11	12	LOCK RING			
12	6	CONNECTING ROD ASSEMBLY			
13	12	SCREW	1st Torque: 15 lb-in 2nd Torque: 20 lb-ft Turn screw additional 90 degrees after 2nd torque. ▼		
14	12	WASHER			
15	12	ROLLER BEARING ASSEMBLY			
16	174	NEEDLE BEARING-piston end			
17	1	WEAR SLEEVE			

Torque Sequence

CRANKCASE COVER BOLTS (AND TORQUE SEQUENCE)

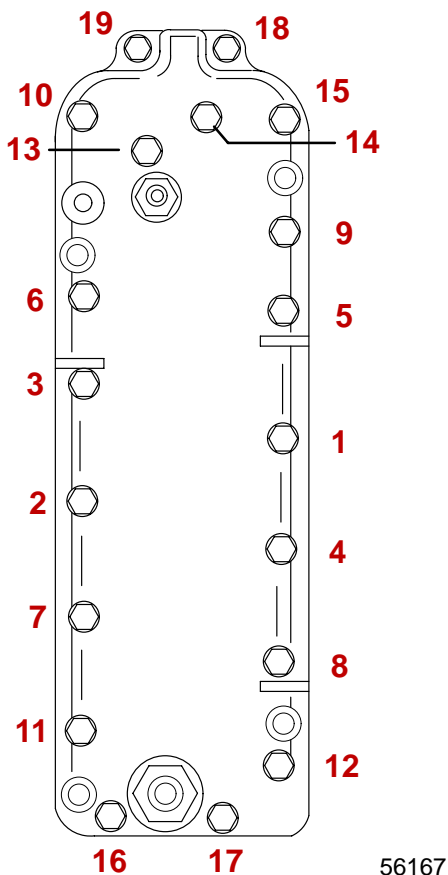


a - Add light oil to threads and bolt face: 8 Bolts (3/8 in. - 16 in.) 38 lb. ft. (51.5 N·m)

b - Bolts (5/16 in. - 18) 180 lb. in. (20 N·m)



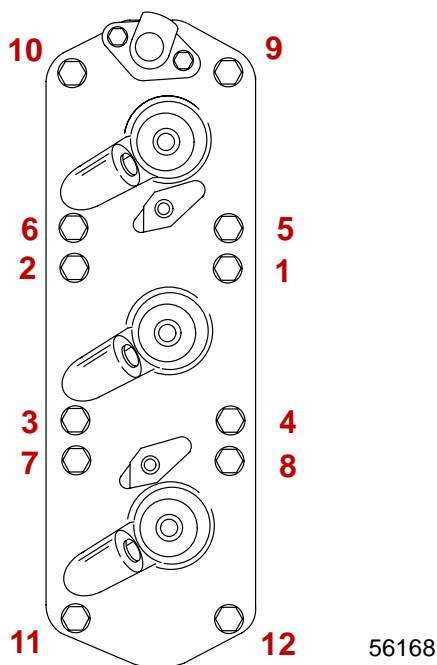
7 EXHAUST DIVIDER PLATE BOLTS 200 lb. in. (22.5 N-m) Apply Loctite 271 to threads



56167

CYLINDER HEAD BOLTS

Add light oil to threads and bolt face: 30 lb. ft. (41 N-m) then turn an additional 90°.

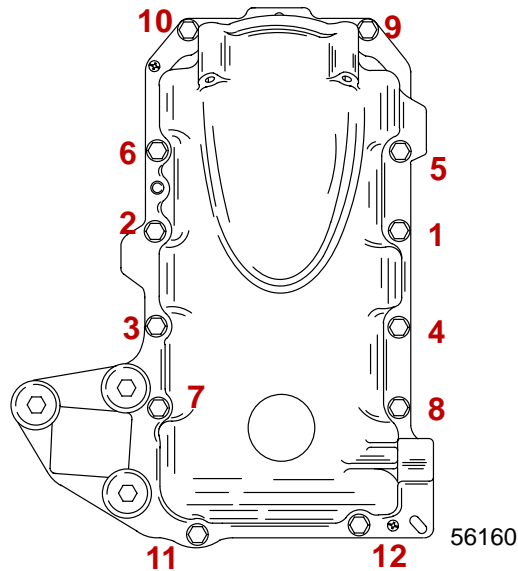


56168



AIR PLENUM/REED BLOCK ASSEMBLY PLATE BOLTS

175 lb. in. (19.8 N·m)



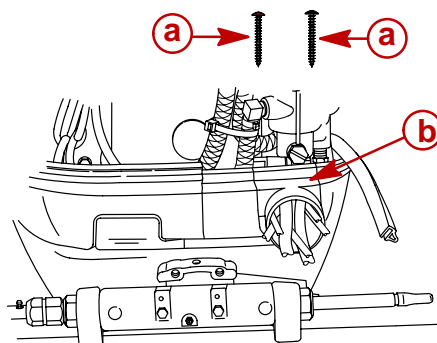
General Information

Powerhead “Disassembly” and “Reassembly” instructions are printed in a sequence that should be followed to assure best results when removing or replacing powerhead components. If complete disassembly is not necessary, start reassembly at point disassembly was stopped. (Refer to “Table of Contents,” preceding.) Usually, complete disassembly of powerhead will be required.

If major powerhead repairs are to be performed, remove powerhead from drive shaft housing. Removal of powerhead is not required for 1) inspection of cylinder walls and pistons (refer to “Powerhead Removal and Disassembly,” following, and remove cylinder heads and exhaust cover), 2) minor repairs on components, such as ignition system, fuel injection, reed blocks and cylinder heads and checking operation of thermostats.

Powerhead Removal from Driveshaft Housing

1. Disconnect battery cables from battery terminals.
2. Disconnect fuel tank hose from outboard.
3. Remove top cowling.
4. Remove two screws which secure remote control harness retainer and remove retainer.

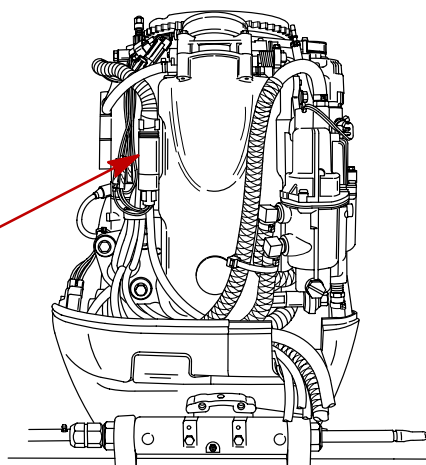
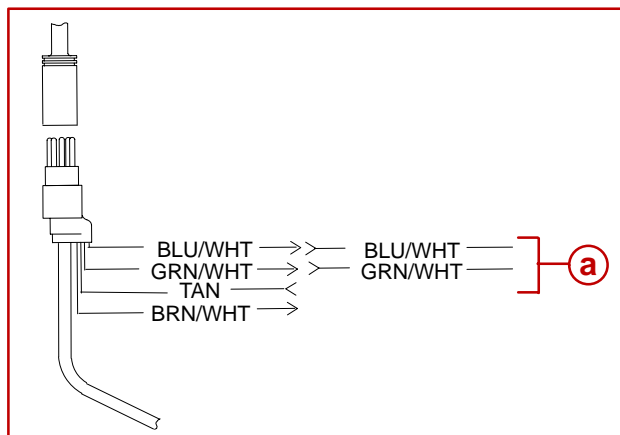


a - Screws

b - Retainer



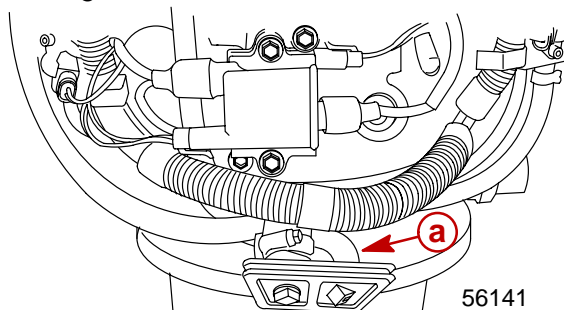
5. Disconnect remote oil tank hose connector.
6. Disconnect remote control harness from powerhead harness connector and wires as shown.



57835

a - Power Trim Connections

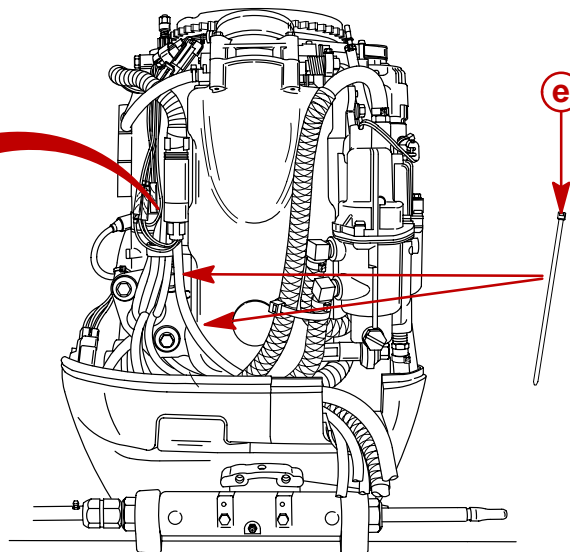
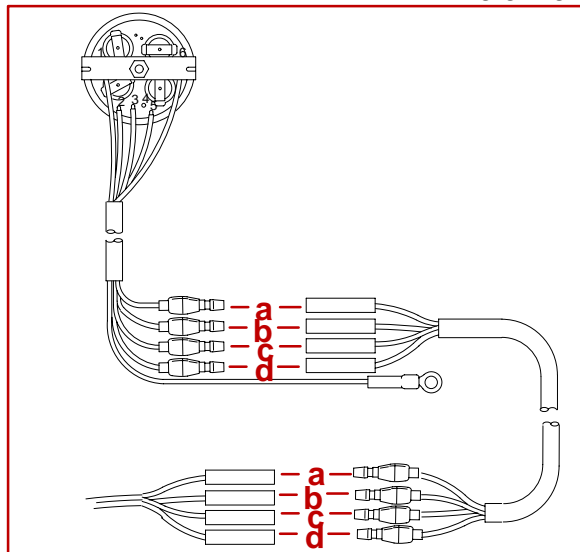
7. Remove sta-strap which secures tell-tale hose to fitting on lower cowl and remove hose from fitting.



56141

a - Tell-tale Hose

8. Disconnect warning gauge harness.



57835

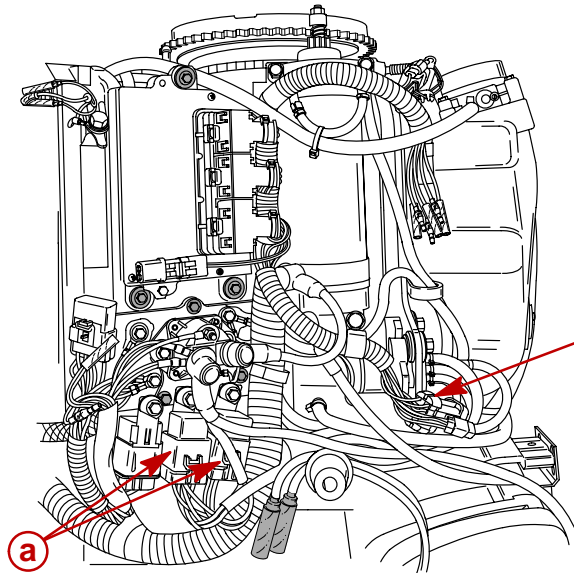
MODEL 2000

- a** - TAN/BLACK
- b** - TAN/WHITE
- c** - PINK/LT. BLUE

- d** - ORANGE
- e** - Sta-Straps

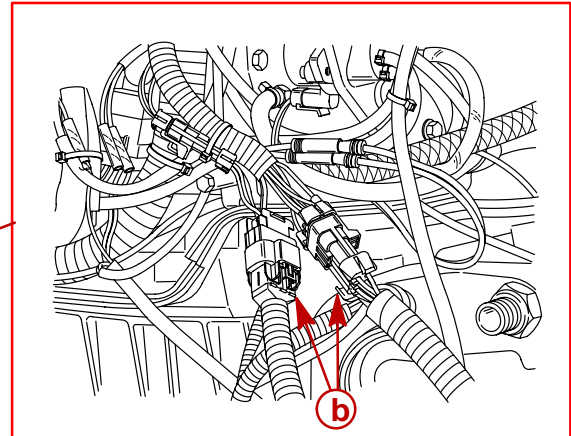


9. Remove BLUE and GREEN trim harness leads from trim relays.
10. Disconnect System Monitor/Digital Sensor harness connectors.



a - Trim Relays

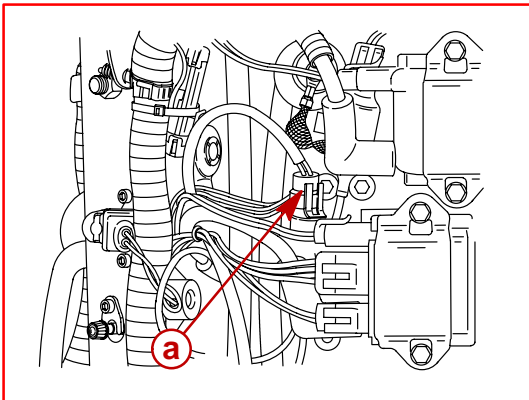
57695

**MODEL 2001**

58616

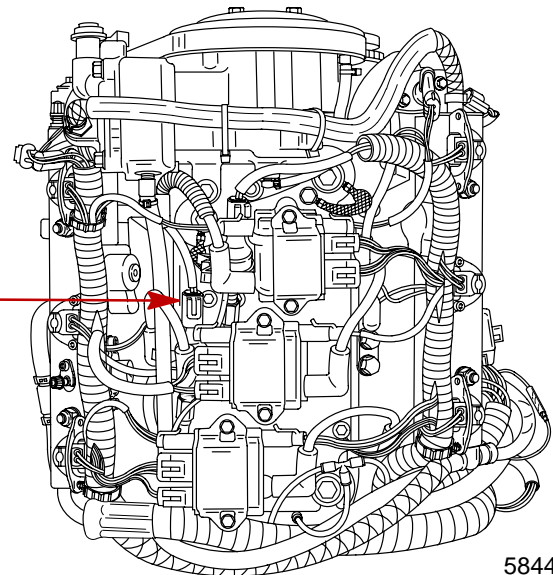
b - Harness Connectors

11. Disconnect water pressure sensor harness.



58615

a - Water Pressure Sensor Harness

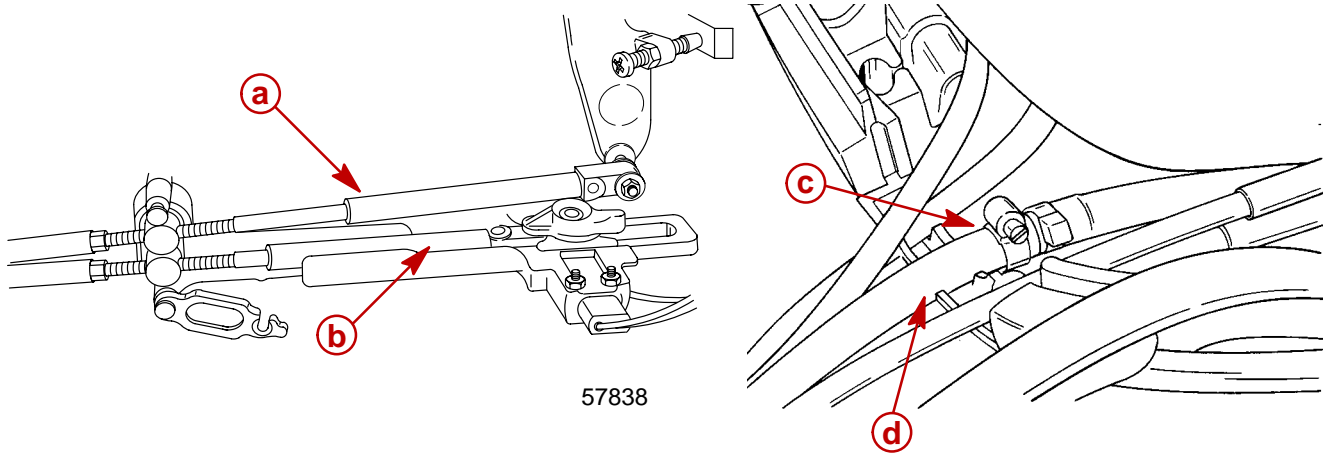


58443

12. Slide outboard shift lever into neutral position.
13. Remove throttle cable.
14. Remove locknut that secures shift cable latch assembly and remove latch, flat washer, nylon wear plate, spring and shift cable from control cable anchor bracket.



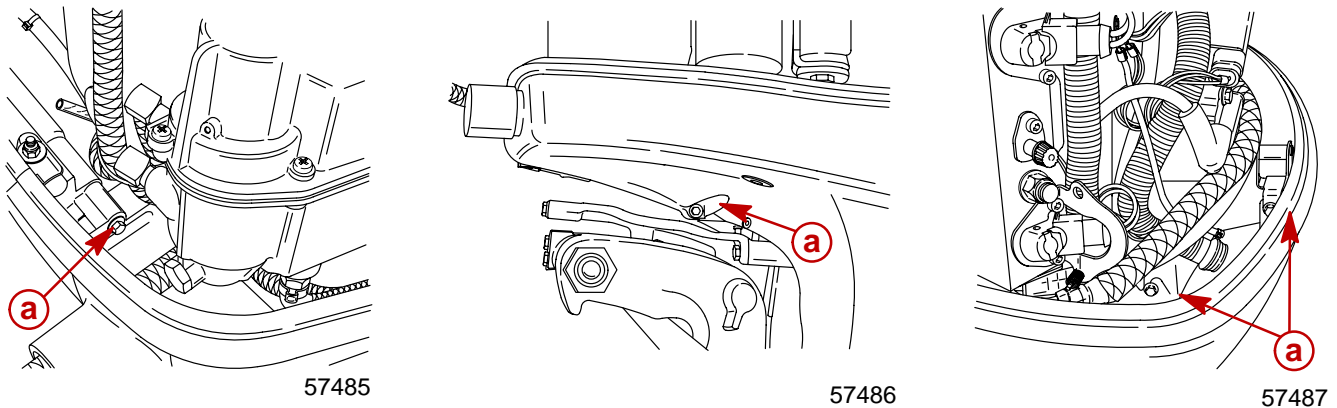
15. Disconnect input fuel line.



a - Throttle Cable
b - Shift Cable

c - Hose Clamp
d - Fuel Line

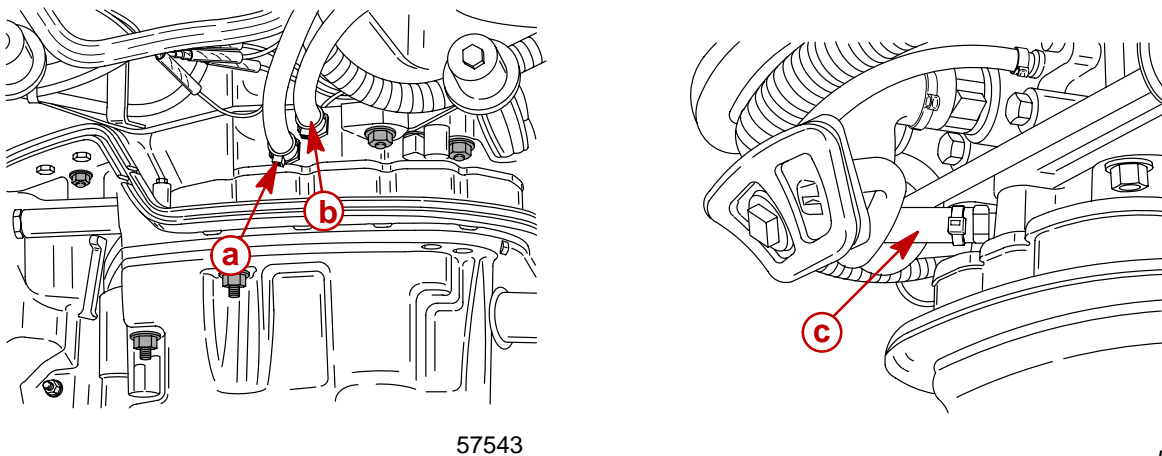
16. Remove 4 bolts securing bottom cowl halves and remove bottom cowl.



a - Bolt

17. Remove port fuel rail inlet water hose from fitting on exhaust adaptor plate. Remove excess air hose (from port fuel rail) from fitting on exhaust adaptor plate.

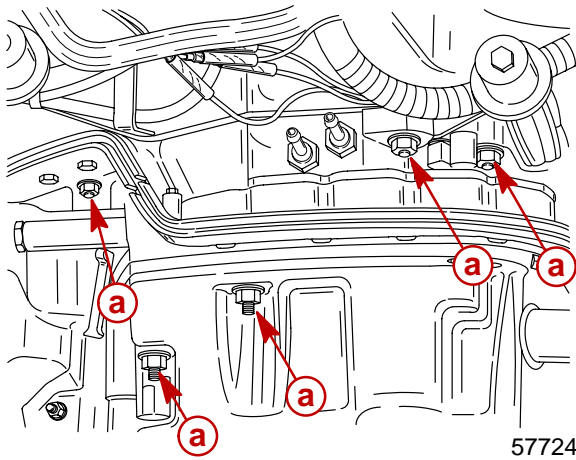
18. Remove thermostat outlet hose from exhaust adaptor plate.



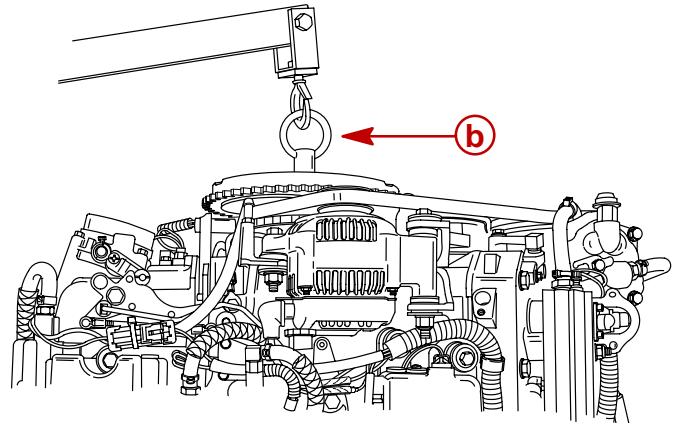
a - Excess Air to Adaptor Plate
b - Fuel Rail Inlet Water Hose
c - Thermostat Outlet Hose



19. Remove 10 nuts and washers (five each side) from powerhead base.
20. Remove plastic cap from center of flywheel and install LIFTING EYE (91-90455T) into flywheel at least five full turns. Using a hoist, lift powerhead assembly from driveshaft housing.



57724



57497

- a** - Nuts and Washers (5 Each Side)
b - Lifting Eye

Removing Engine Components

NOTE: Engine components can be removed individually or in some cases as an assembly.

Removing Engine Components Individually

Section 2 Starter Motor

Starter Motor
*Electronic Control Module
*Ignition Coil
*Starter Solenoid

Alternator
Flywheel

Section 3

Direct Fuel Injection
Fuel Pump
On-Board Oil Tank
Oil Pump

Section 7

Shift Cable Latch Assembly
Control Cable Anchor Bracket

***All ignition and electrical components should remain attached to electrical plate. Plate with components can be removed as an assembly.**



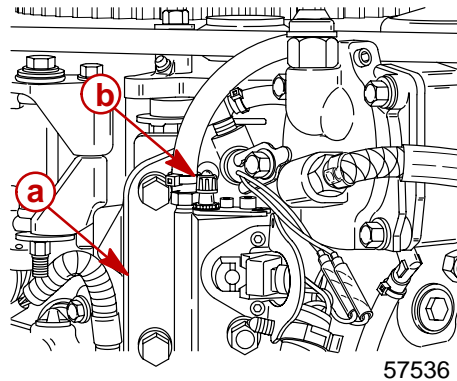
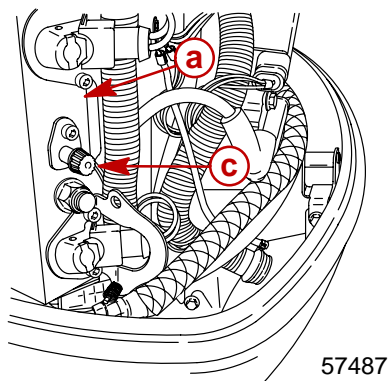
Removing Engine Components as an Assembly

VAPOR SEPARATOR TANK (VST) REMOVAL

⚠ CAUTION

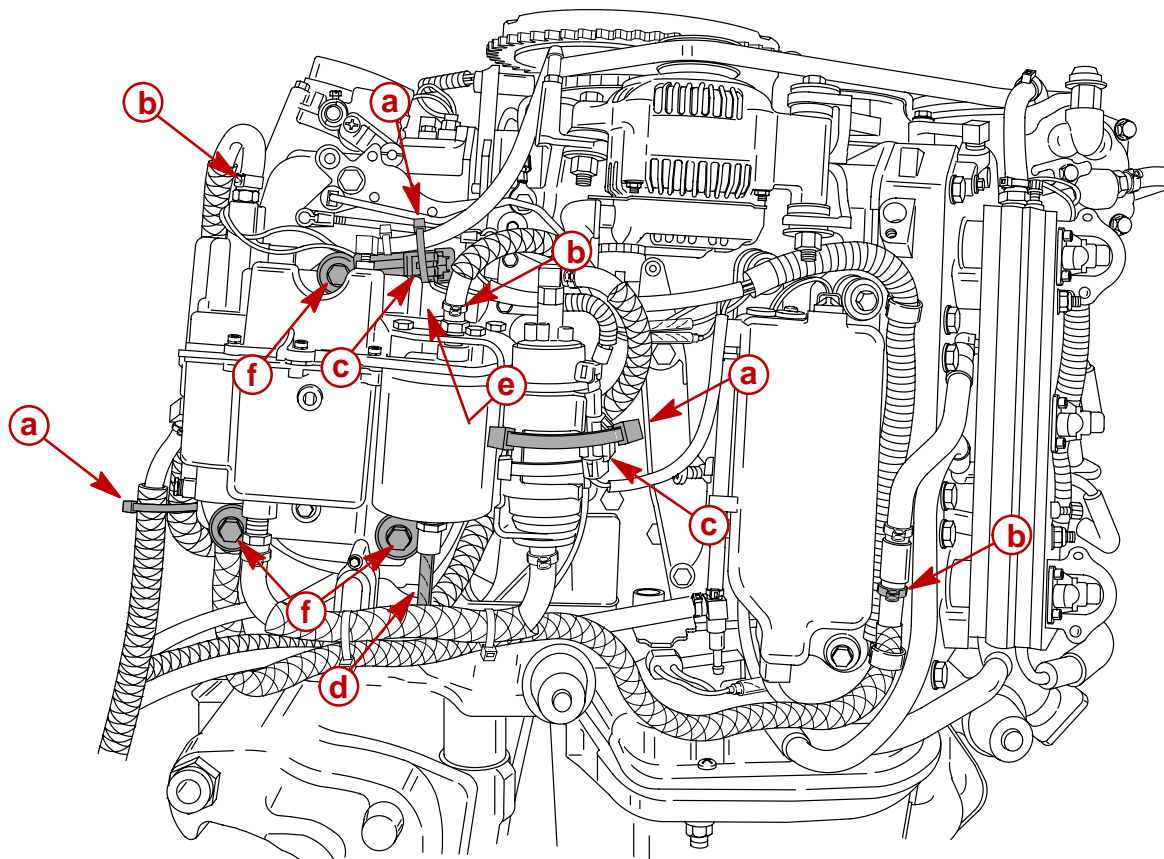
Fuel system must be bled off prior to removal of fuel system components.

NOTE: Use Fuel/Air Pressure Gauge 91-16850--1 or 91-852087A1/A2A3 to de-pressurize air hose first and then fuel hose.



- a** - Port Fuel Rail
- b** - Fuel Pressure Port

- c** - Air Pressure Port

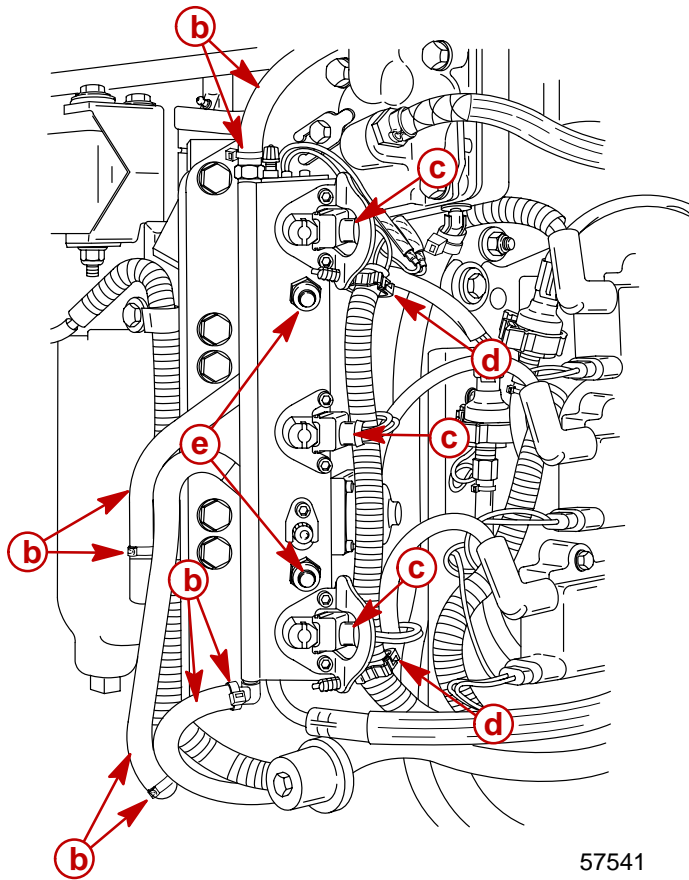


- a** - Remove Sta-straps
- b** - Remove Stainless Clamps
- c** - Disconnect Electric Fuel Pump Connectors

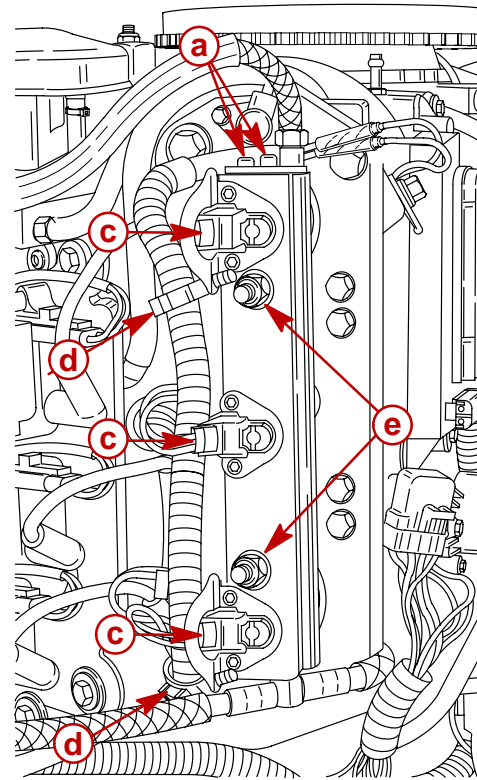
- d** - Disconnect Water Sensor Wire
- e** - Remove VST Ground Wire (hidden)
- f** - Remove VST Attaching Bolts



FUEL RAIL REMOVAL



57541



57534

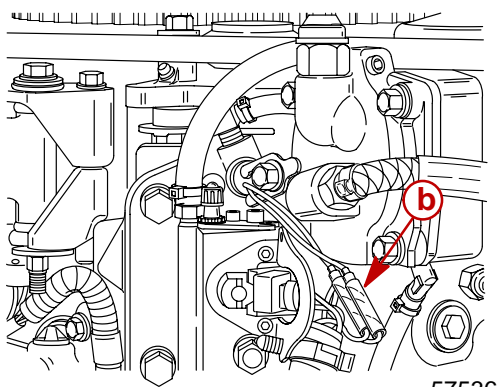
Port Fuel Rail Connections

Starboard Fuel Rail Connections

- a** - Remove Air Hose Retainer Screws
- b** - Remove 4 Sta-Straps and Remove Hoses (4)
- c** - Disconnect Fuel Injector Connectors (6)
- d** - Open Harness Retainers
- e** - Remove Fuel Rail Retaining Nuts and Remove Rails

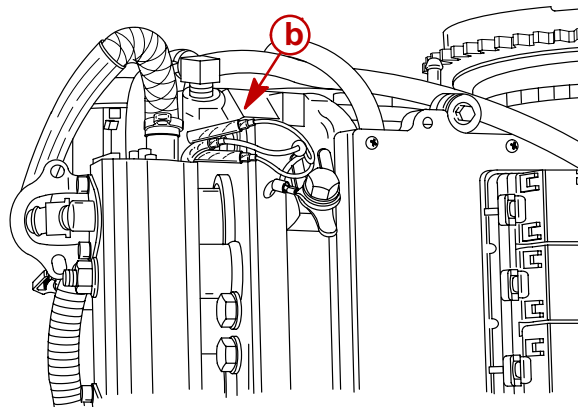


ELECTRICAL PLATE AND HARNESS REMOVAL



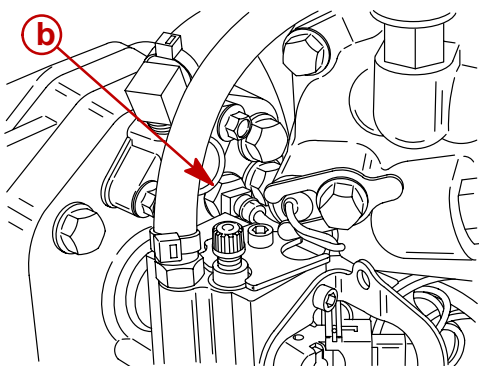
MODEL 2000 PORT

57536



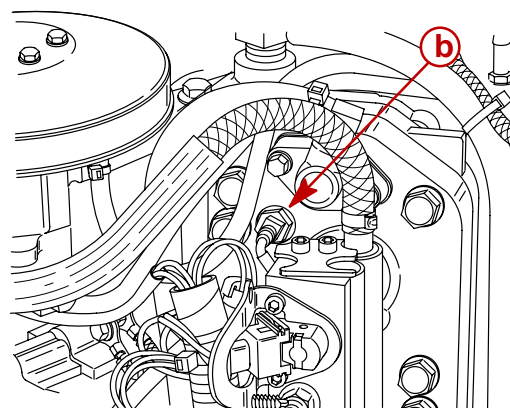
MODEL 2000 STARBOARD

57682



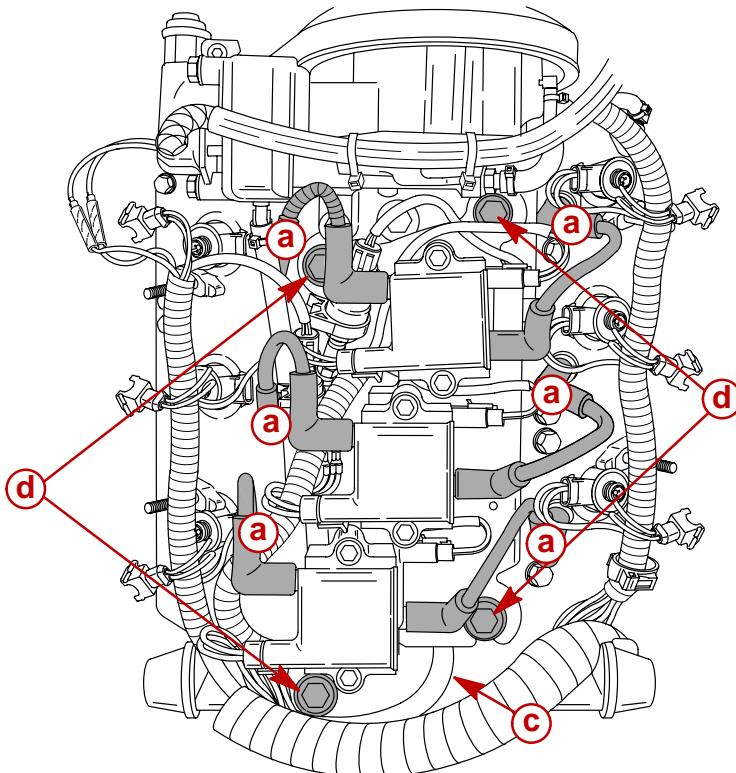
MODEL 2001 PORT

58442



MODEL 2001 STARBOARD

58441

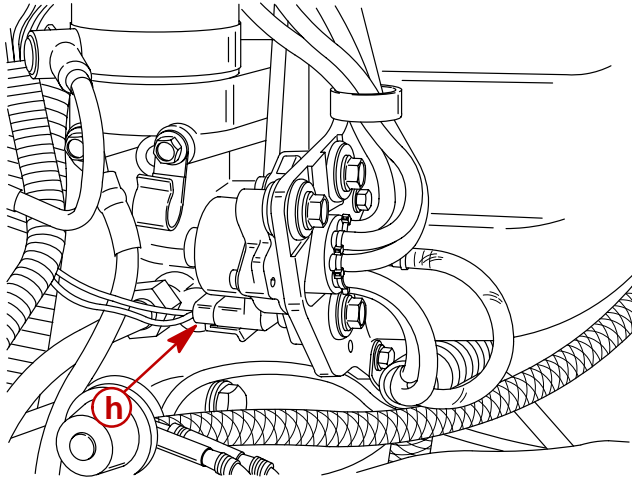


57720

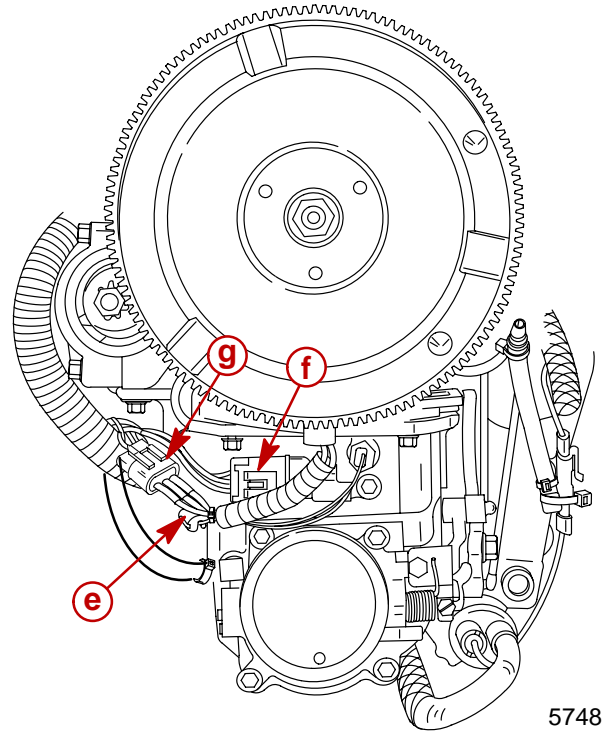
- a** - Remove Spark Plug Leads (6)
- b** - Disconnect Temperature Sensor Connectors
- c** - Disconnect Water Pressure Sensor Hose
- d** - Remove Coil Plate Bolts (4)



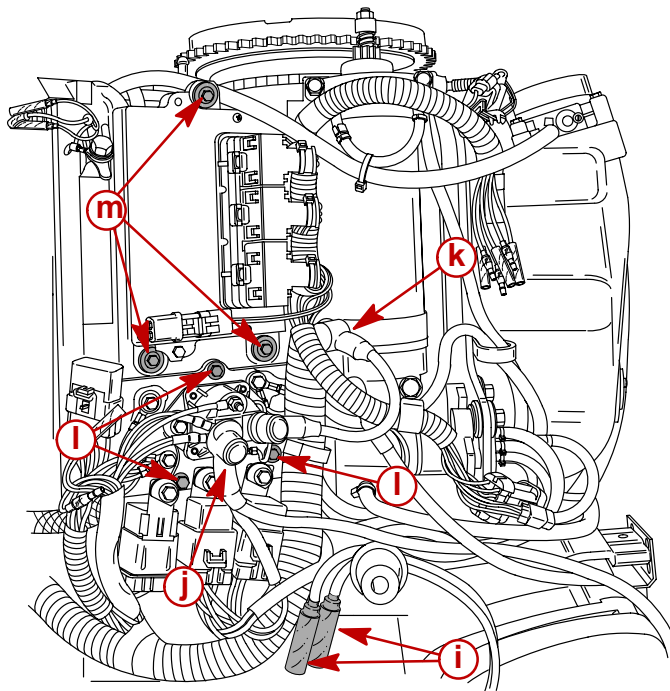
ELECTRICAL PLATE AND HARNESS REMOVAL (CONTINUED)



57686

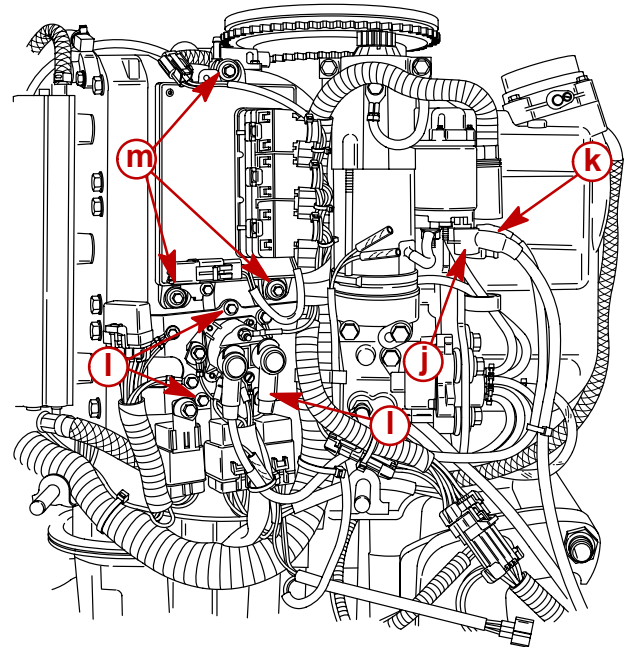


57489



57695

MODEL 2000



58426

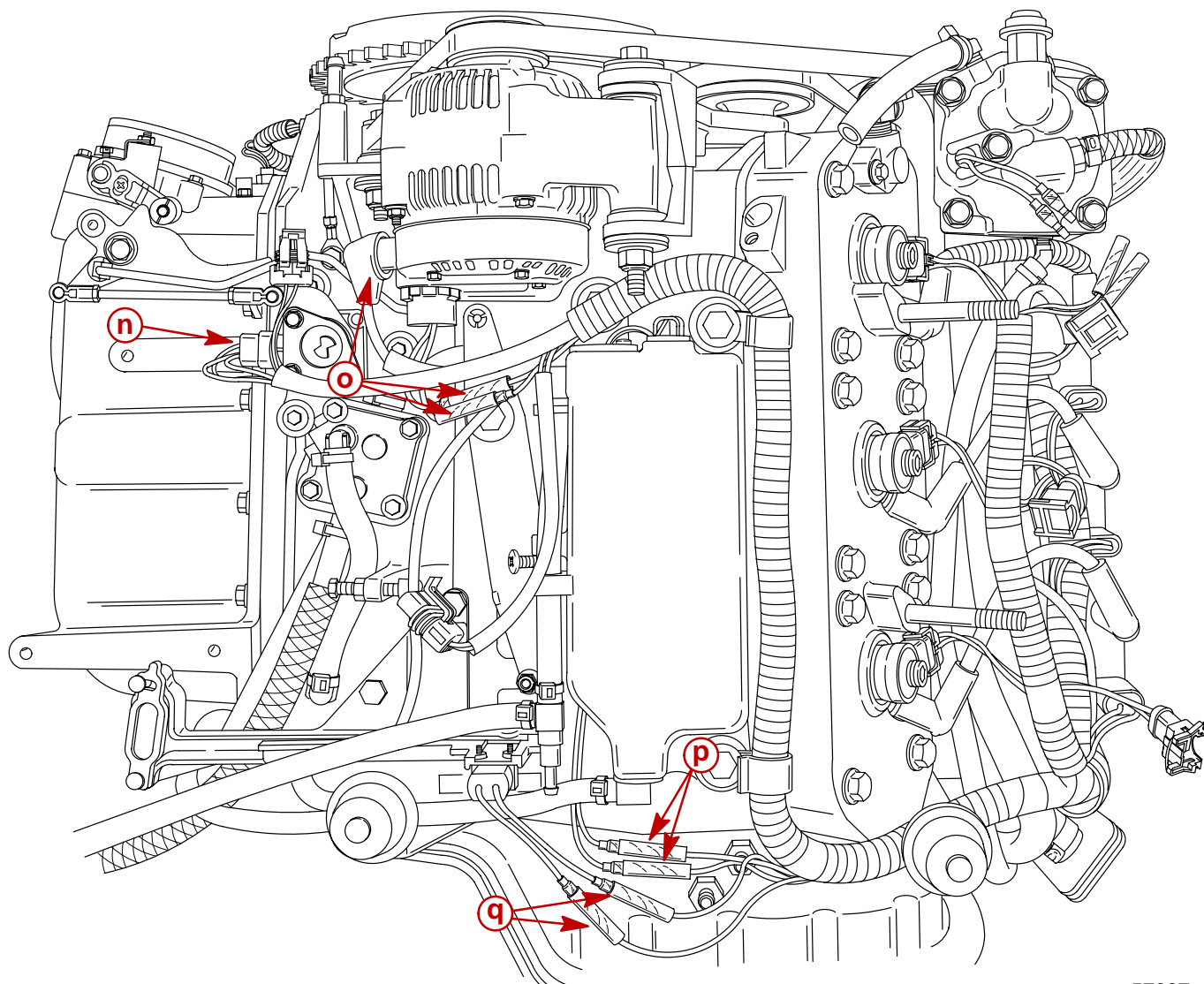
MODEL 2001

- e** - Disconnect Air Temperature Sensor
- f** - Disconnect MAP Sensor
- g** - Disconnect Crank Position Sensor
- h** - Disconnect Oil Pump Connector
- i** - Disconnect Trim Motor Wires (2)

- j** - Remove Positive (+) Battery Cable at Starter Solenoid
- k** - Remove Starter Motor Cable at Starter
- l** - Remove Electrical Plate Bolts (3)
- m** - Remove ECM Bolts (3)



ELECTRICAL PLATE AND HARNESS REMOVAL (CONTINUED)

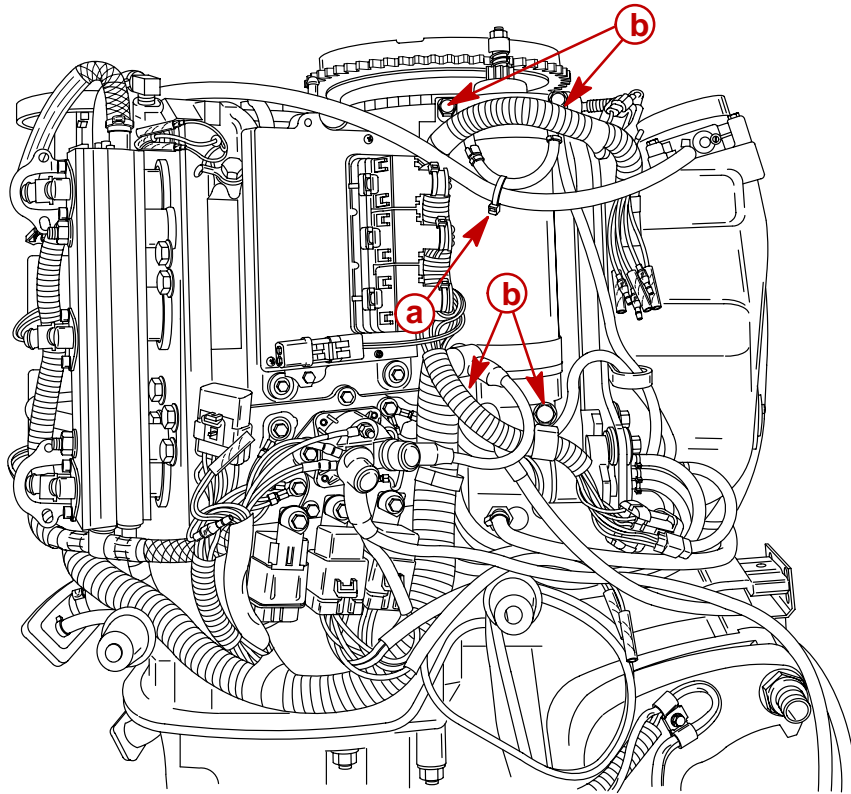


57697

- n** - Disconnect TPI Connector
- o** - Disconnect Alternator Leads (3)
- p** - Disconnect Oil Reservoir Float Sensor Leads
- q** - Disconnect Shift Switch Leads

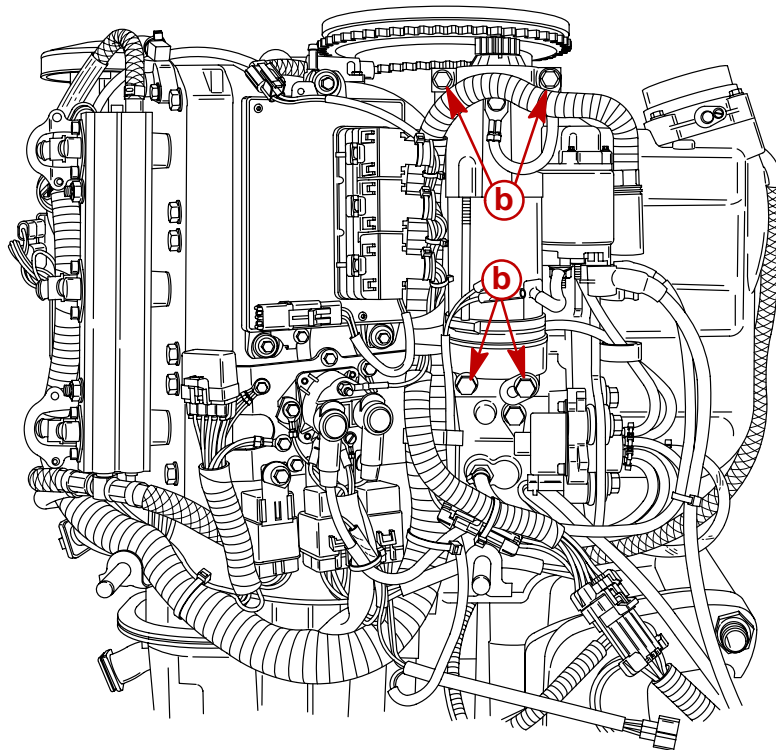


STARTER MOTOR REMOVAL



MODEL 2000

57490



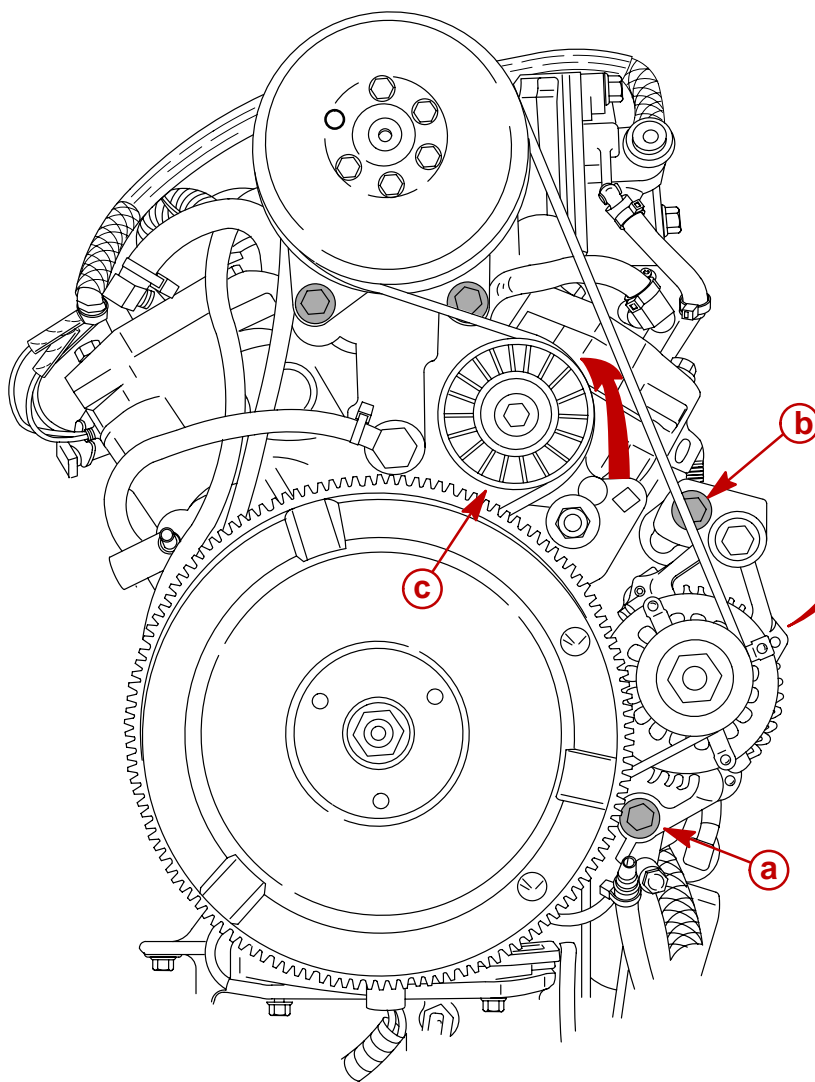
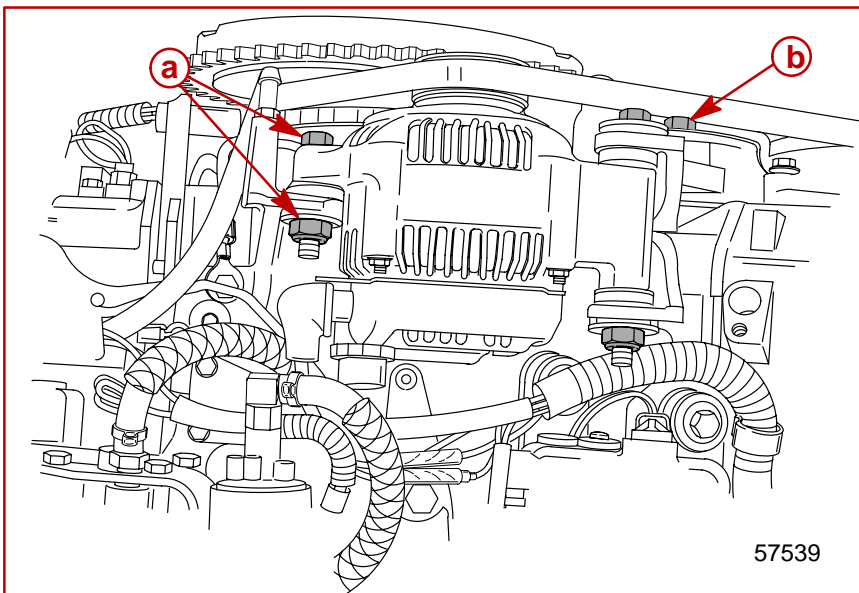
MODEL 2001

58426

- a** - Remove Sta-Strap
- b** - Remove 4 Bolts



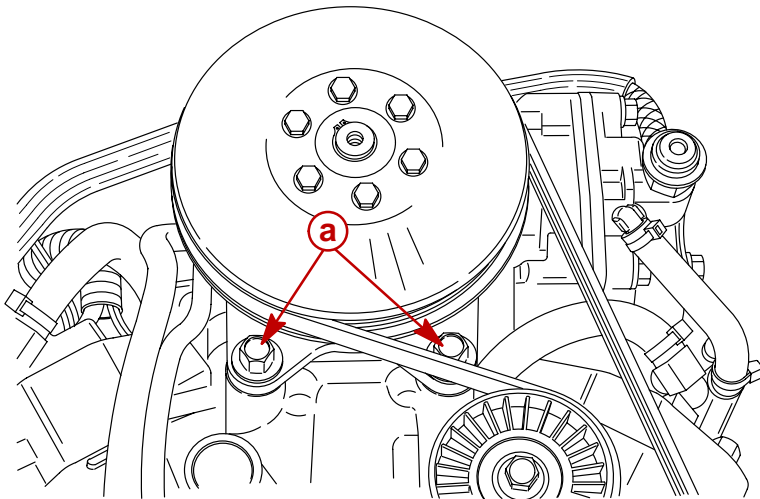
ALTERNATOR REMOVAL



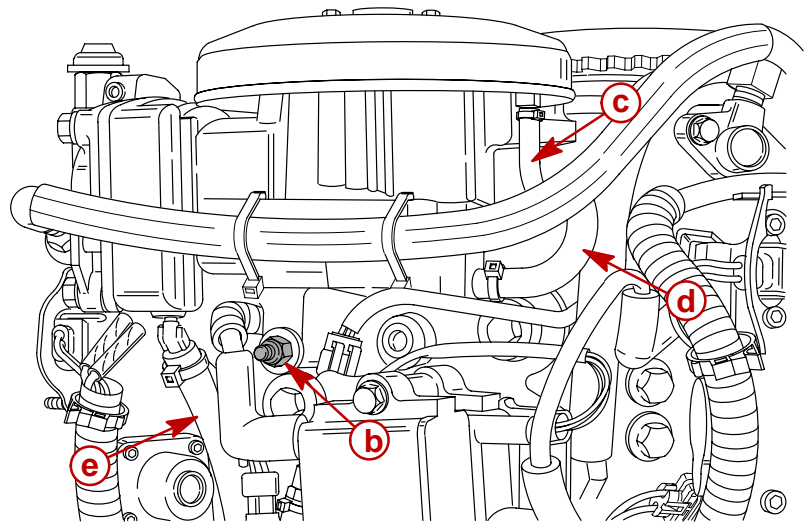
- a** - Remove Bolt and Nut
- b** - Remove Bolt
- c** - Rotate Belt Tensioner



AIR COMPRESSOR REMOVAL



57683

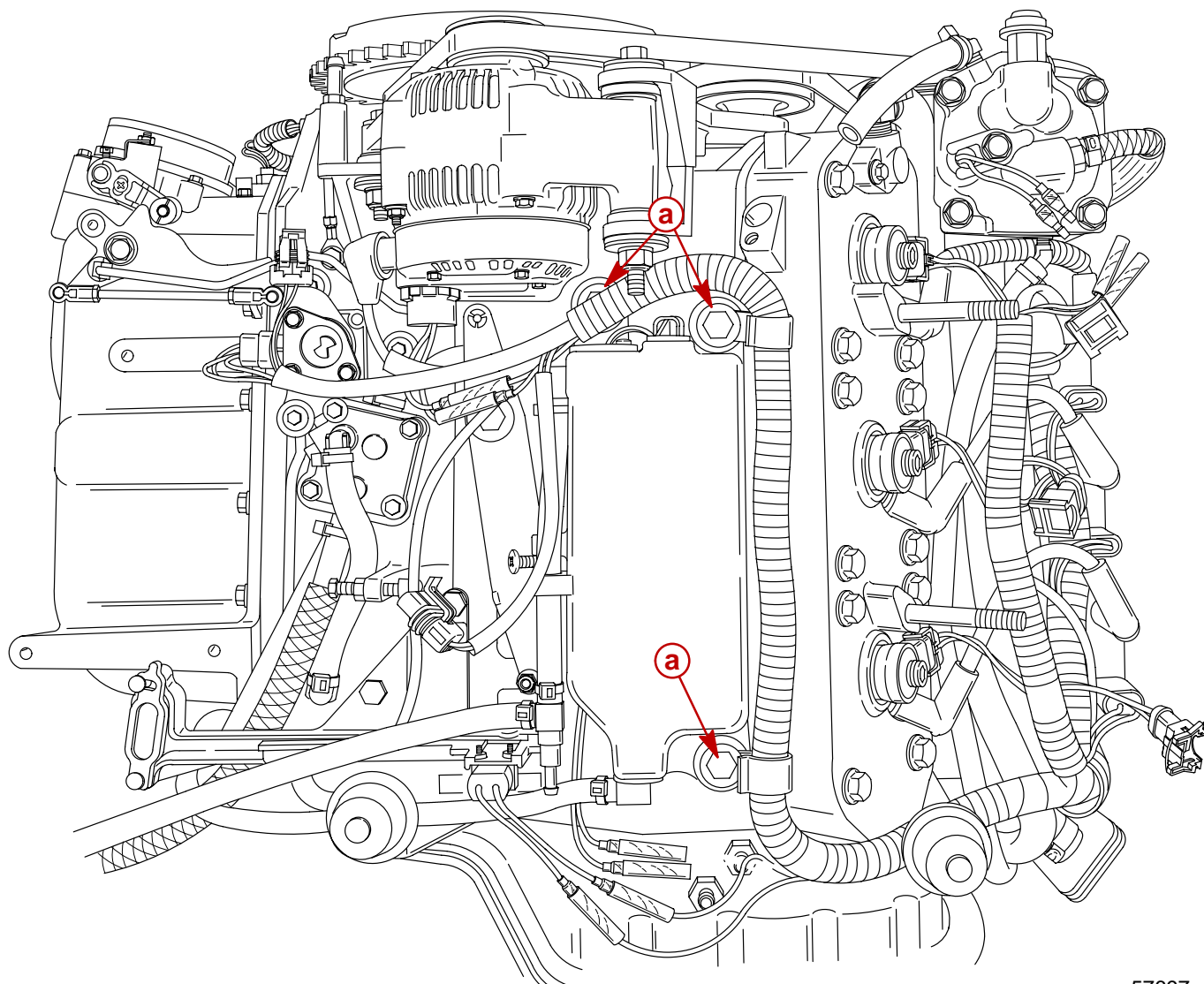


57542

- a** - Remove 2 Bolts (top)
- b** - Remove Nut
- c** - Remove Oil Input Hose
- d** - Remove Oil Return Hose(s)
- e** - Remove Water Out (tell-tale) Hose



OIL RESERVOIR REMOVAL

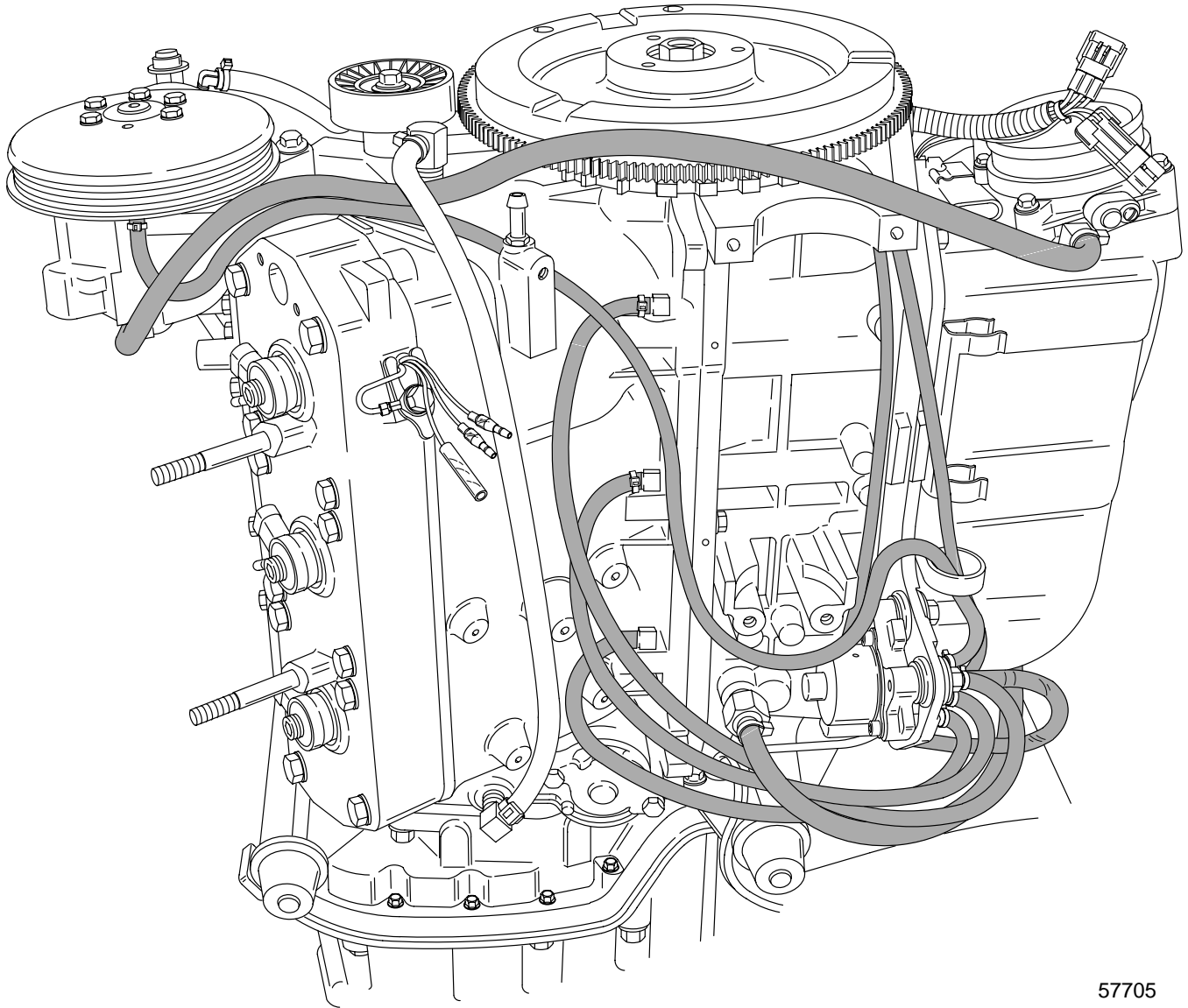


a - Remove 3 Bolts

57697



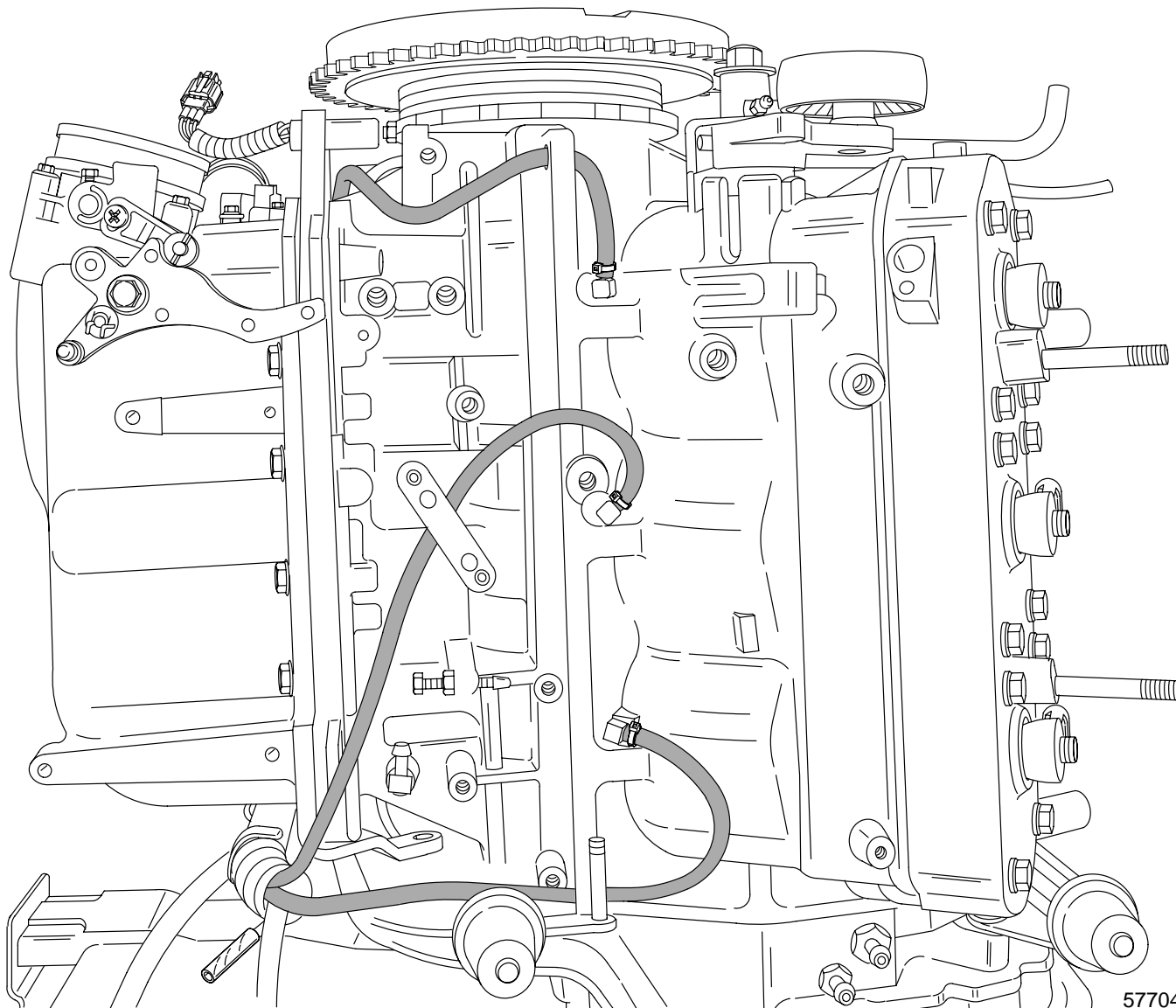
Model Year 2000 Starboard Side Oil Hose Routing



57705



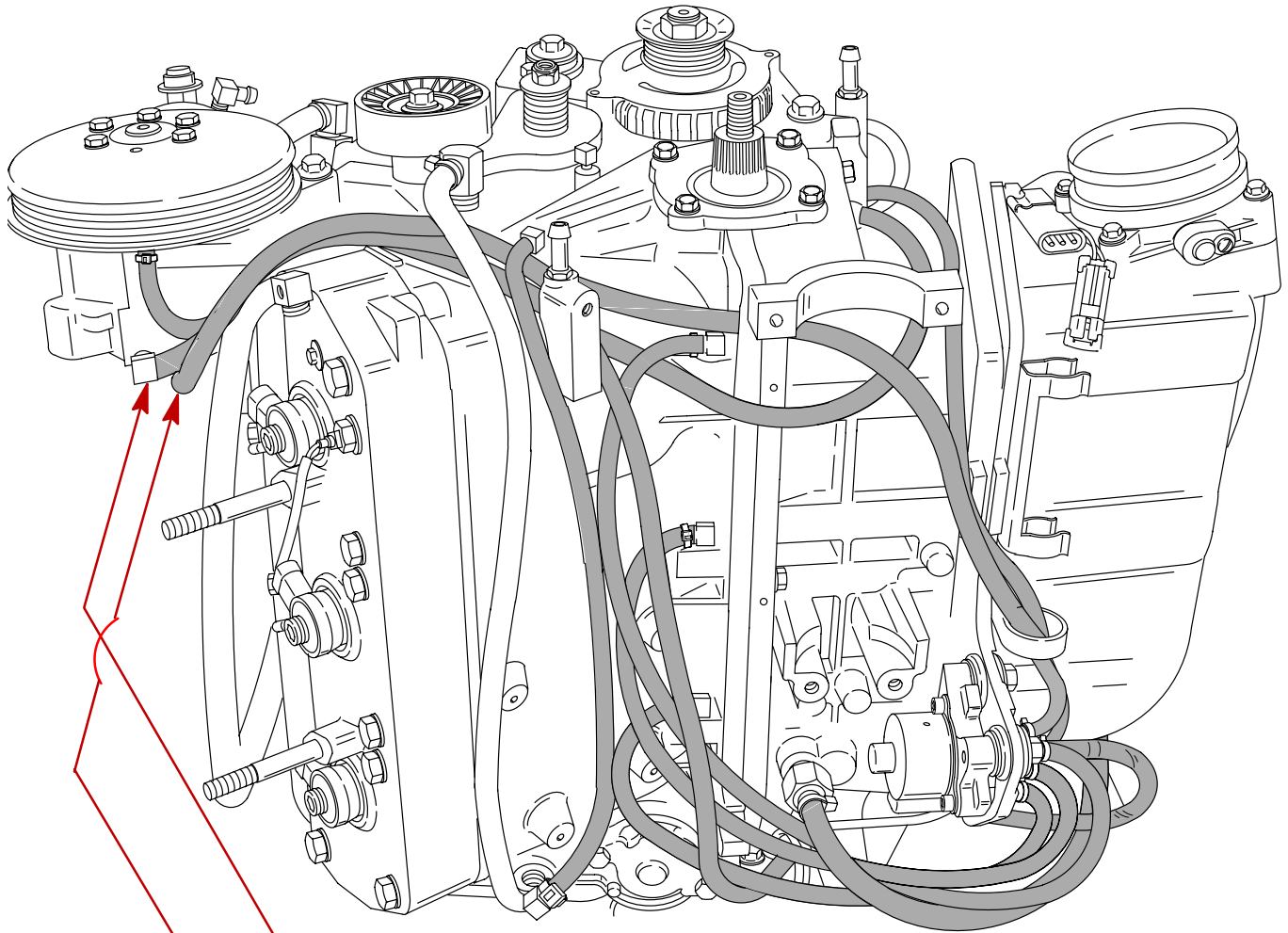
Model Year 2000 Port Side Oil Hose Routing



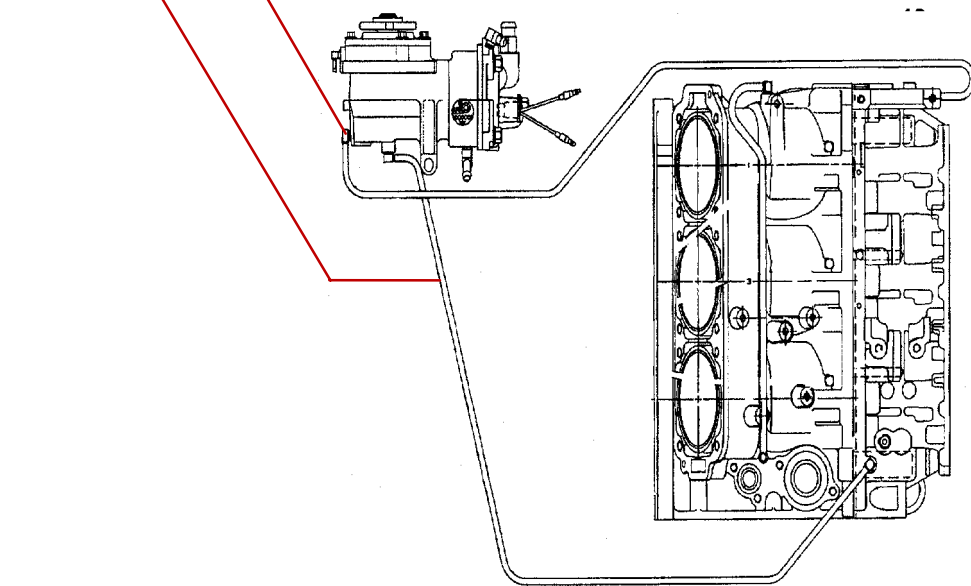
57704



Model Year 2001 Starboard Side Oil Hose Routing

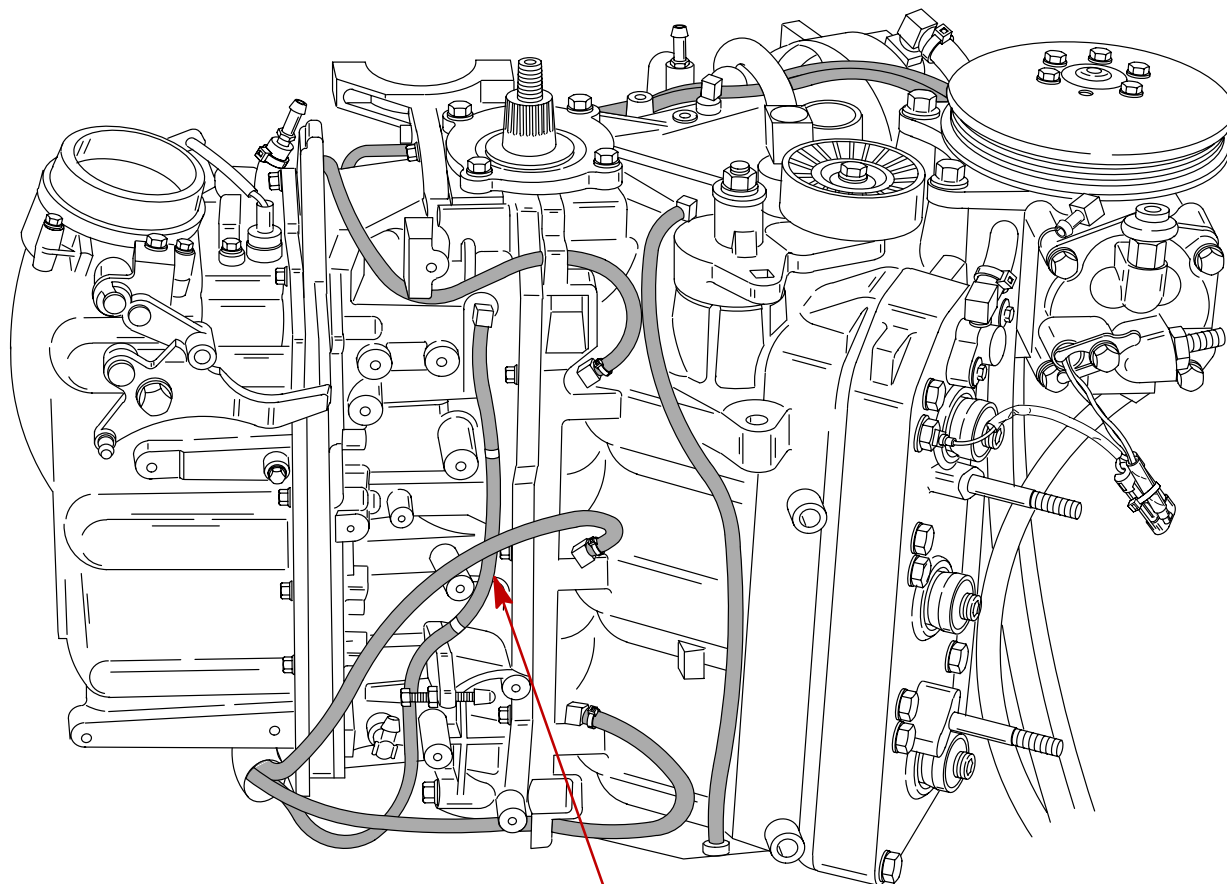


58422

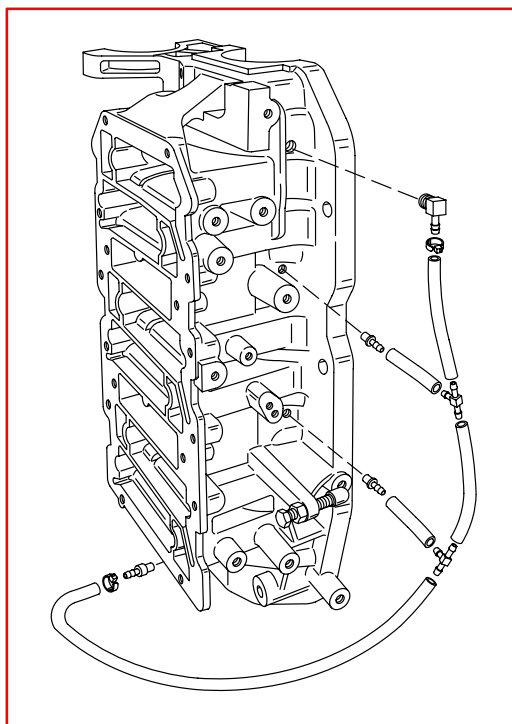




Model Year 2001 Port Side Oil Hose Routing



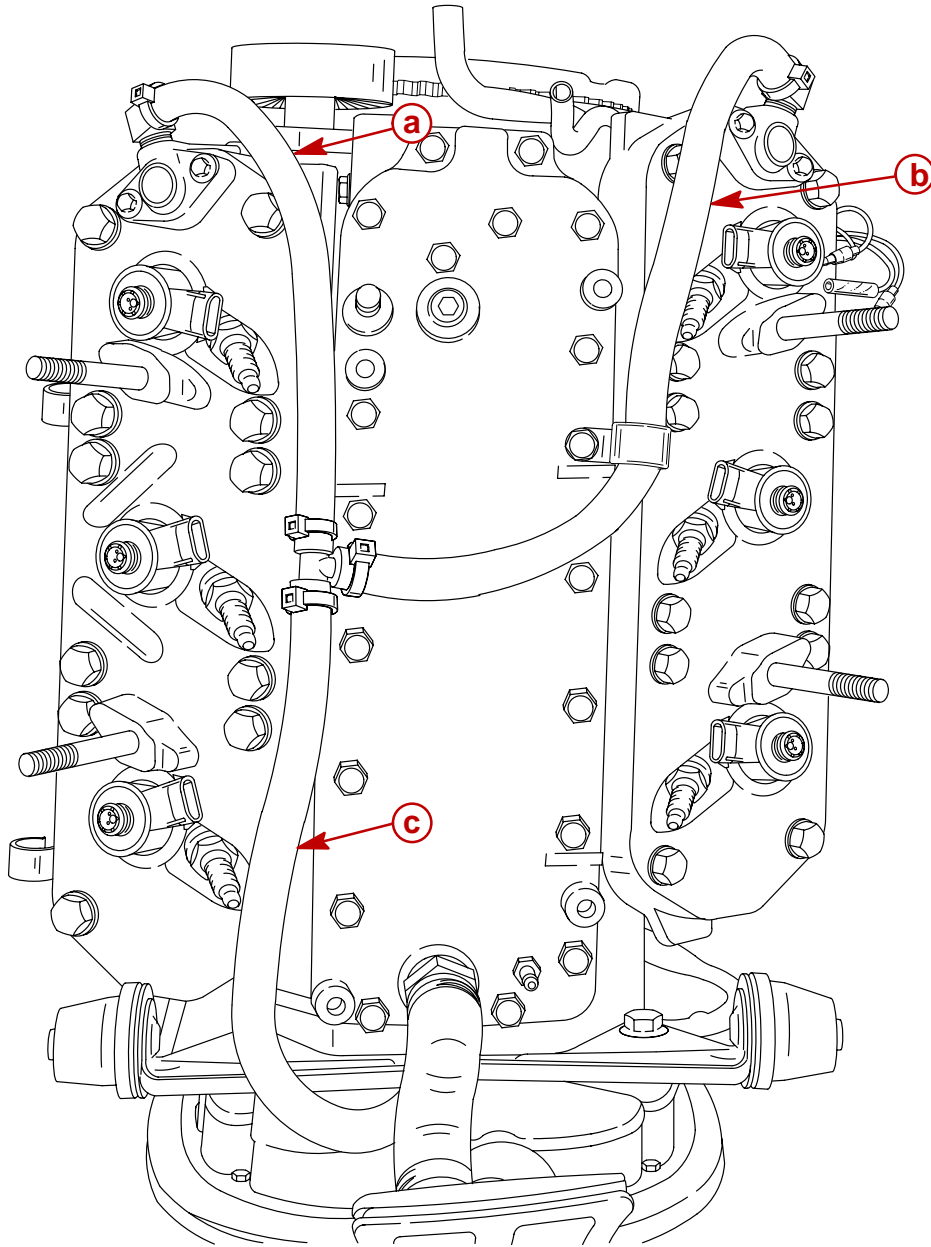
58309



58618



Thermostat Hose Routing



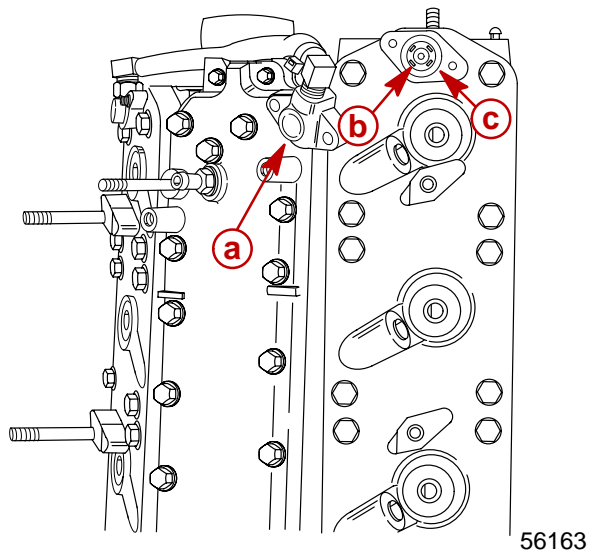
57702

- a** - Port Thermostat Hose
- b** - Starboard Thermostat Hose
- c** - To Exhaust Adaptor Plate

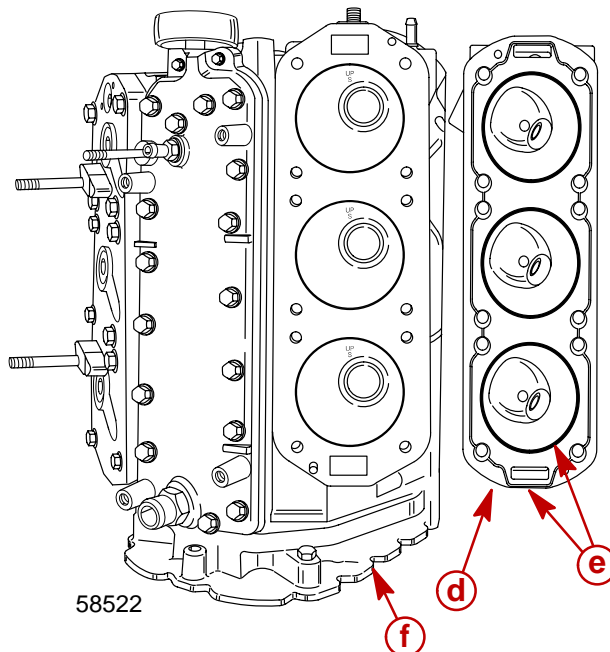


Powerhead Disassembly

1. Place powerhead in repair stand or on a bench.
2. Remove thermostat covers, thermostats and gaskets.
3. Remove cylinder heads from engine block.



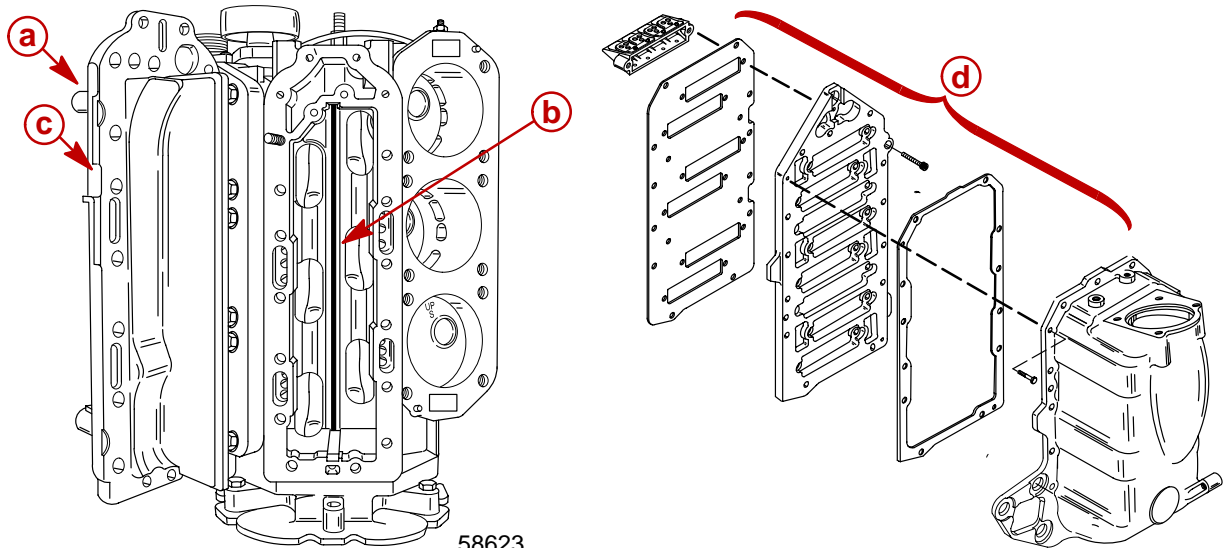
- a** - Thermostat Cover
- b** - Thermostat
- c** - Gasket



- d** - Cylinder Head
- e** - O-Rings
- f** - Engine Block

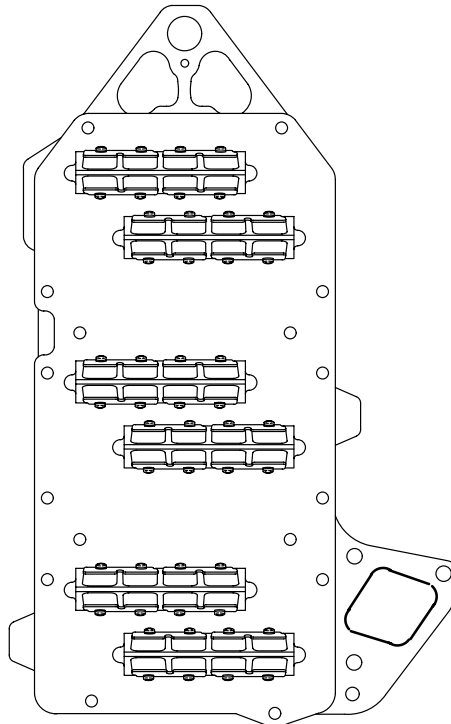


4. Remove exhaust manifold cover and seal.
5. Referring to Section 3B, remove air plenum/reed block/adaptor plate assembly from cylinder block.



- 58623
- a** - Exhaust Manifold Cover
 - b** - Seal
 - c** - Gasket
 - d** - Air Plenum/Reed Block/Adaptor Plate Assembly

6. Inspect reeds as outlined in "Cleaning and Inspection".

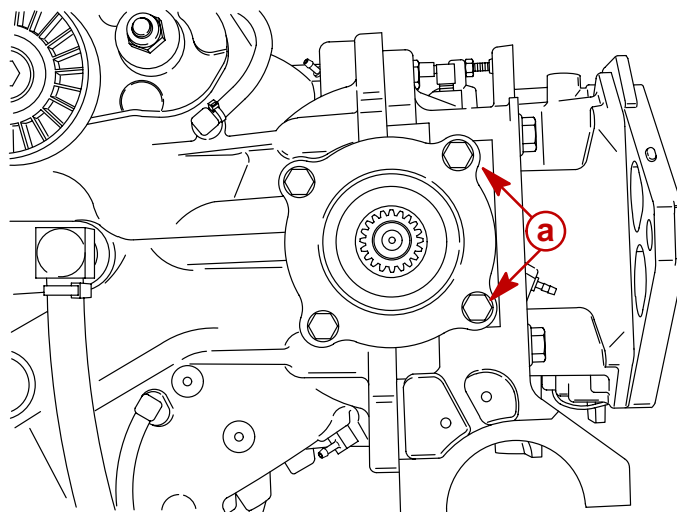


56169

7. Remove bolts from end caps.



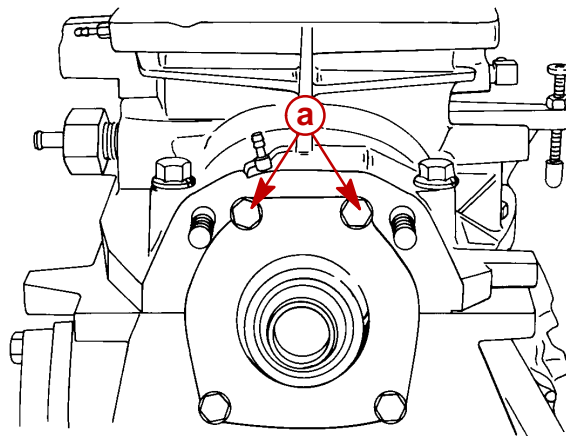
UPPER END CAP



a - Crankcase Attaching End Cap Bolts

58350

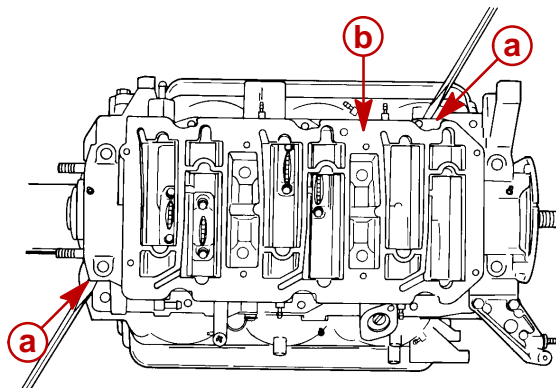
LOWER END CAP



a - Crankcase Attaching End Cap Bolts

51849

8. Remove bolts which secure crankcase cover to cylinder block.
9. Pry crankcase cover off cylinder block using pry bars in locations shown.

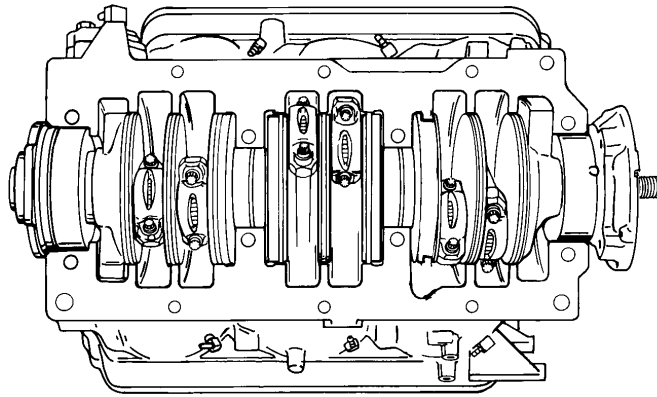


a - Pry Points
b - Crankcase Cover

51845

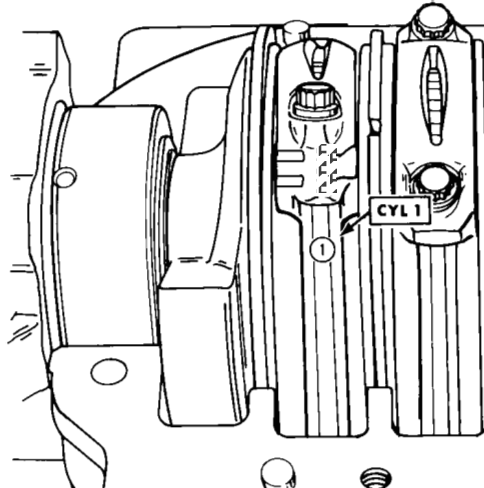


CRANKCASE COVER REMOVED



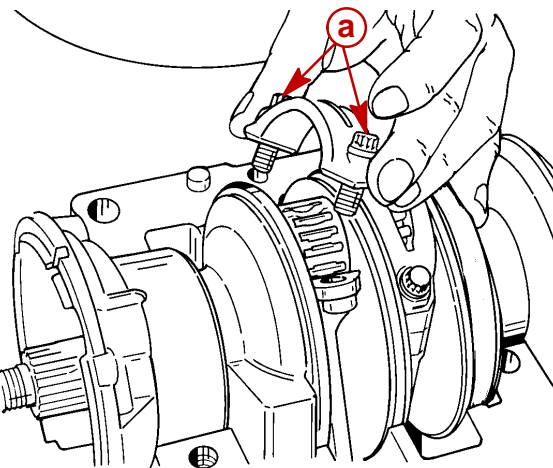
51848

1. Use Powerhead Stand (91-30591A1) for rotating crankshaft to desired position for removal of connecting rods.
2. Using an awl or electric pencil, scribe the cylinder identification number on each connecting rod as shown. Reassemble connecting rods in same cylinder.



51849

3. Use a 5/16 in. 12 point socket to remove connecting rod bolts, then remove rod cap, roller bearings and bearing cage from connecting rod.



51850

a - Connecting Rod Bolts

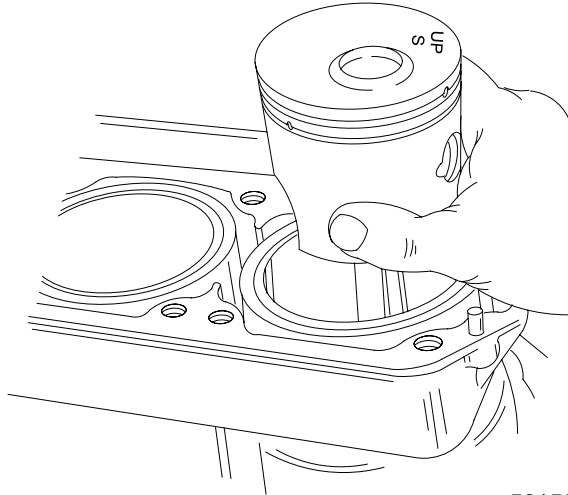
4. Push piston out of cylinder block.
5. After removal, reassemble each piston and connecting rod assembly.



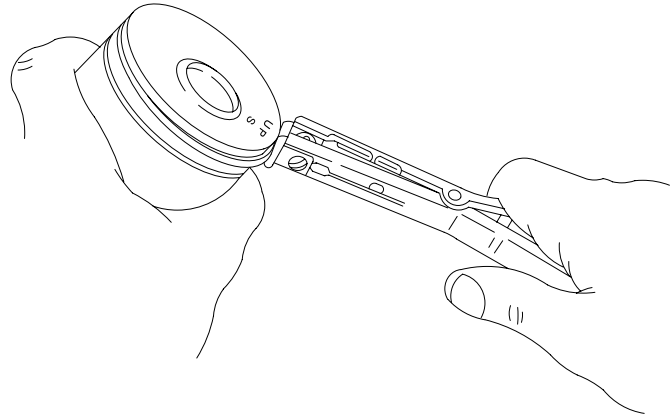
⚠ CAUTION

Each connecting rod and end cap are a matched machined set and must never be mismatched.

6. Inspect pistons as outlined in "Cleaning and Inspection," following.
7. Use Piston Ring Expander (91-24697) to remove piston rings. Always install new piston rings.

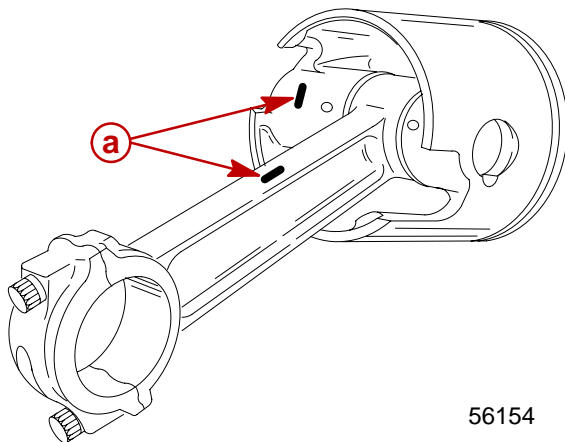


56153

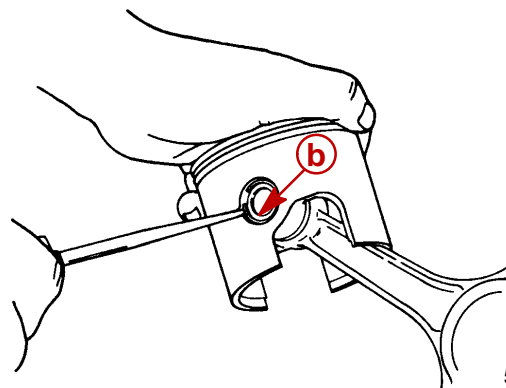


56155

8. Using an awl, scribe identification number of connecting rod on inside of piston. Reassemble piston on same connecting rod.
9. Using tool (91-52952A1), remove piston pin lockrings from both ends of piston pin. Never re-use piston pin lockrings.



56154



51083

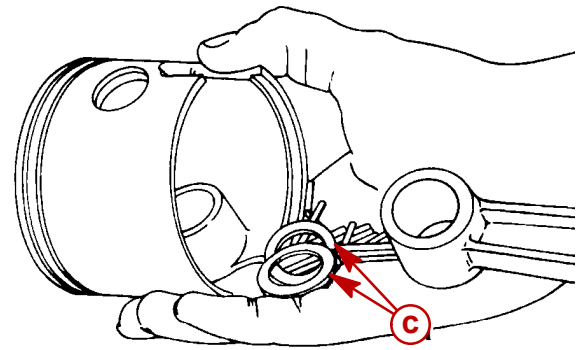
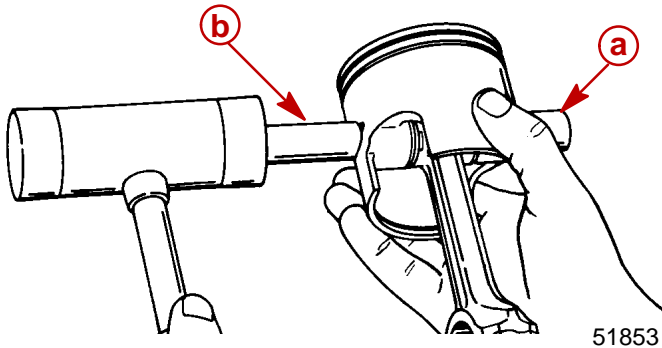
- a** - Scribe Identification Number
- b** - Lockring

IMPORTANT: Warming the piston dome using a torch lamp will ease removal and installation of piston pin.



10. Support piston and tap out piston pin using service tool [91-76159A1 (Model Year 2000) or [91-92973A1 (Model Year 2001)] as shown.
11. Remove piston pin needle bearings (29 per piston – Model Year 2000) (35 per piston – Model Year 2001) and locating washers (2 per piston) as shown.

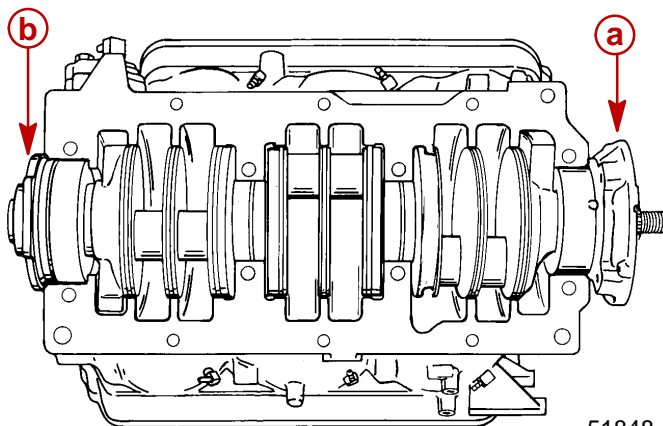
IMPORTANT: We recommend that you use new needle bearings at reassembly for lasting repair. However, if needle bearings must be re-used, keep each set of bearings identified for reassembly on same connecting rod.



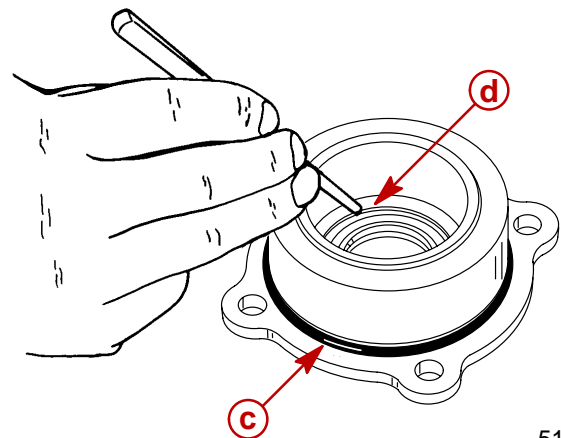
- a - Piston Pin
- b - Piston Pin Tool
- c - Needle Bearing Locating Washers

12. Remove upper end cap and lower end cap from crankshaft.
13. Remove and discard O-ring seals from each end cap.
14. Remove oil seal(s) from end of each end cap by driving seal out with a punch and hammer.
15. Inspect roller bearing in upper end cap as outlined in “Cleaning and Inspection”.

NOTE: If roller bearing is damaged, replace upper end cap and roller bearings as an assembly.



- a - Upper End Cap
- b - Lower End Cap



- c - O-Ring
- d - Seal



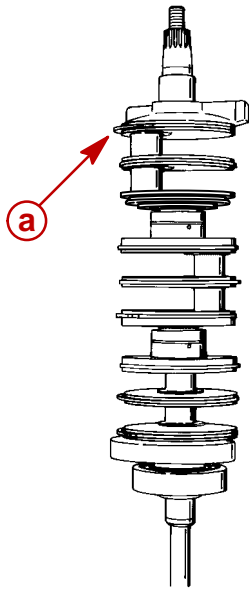
16. Remove crankshaft and place in powerhead stand as shown.

IMPORTANT: DO NOT remove crankshaft sealing rings from crankshaft, unless replacement of a sealing ring(s) is necessary. Usually, crankshaft sealing rings do not require replacement, unless broken.

CAUTION

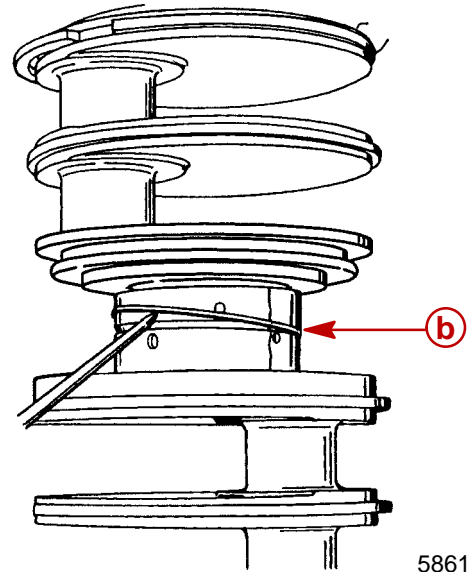
Safety glasses should be worn when removing or installing crankshaft sealing rings.

17. Remove retaining ring as shown.



58617

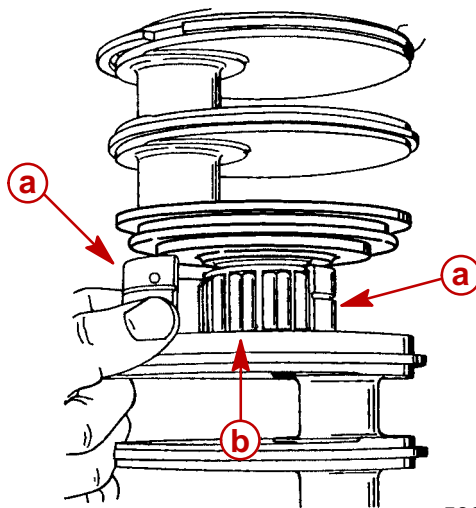
a - Sealing Rings
b - Retaining Ring



58619

18. Remove bearing race halves and roller bearings from crankshaft.

IMPORTANT: Keep same bearing races and roller bearings together.



58614

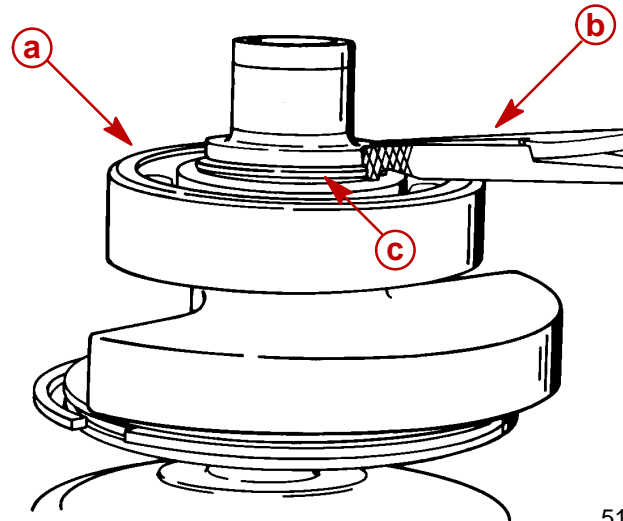
a - Bearing Race Halves
b - Roller Bearings



Inspect crankshaft ball bearing as outlined in "Cleaning and Inspection," following.

IMPORTANT: DO NOT remove crankshaft ball bearing, unless replacement is required.

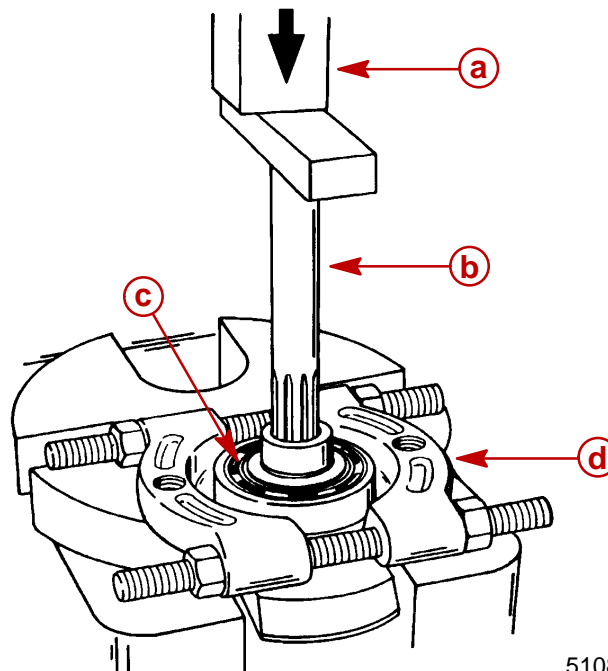
19. Remove lower ball bearing from crankshaft as follows:
 - a. Remove retaining ring using a pair of snap ring pliers.



51854

- a** - Crankshaft Ball Bearing
- b** - Pliers
- c** - Retaining Ring

- b. Press crankshaft out of lower ball bearing as shown.



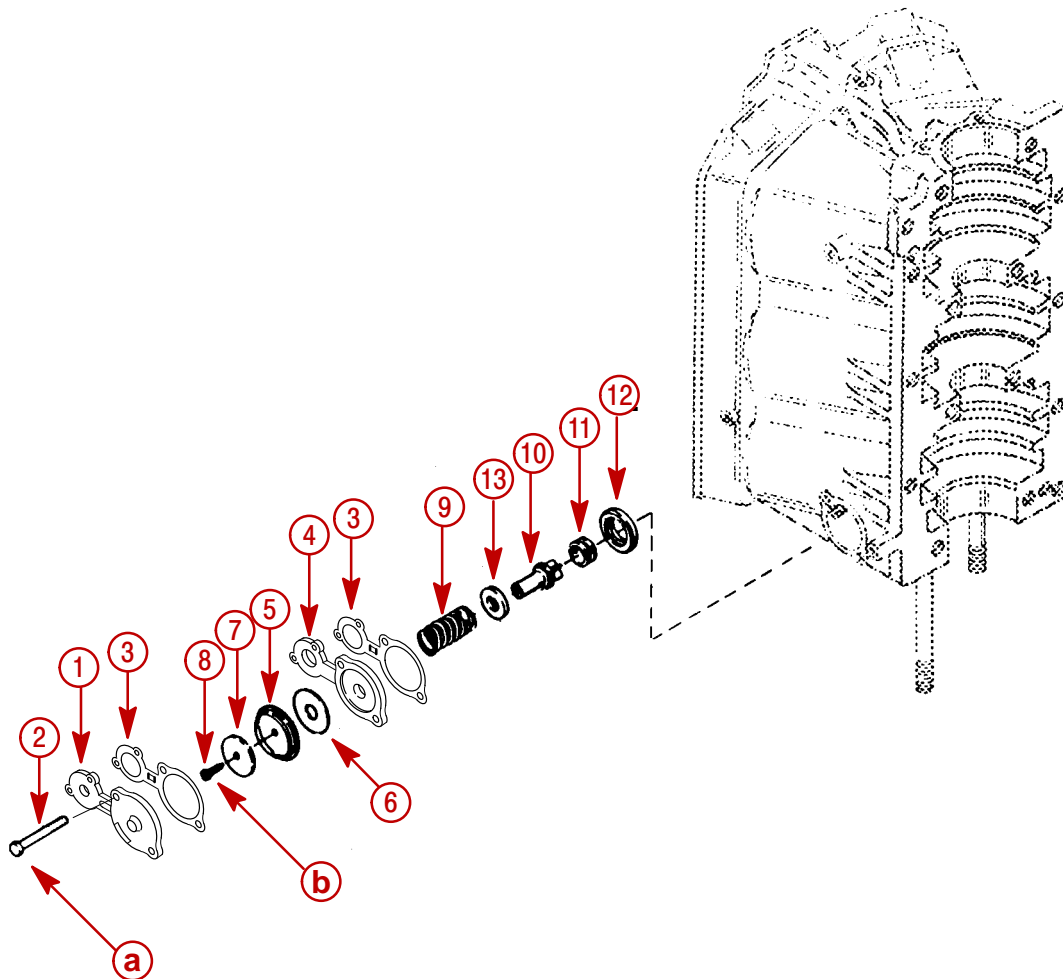
51081

- a** - Press
- b** - Powerhead Stand (91-30591A1)
- c** - Crankshaft Ball Bearing
- d** - Universal Puller Plate (91-37241)



Water Pressure Relief Valve Components

1. If necessary, remove water pressure relief valve components as shown.



50803

- 1 - Cover
- 2 - Bolt
- 3 - Gasket
- 4 - Relief Valve Plate
- 5 - Diaphragm
- 6 - Water Deflector
- 7 - Washer
- 8 - Screw
- 9 - Spring
- 10 - Poppet Valve
- 11 - Grommet
- 12 - Carrier
- 13 - Washer

Torque Specifications

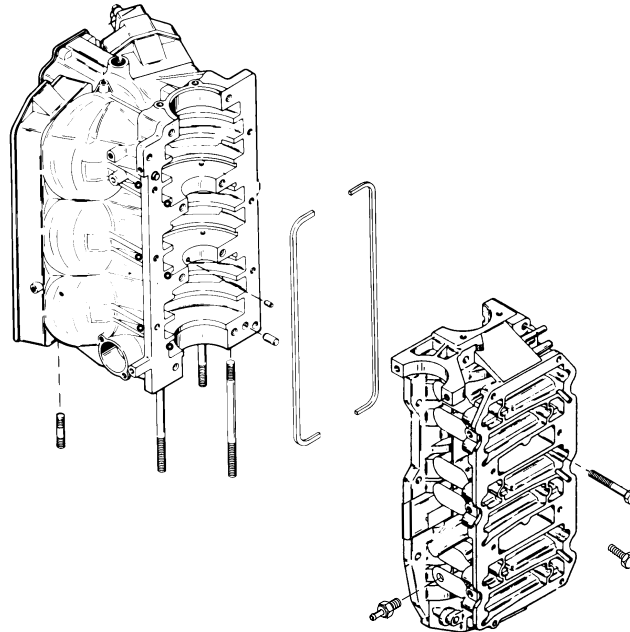
- a** 150 lb. in. (17 N·m)
- b** 25 lb. in. (3 N·m)



Cleaning and Inspection

Cylinder Block and Crankcase Cover

IMPORTANT: Crankcase cover and cylinder block are a matched, line-bored assembly and never should be mismatched by using a different crankcase cover or cylinder block.



CAUTION

If crankcase cover or cylinder block is to be submerged in a very strong cleaning solution, it will be necessary to remove the oil system to prevent damage to hoses and check valves.

1. Thoroughly clean cylinder block and crankcase cover. Be sure that all sealant and old gaskets are removed from matching surfaces. Be sure that carbon deposits are removed from exhaust ports.
2. Inspect cylinder block and crankcase cover for cracks or fractures.
3. Check gasket surfaces for nicks, deep grooves, cracks and distortion that could cause compression leakages.
4. Check all water and oil passages in cylinder block and crankcase cover to be sure that they are not obstructed and that plugs are in place and tight.

Special Service Information

Grooves in Cylinder Block Caused By Crankshaft Sealing Rings

Grooves in cylinder block caused by crankshaft sealing rings are not a problem, except if installing a new crankshaft and the new sealing rings on crankshaft do not line up with existing grooves in cylinder block. If installing a new crankshaft, refer to crankshaft installation, Powerhead Reassembly section to determine if powerhead can be used.



Cylinder Bores

1. Inspect cylinder bores for scoring, scuffing or a transfer of aluminum from piston to cylinder wall. Scoring or scuffing, if NOT TOO SEVERE, can normally be removed by honing. If a transfer of aluminum has occurred, an acidic solution such as "TIDY BOWL CLEANER" should be applied to the areas of the cylinder bore where transfer of aluminum has occurred. After the acidic solution has removed the transferred aluminum, thoroughly flush the cylinder bore(s) to remove any remaining acid. Cylinder walls may now be honed to remove any glaze and to aid in the seating of new piston rings.

HONING PROCEDURE

- a. When cylinders are to be honed, follow the hone manufacturer's recommendations for use of the hone and cleaning and lubrication during honing.
- b. For best results, a continuous flow of honing oil should be pumped into the work area. If pumping oil is not practical, use an oil can. Apply oil generously and frequently on both stones and work area.

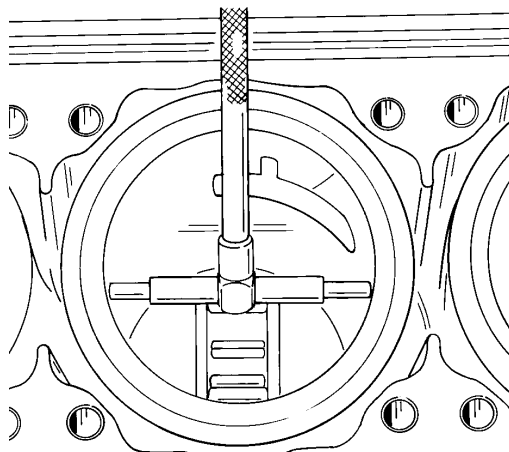
CAUTION

When honing cylinder block, remove hone frequently and check condition of cylinder walls. DO NOT hone any more than absolutely necessary, as hone can remove cylinder wall material rapidly.

- c. Start stroking at smallest diameter. Maintain firm stone pressure against cylinder wall to assure fast stock removal and accurate results.
 - d. Localize stroking in the smallest diameter until drill speed is constant throughout length of bore. Expand stones, as necessary, to compensate for stock removal and stone wear. Stroke at a rate of 30 complete cycles per minute to produce best cross-hatch pattern. Use honing oil generously.
 - e. Thoroughly clean cylinder bores with hot water and detergent. Scrub well with a stiff bristle brush and rinse thoroughly with hot water. A good cleaning is essential. If any of the abrasive material is allowed to remain in the cylinder bore, it will cause rapid wear of new piston rings and cylinder bore in addition to bearings. After cleaning, bores should be swabbed several times with engine oil and a clean cloth, then wiped with a clean, dry cloth. Cylinders **should not** be cleaned with kerosene or gasoline. Clean remainder of cylinder block to remove excess material spread during honing operation.
2. Hone all cylinder walls **just enough** to de-glaze walls.



3. Measure cylinder bore diameter (with a snap gauge micrometer) of each cylinder, as shown below. Check for tapered, out-of-round (egg-shaped) and oversize bore.



51846

Models	Cylinder Block Finish Hone
Standard Piston Bore	3.501 in. (88.93mm)
.015 in. (0.381mm) Oversize Piston Bore	3.516 in. (89.31mm)

4. If a cylinder bore is tapered, out-of-round or worn more than 0.003 in. (0.076mm) from standard "Cylinder Block Finish Hone" diameter (refer to chart, preceding), it will be necessary to re-bore that cylinder(s) to 0.015 in. (0.381mm) oversize or re-sleeve and install oversize piston(s) and piston rings during reassembly.

NOTE: The weight of an oversize piston is approximately the same as a standard size piston; therefore, it is not necessary to re-bore all cylinders in a block just because one cylinder requires re-boring.

5. After honing and thoroughly cleaning cylinder bores, apply light oil to cylinder walls to prevent rusting .

Pistons and Piston Rings

IMPORTANT: If engine was submerged while engine was running, piston pin and/or connecting rod may be bent. If piston pin is bent, piston must be replaced. (Piston pins are not sold separately because of matched fit into piston.) If piston pin is bent, connecting rod must be checked for straightness (refer to "Connecting Rods," following, for checking straightness).

1. Inspect pistons for scoring and excessive piston skirt wear.
2. Check tightness of piston ring locating pins. Locating pins must be tight.
3. Thoroughly clean pistons. Carefully remove carbon deposits from pistons, with a soft wire brush or carbon remove solution. Do not burr or round off machined edges.

Inspect piston ring grooves for wear and carbon accumulation. If necessary, scrape carbon from piston ring grooves **being careful not to scratch sides of grooves**. Refer to procedure following for cleaning piston ring grooves.



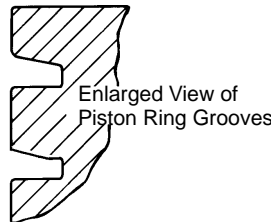
CLEANING PISTON RING GROOVES

Keystone (tapered) ring grooves

⚠ CAUTION
Care must be taken not to scratch the side surfaces of the ring groove. Scratching the side surface of the ring groove will damage the ring groove.

1. Use a bristle brush and carbon remover solution to remove carbon from side surfaces.
2. A tool can be made for cleaning the inner diameter of the tapered ring grooves. The tool can be made from a broken tapered piston ring with the side taper removed to enable the inside edge of the ring to reach the inner diameter of the groove. Carefully scrape carbon from inner diameter of ring grooves. Care must be taken not to damage the grooves by scratching the side surfaces of the grooves.

Piston with two half keystone (half tapered) rings (135/150 Models)



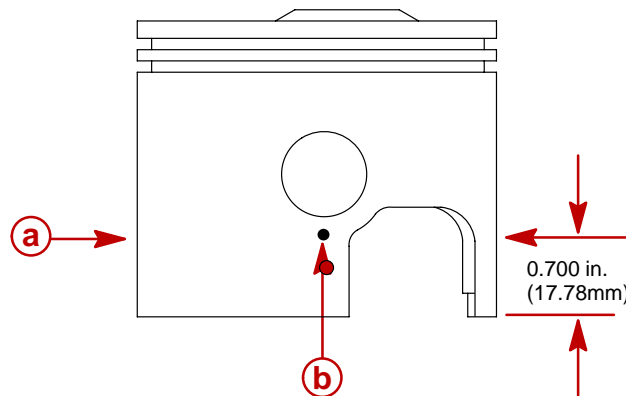
MEASURING PISTON ROUNDNESS

Piston has a barrel profile shape and is not a true diameter.

1. Using a micrometer, measure dimension “A” at location shown. Dimension “A” should be as indicated in chart following.

Piston	Dimension “A”
Standard Piston	3.4925 in. ± 0.0005 in.
0.015 in. Oversize Piston	3.5075 in. ± 0.0005 in.

2. Using a micrometer, measure dimension “B” at location shown. Dimension “B” should be within 0.008 in. of dimension “A.”



- a** - Dimension “A” at RIGHT Angle (90°) to Piston Pin
- b** - Dimension “B” (in line with Piston Pin)



Cylinder Heads and Exhaust Divider Plate

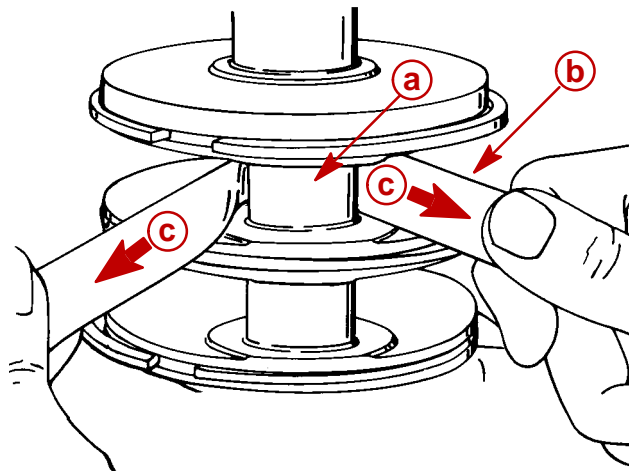
1. Inspect internal surface of cylinder heads for possible damage (as a result of piston or foreign material striking cylinder heads).

IMPORTANT: Cylinder head warpage should not exceed 0.004 in. (0.1 mm) over the ENTIRE length of the cylinder head. If measured warpage, as determined on a surface block, exceeds 0.004 in. (0.1 mm) or a discontinuity of up to 0.004 in. (0.1 mm) exists in a narrow portion of the cylinder head's surface length, then the cylinder head should be replaced. It is recommended that the cylinder head not be resurfaced as the o-ring groove depth in the head will be reduced resulting in possible cylinder leakage.

2. Replace cylinder head(s) as necessary.
3. Thoroughly clean gasket surfaces of exhaust divider plate.
4. Inspect exhaust divider plate for deep grooves, cracks or distortion that could cause leakage. Replace parts as necessary.

Crankshaft

1. Inspect crankshaft to drive shaft splines for wear. (Replace crankshaft, if necessary.)
2. Check crankshaft for straightness. Maximum runout is 0.006 in. (0.152 mm). (Replace as necessary.)
3. Inspect crankshaft oil seal surfaces. Sealing surfaces must not be grooved, pitted or scratched. (Replace as necessary.)
4. Check all crankshaft bearing surfaces for rust, water marks, chatter marks, uneven wear and/or overheating. (Refer to "Connecting Rods".)
5. If necessary, clean crankshaft surfaces with crocus cloth .



51847

- a - Crankshaft Journals
- b - Crocus Cloth
- c - Work Cloth "Back-and-Forth"

⚠ WARNING

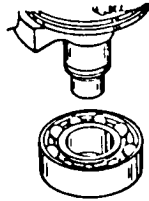
DO NOT spin-dry crankshaft ball bearing with compressed air.

6. Thoroughly clean (with solvent) and dry crankshaft and crankshaft ball bearing. Re-check surfaces of crankshaft. Replace crankshaft, if surfaces cannot be properly "cleaned up." If crankshaft will be re-used, lubricate surfaces of crankshaft with light oil to prevent rust. DO NOT lubricate crankshaft ball bearing at this time.



Crankshaft (and End Cap) Bearings

1. After cleaning crankshaft, grasp outer race of crankshaft ball bearing (installed on lower end of crankshaft) and attempt to work race back-and-forth. There should not be excessive play.
2. Lubricate ball bearing with light oil. Rotate outer bearing race. Bearing should have smooth action and no rust stains. If ball bearing sounds or feels "rough" or has "catches," remove and discard bearing. (Refer to "Powerhead Removal and Disassembly - Crankshaft Removal and Disassembly").



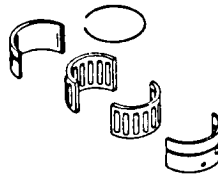
Lower Ball Bearing

3. Thoroughly clean (with solvent) and dry crankshaft center main roller bearings. Lubricate bearings with 2-Cycle Outboard Oil.

CAUTION

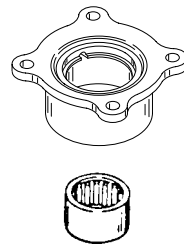
DO NOT intermix halves of upper and lower crankshaft center main roller bearings. Replace bearings in pairs only.

4. Thoroughly inspect center main roller bearings. Replace bearings if they are rusted, fractured, worn, galled or badly discolored.



Center Main Roller Bearing

5. Clean (with solvent) and dry crankshaft roller bearing that is installed in upper end cap. Lubricate bearing with light oil.
6. Thoroughly inspect upper end cap roller bearing. If roller bearing is rusted, fractured, worn, galled, badly discolored or loose inside of end cap replace end cap and roller bearing as an assembly.



Upper Roller Bearing

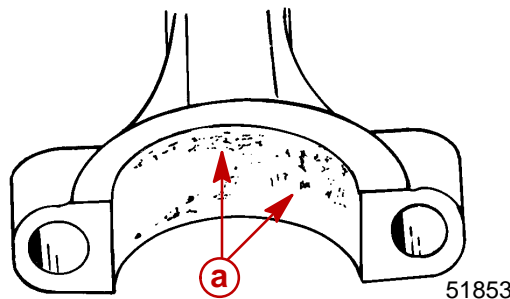


End Bearing Bleed System

1. Check rubber bleed hoses. Replace any hose that is cracked, cut or deteriorating.
2. Check operation of lower end cap check valve. If valve is working properly, air can be drawn thru check valve “one way” only. If air can pass thru a check valve both ways, valve is not working properly and must be replaced.

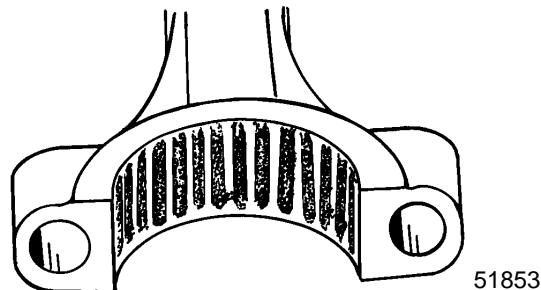
Connecting Rods

1. Check connecting rods for alignment by placing rods on a surface plate. If light can be seen under any portion of machined surfaces, if rod has a slight wobble on plate, or if a 0.002 in. (0.051 mm) feeler gauge can be inserted between any machined surface and surface plate, rod is bent and must be discarded.
2. **Overheating:** Overheating is visible as a bluish bearing surface color that is caused by inadequate lubrication or excessive RPM.
3. **Rust:** Rust formation on bearing surfaces causes uneven pitting of surface(s).

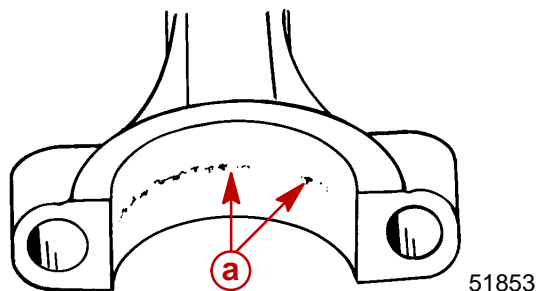


a - Pitting

4. **Water Marks:** When bearing surfaces are subjected to water contamination, a bearing surface “etching” occurs. This etching resembles the size of the bearing.



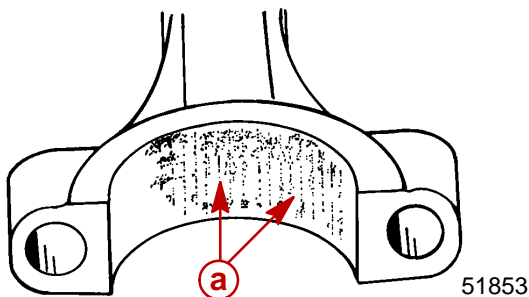
5. **Spalling:** Spalling is the loss of bearing surface, and it resembles flaking or chipping. Spalling will be most evident on the thrust portion of the connecting rod in line with the “I” beam. General bearing surface deterioration could be caused by or accelerated by improper lubrication.



a - Spalling

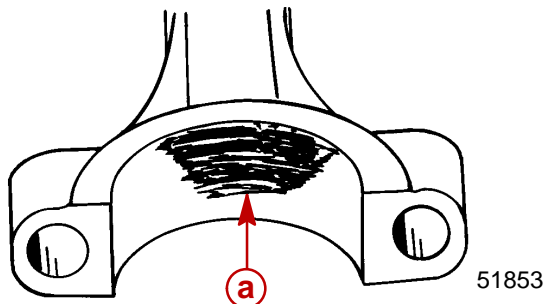


6. **Chatter Marks:** Chatter marks are the result of a combination of low speed - low load - cold water temperature operation, aggravated by inadequate lubrication and/or improper fuel. Under these conditions, the crankshaft journal is hammered by the connecting rod. As ignition occurs in the cylinder, the piston pushes the connecting rod with tremendous force, and this force is transferred to the connecting rod journal. Since there is little or no load on the crankshaft, it bounces away from the connecting rod. The crankshaft then remains immobile for a split second until the piston travel causes the connecting rod to catch up to the waiting crankshaft journal, then hammers it. The repetition of this action causes a rough bearing surface(s) which resembles a tiny washboard. In some instances, the connecting rod crank pin bore becomes highly polished. During operation, the engine will emit a “whirr” and/or “chirp” sound when it is accelerated rapidly from idle speed to approximately 1500 RPM, then quickly returned to idle. If the preceding conditions are found, replace both the crankshaft and connecting rod(s).



a - Chatter Marks Between Arrows

7. **Uneven Wear:** Uneven wear could be caused by a bent connecting rod.



a - Uneven Wear Between Arrows

8. If necessary, clean connecting rod bearing surfaces, as follows:
- Be sure that “etched” marks on connecting rod (crankshaft end) are perfectly aligned with “etched” marks on connecting rod cap. Tighten connecting rod cap attaching bolts securely.

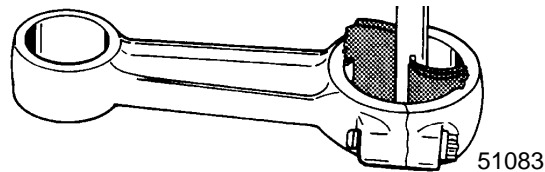
⚠ CAUTION

Crocus cloth MUST BE USED to clean bearing surface at crankshaft end of connecting rod. DO NOT use any other type of abrasive cloth.

- Clean CRANKSHAFT END of connecting rod by using CROCUS CLOTH** placed in a slotted 3/8 in. (9.5 mm) diameter shaft, as shown. Chuck shaft in a drill press and operation press at high speed while keeping connecting rod at a 90° angle to slotted shaft.



IMPORTANT: Clean connecting rod just enough to clean up bearing surfaces. DO NOT continue to clean after marks are removed from bearing surfaces.

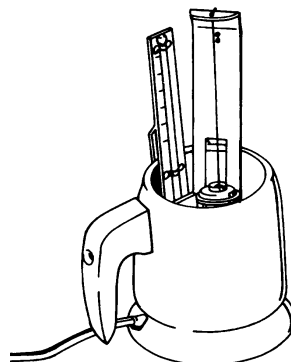


- c. **Clean PISTON PIN END of connecting rod**, using same method as in Step “b”, preceding, but using 320 grit carborundum cloth instead of crocus cloth.
- d. Thoroughly wash connecting rods to remove abrasive grit. Recheck bearing surfaces of connecting rods. Replace any connecting rod(s) that cannot be properly “cleaned up.” Lubricate bearing surfaces of connecting rods (which will be re-used) with light oil to prevent rust.

Thermostats

1. Inspect thermostat covers and cylinder head covers (thermostat opening) for cracks and corrosion damage that could cause leakage. Replace parts as necessary.
2. Remove and discard gasket from each thermostat.
3. Wash thermostats with clean water.
4. Using a thermostat tester, similar to the one shown, test each thermostat as follows:
 - a. Open thermostat valve, then insert a thread between valve and thermostat body. Allow valve to close against thread.
 - b. Suspend thermostat (from thread) and thermometer inside tester so that neither touches the container. Bottom of thermometer must be even with bottom of thermostat to obtain correct temperature of thermostat opening.
 - c. Fill thermostat tester with water to cover thermostat.
 - d. Plug tester into electrical outlet.
 - e. Observe temperature at which thermostat begins to open. (Thermostat will drop off thread, that was installed in Step “a”, when it starts to open.) Thermostat must begin to open when temperature reaches 140°-145° F (60°-63° C).
 - f. Continue to heat water until thermostat is completely open.
 - g. Unplug thermostat tester.
 - h. Replace thermostat, if it fails to open at the specified temperature, or if it does not fully open.

NOTE: BE SURE that water in thermostat tester is allowed to cool sufficiently [below 130° F (56° C)] before testing the other thermostat.



51087



Powerhead Reassembly and Installation

General

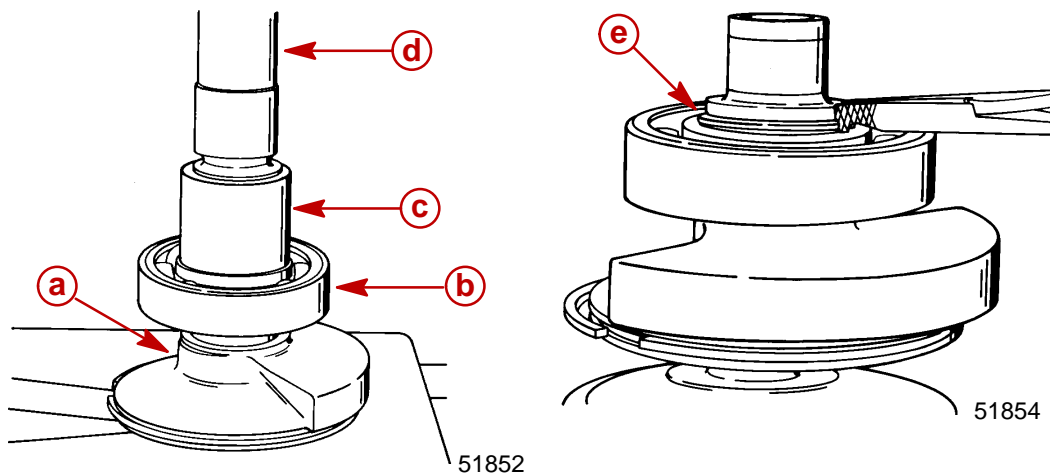
Before proceeding with powerhead reassembly, be sure that all parts to be re-used have been carefully cleaned and thoroughly inspected, as outlined in "Cleaning and Inspection," preceding. Parts, which have not been properly cleaned (or which are questionable), can severely damage an otherwise perfectly good powerhead within the first few minutes of operation. All new powerhead gaskets **MUST BE** installed during reassembly.

During reassembly, lubricate parts with Quicksilver 2-Cycle Outboard Lubricant whenever "light oil" is specified. Quicksilver part numbers of lubricants, sealers and locking compounds and tools are listed in "Powerhead General Information," preceding.

A torque wrench is **essential** for correct reassembly of powerhead. **DO NOT** attempt to reassemble powerhead without using a torque wrench. Attaching bolts for covers, housings and cylinder heads **MUST BE** torqued by tightening bolts in 3 progressive steps (following specified torque sequence) until specified torque is reached (see "Example," following).

EXAMPLE: If cylinder head attaching bolts require a torque of 30 lb. ft. (41 N·m), a) tighten all bolts to **10 lb. ft. (13.5 N·m)**, following specified torque sequence, b) tighten all bolts to **20 lb. ft. (27 N·m)**, following torque sequence, then finally c) tighten all bolts to **30 lb. ft. (41 N·m)**, following torque sequence.

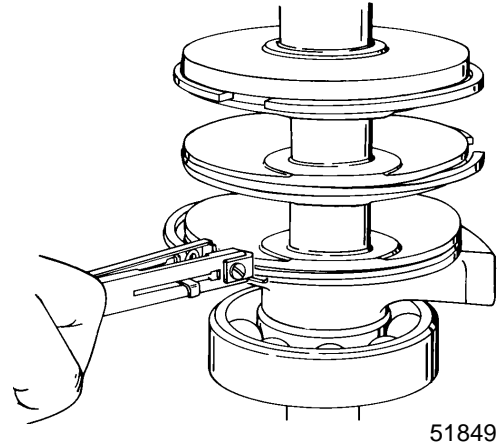
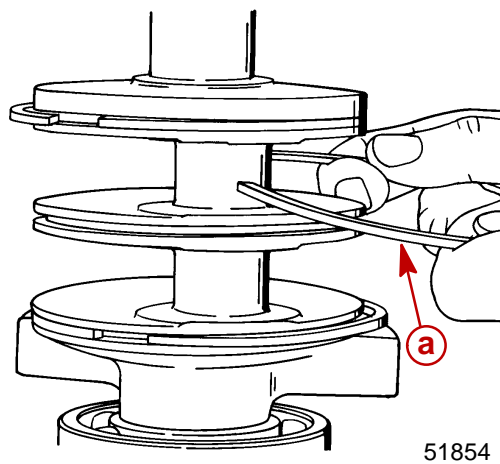
1. If removed, press lower crankshaft ball bearing onto crankshaft as shown. Be sure bearing is pressed firmly against counterweight.
2. Reinstall retaining ring using a suitable pair of Snap Ring Pliers.



- a** - Crankshaft
- b** - Crankshaft Ball Bearing
- c** - Suitable Mandrel
- d** - Press
- e** - Retaining Ring

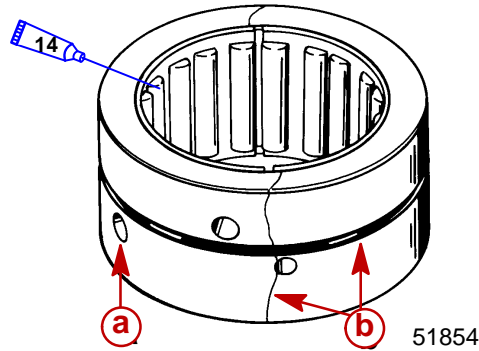


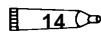
3. If removed, spread new crankshaft sealing rings just enough to slide over crankshaft journal.
4. Use Piston Ring Expander (91-24697) and install crankshaft sealing rings into groove.



a - Crankshaft Sealing Rings

5. Lubricate center main crankshaft roller bearings and races with light oil.

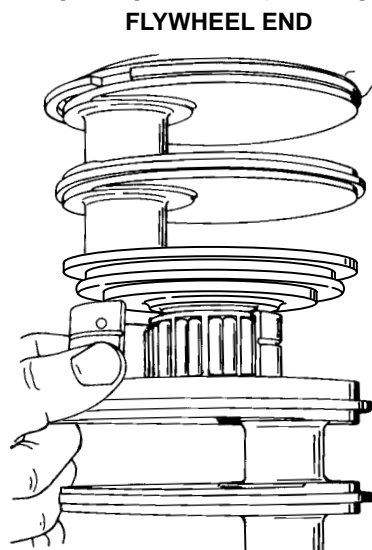


 14 2 Cycle Outboard Oil (92-826666A24)

- a** - Install so LARGER of the 3 holes is toward DRIVE SHAFT end of crankshaft
- b** - Verify retaining ring bridges the separating lines of the bearing race



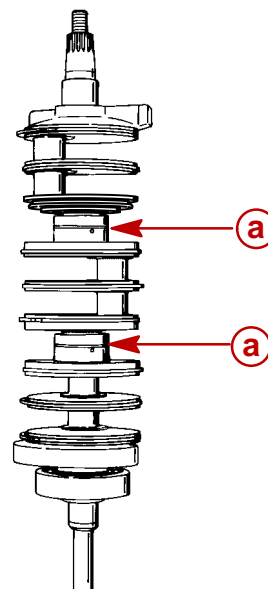
6. Place center main crankshaft roller bearings on upper and lower main bearing journals as shown.
7. Install center main bearing races as shown.
8. Secure center main bearing races together with retaining rings. Make sure retaining ring bridges the separating lines of the bearing race.



DRIVE SHAFT END

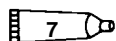
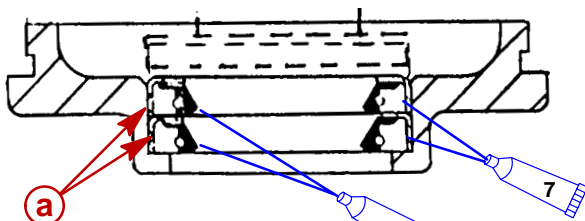
58614

a - Center Main Bearing Races

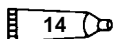


58617

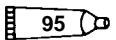
9. Install oil seals into lower end cap as follows:
 - a. Apply a thin bead of Loctite 271 to outer diameter on 2 lower end cap oil seals (a).
 - b. Using driver head (91-55919) press one oil seal (lip facing down) into lower end cap until firmly seated. Remove any excess Loctite.
 - c. Press second oil seal (lip facing down) until firmly seated on first oil seal. Remove any excess Loctite.
 - d. Lubricate oil seal lips with Quicksilver 2-4-C w/Teflon (92-825407A12).
 - e. Lubricate O-ring seal surface on end cap with 2 cycle oil. Install o-ring over lower end cap.



Loctite 271 (92-809820)

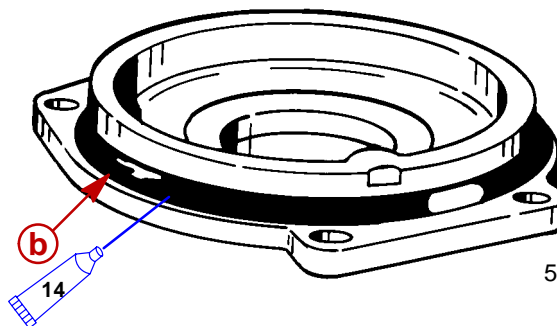


2 Cycle Outboard Oil (92-826666A24)



2-4-C With Teflon (92-825407A12)

a - Oil Seal



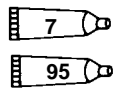
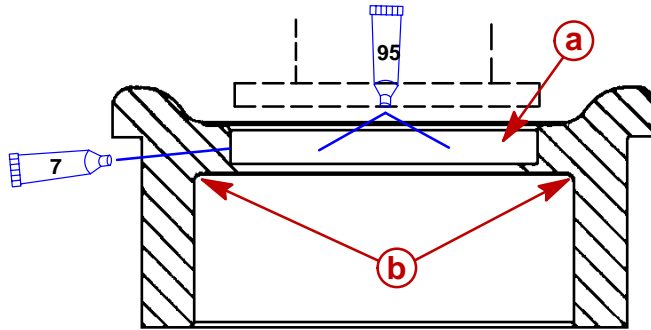
51849

b - O-ring



10. Install oil seal into upper end cap as follows:

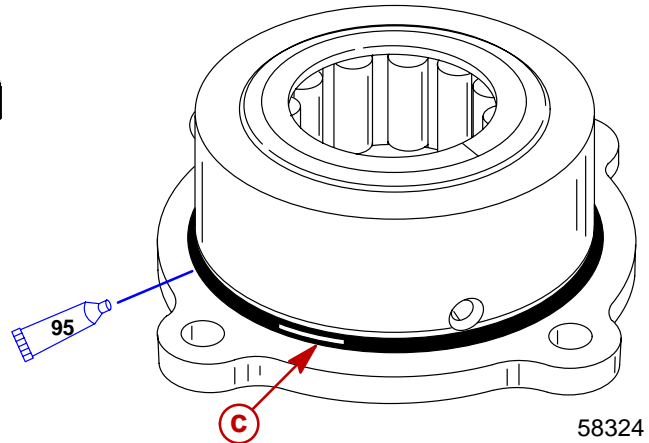
- a. Apply a thin bead of Loctite 271 to outer diameter of upper end cap oil seal.
- b. Use a suitable mandrel, press oil seal into upper end cap (lip facing down) until bottomed out on lip of end cap. Remove any excess Loctite.
- c. Lubricate oil seal lip with Quicksilver 2-4-C w/Teflon (92-825407A12).
- d. Lubricate O-ring seal surface on end cap with Quicksilver 2-4-C w/Teflon (92-825407A12). Install O-ring on end cap.



Loctite 271 (92-809820)

2-4-C With Teflon (92-825407A12)

a - Oil Seal
b - Lip of End Cap



c - O-ring

58324

Crankshaft Installation

SPECIAL INFORMATION

Installing A New Crankshaft Assembly Into Cylinder Block

Check the crankshaft sealing ring mating surfaces in the cylinder block and crankcase cover for wear grooves that were caused by the crankshaft sealing rings from the previous crankshaft. If wear grooves are present, the sealing rings on the new crankshaft will have to fit into the grooves without binding the crankshaft.

Before installing crankshaft, remove any burrs that may exist on groove edges.

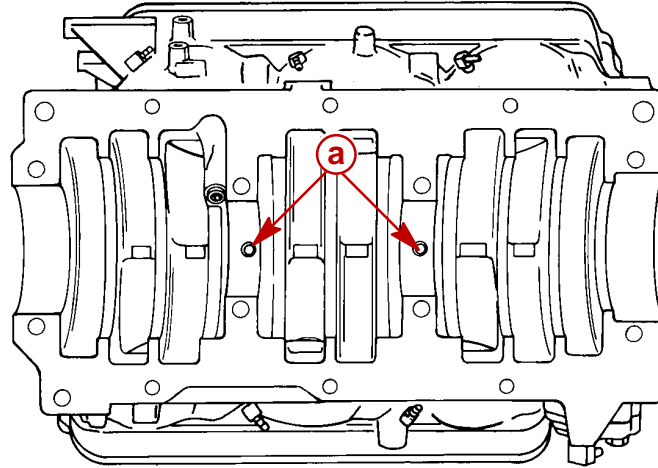
Lubricate sealing rings with light oil and install new crankshaft as instructed.

Install upper and lower end caps and then inspect fit between sealing rings and grooves. Temporarily install crankcase cover and rotate crankshaft several times to check if sealing rings are binding against crankshaft. (You will feel a drag on the crankshaft.) If sealing rings are binding, recheck grooves for burrs. If this does not correct the problem, it is recommended that the cylinder block be replaced.



Install crankshaft as follows:

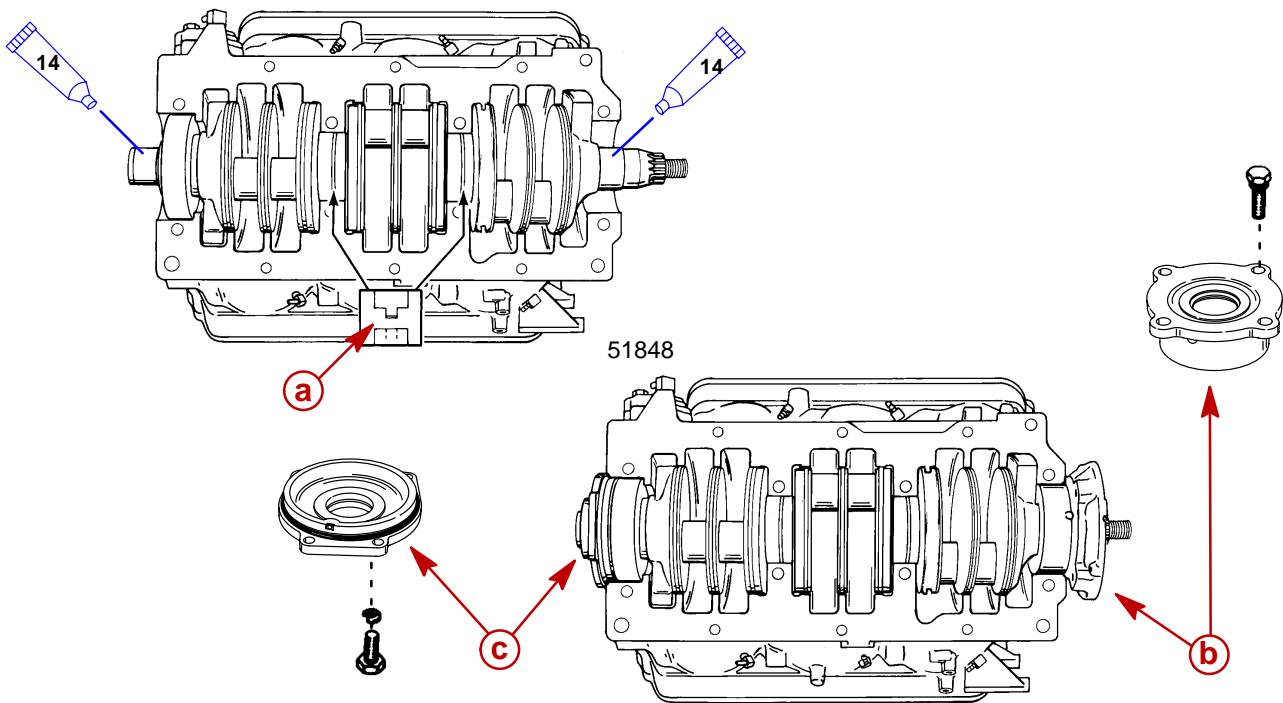
1. Lubricate crankshaft sealing rings with light oil.
2. Check cylinder block to be sure that dowel pins are in place.



51848

a - Dowel Pins

3. Position all crankshaft seal ring gaps straight up.
4. Align hole in each center main bearing race with dowel pin.
5. Gently push crankshaft down into position making sure that the dowel pins are lined up with the holes in center main bearings and crankshaft seal rings are in place.
6. Lubricate crankshaft ends (oil seal areas) with light oil, then install upper and lower end caps ("a" and "b"). Secure end caps to cylinder block with attaching bolts. **DO NOT** tighten end cap bolts at this time.



51848

14 2 Cycle Outboard Oil (92-826666A24)

a - Dowel Pin
b - Upper End Cap

c - Lower End Cap



Piston and Connecting Rod Reassembly

1. Place needle bearings on a clean piece of paper and lubricate with Quicksilver 2-4-C w/Teflon Marine Lubricant.

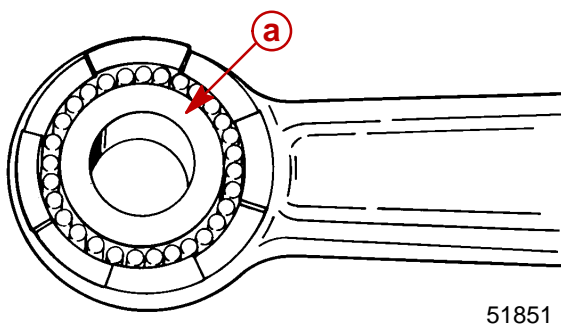
NOTE: There are 29 needle bearings per piston for Model Year 2000.

NOTE: There are 35 needle bearings per piston for Model Year 2001

2. Place sleeve which is part of piston pin tool (91-74607A1 – Model Year 2000) (91-92973A1 – Model Year 2001) into connecting rod and install needle bearings around sleeve as shown.
3. Place locating washers on connecting rod.

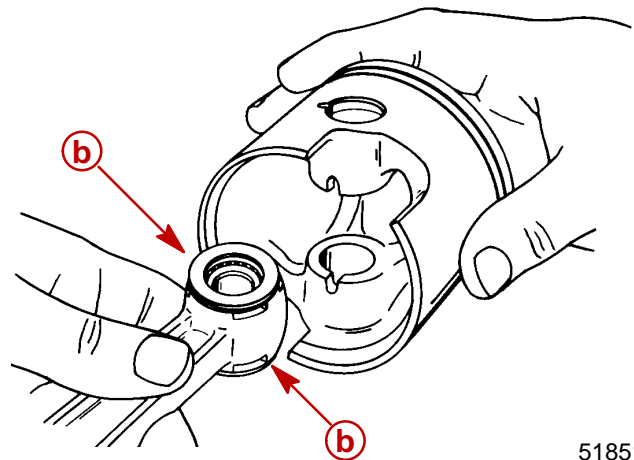
IMPORTANT: Position connecting rod part number facing towards flywheel.

Carefully position piston over end of rod. Make sure locating washers remain in place.



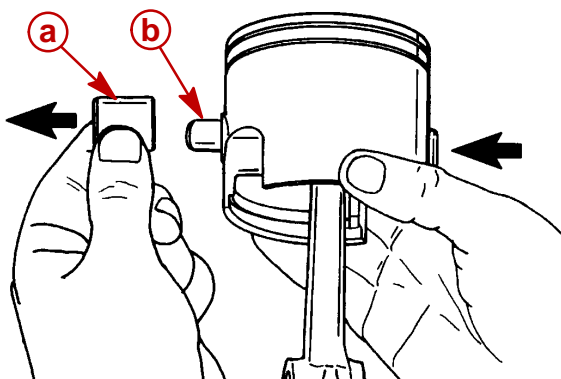
51851

- a - Sleeve
- b - Locating Washers



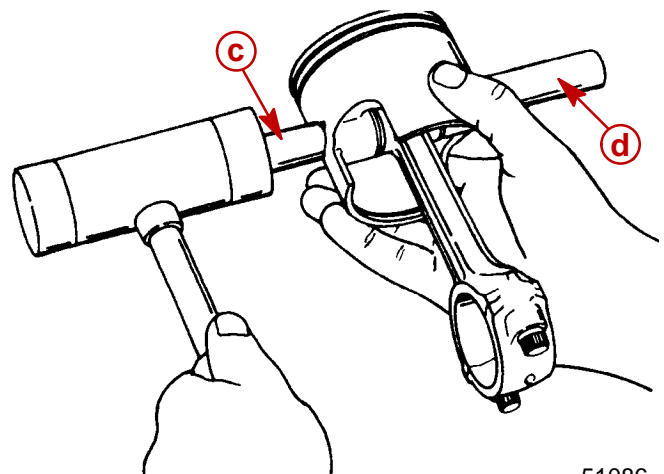
51851

4. Insert piston pin tool (91-74607A1 – Model Year 2000) (91-92973A1 – Model Year 2001) and push sleeve out of piston. Keep piston pin tool in piston.
5. Use a mallet and tap piston pin into piston and push piston pin tool out.



51080

- a - Piston Pin Tool
- b - Sleeve



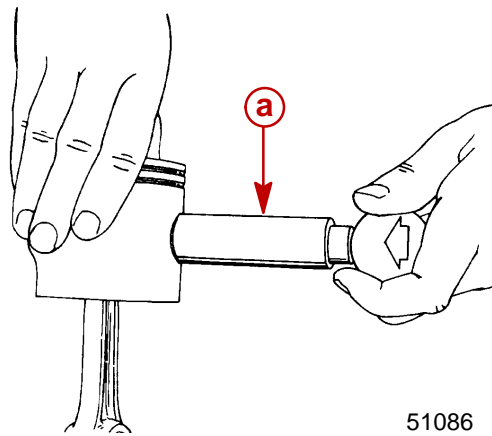
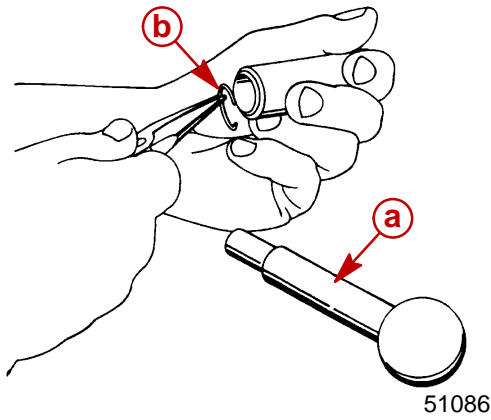
51086

- c - Piston Pin
- d - Piston Pin Tool

6. Install new piston pin lockrings (one each end of piston pin) with Lockring Installation Tool (91-77109A1 – Model Year 2000) (91-93004A2 – Model Year 2001).



7. Make sure lockrings are properly seated in piston grooves.



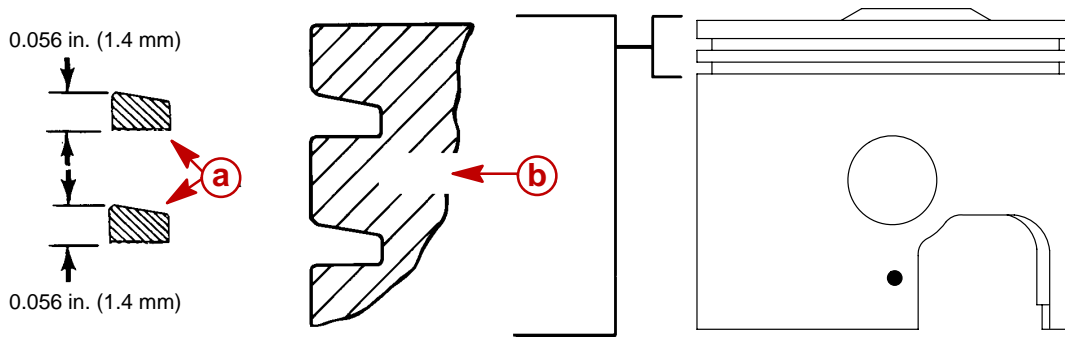
a - Lockring Installation Tool

b - Lockring

Piston and Piston Ring Combinations

All models have two half keystone (half tapered) rings.

Pistons with two half keystone (half tapered) rings



a - Half Keystone (half tapered) Piston Ring

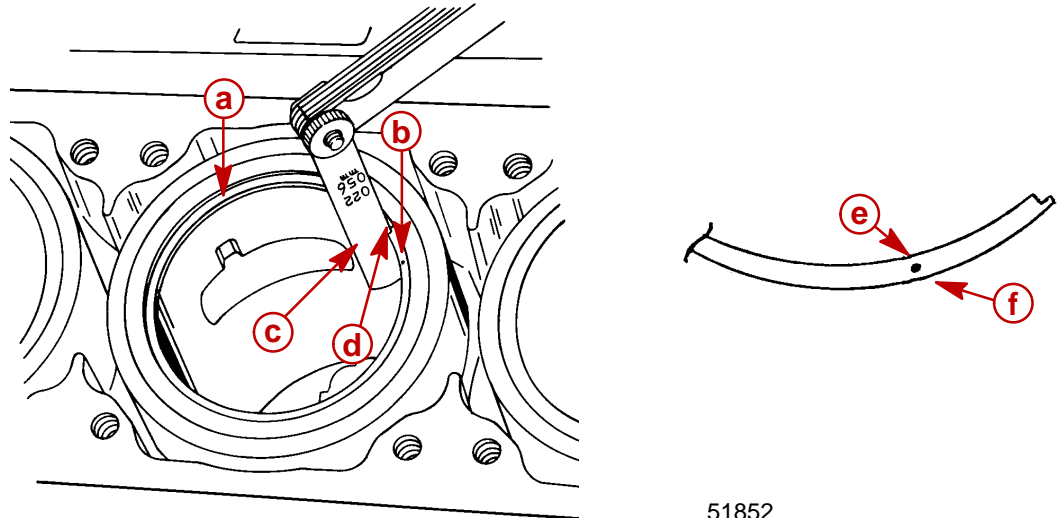
b - Enlarged View of Piston Ring Grooves



Piston Installation

1. Before installing new piston rings, check gap between ring ends by placing each ring in its respective cylinder, then pushing ring about 1/2 in. (12.7 mm) into cylinder using piston to assure proper position.
2. Check end gap of each new piston ring with a feeler gauge. End gap must be within 0.010 in. to 0.018 in. (0.25 mm to 0.45 mm). If end gap is greater, check other piston rings in cylinder bore, until rings (within tolerance) are found.

IMPORTANT: Piston ring side with dot or letter must be facing up.

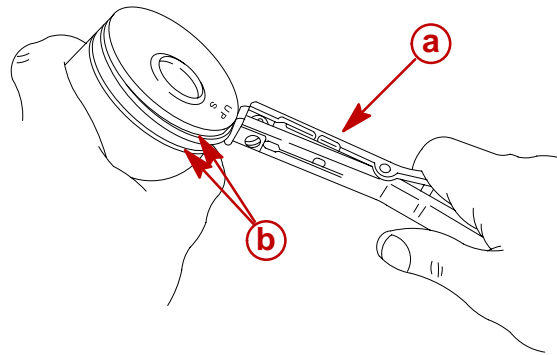


a - Piston Ring
b - Dots (Faces Up)
c - Feeler Gauge

51852

d - Ring End Gap
e - Dot or Letter
f - Piston Ring

3. Use Piston Ring Expander (91-24697) and install piston rings (dot side up) on each piston. Spread rings just enough to slip over piston.
4. Check piston rings to be sure that they fit freely in ring groove.
5. Lubricate piston, rings and cylinder wall with 2-Cycle Outboard Oil.



56155

a - Piston Ring Expander
b - Dot Side "Up" on Piston Ring

6. Rotate each piston ring so end of ring is aligned with locating pin as shown.
7. Install Piston Ring Compressor.
8. Remove screws and connecting rod cap from piston rod assembly being installed.

IMPORTANT: Piston must be correctly installed and positioned as shown.

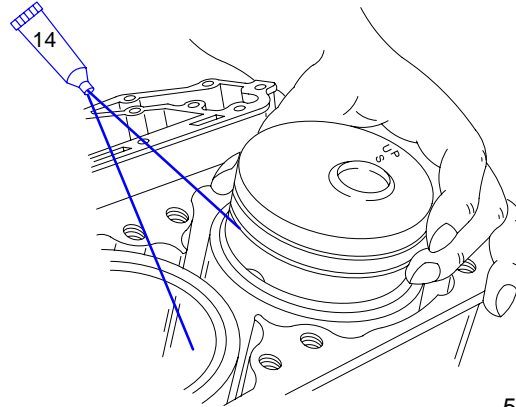
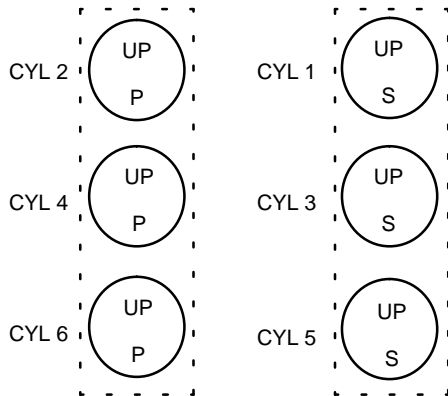
Pistons marked with the word "UP" and with the letter "P" or "S" on top of piston.



Pistons with the letter “P” must be installed in the port side of engine and the word “UP” facing toward top of engine.

Pistons with the letter “S” must be installed in the star-board side of engine and the word “UP” toward top of engine.

9. Coat cylinder bore with 2-cycle oil. Match piston assembly with cylinder it was removed from, and position piston as described below. Push piston into cylinder.



56156

14 2 Cycle Outboard Oil (92-826666A24)

10. Apply Quicksilver 2-4-C w/Teflon to bearing surface of connecting rod and install bearing assembly, as shown.

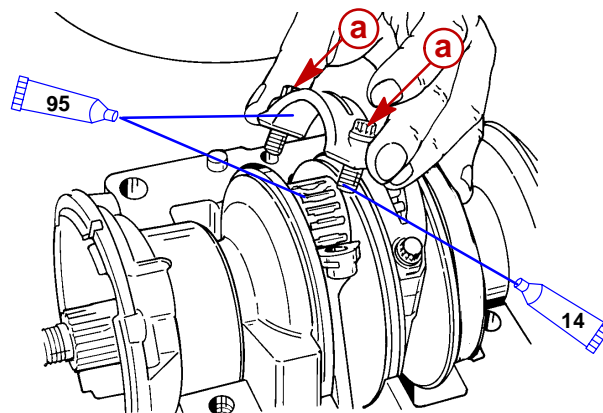
11. Place connecting rod cap on connecting rod. Apply light oil to threads and face of connecting rod bolts. Thread connecting rod bolts finger-tight while checking for correct alignment of the rod cap as shown.

IMPORTANT: Connecting rod and connecting rod caps are matched halves. Do not torque screws before completing the following procedure.

- Run a pencil lightly over ground area.
- If pencil stops at fracture point, loosen bolts, retighten, and check again.

NOTE: *If you still feel the fracture point, discard the rod.*

12. Tighten connecting rod bolts (using a 5/16 in. - 12 point socket). First torque to 15 lb. in. (1.7 N-m) then 30 lb. ft. (41 N-m). Turn each bolt an additional 90° after 2nd torque is attained. Recheck alignment between rod cap and rod as shown.



51850

14 2 Cycle Outboard Oil (92-826666A24)

95 2-4-C With Teflon (92-825407A12)

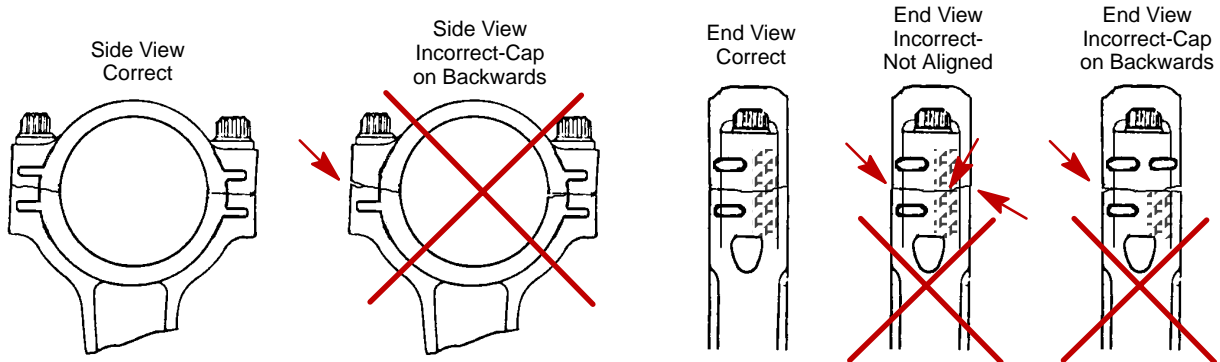
a - Connecting Rod Screws

13. Rotate crankshaft several times (using powerhead stand) to assure free operation (no binds and catching).

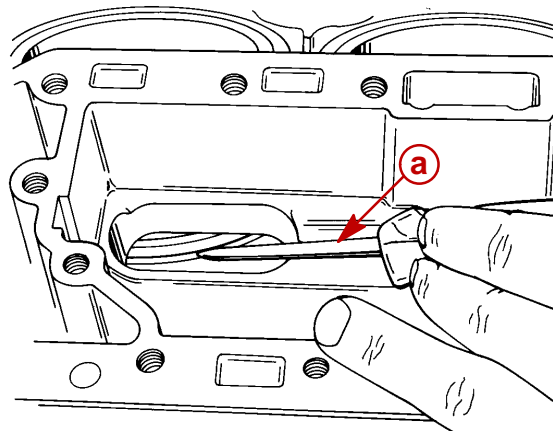


Connecting Rod Cap Alignment

Check each connecting rod cap for correct alignment. If not aligned, a ridge can be seen or felt at the separating line as shown below. Correct any misalignment.



14. Verify that no piston rings were broken during installation by pressing in on each piston ring thru exhaust port using a screwdriver. If no spring tension exists (ring fails to return to position), it's likely ring is broken and must be replaced.



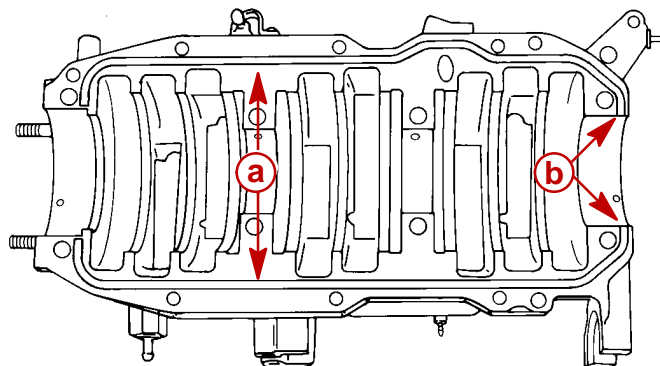
51852

a - Screwdriver

Crankcase Cover Installation

1. Remove all oil from mating surfaces of crankcase cover and cylinder block with Loctite 7649 Primer (92-809824).
2. Install gasket strips (Model Year 2000) into grooves in crankcase cover. Trim end of each gasket strip flush with edge of cover as shown.

NOTE: Model Year 2001 does not use gasket strips on the crankcase cover.



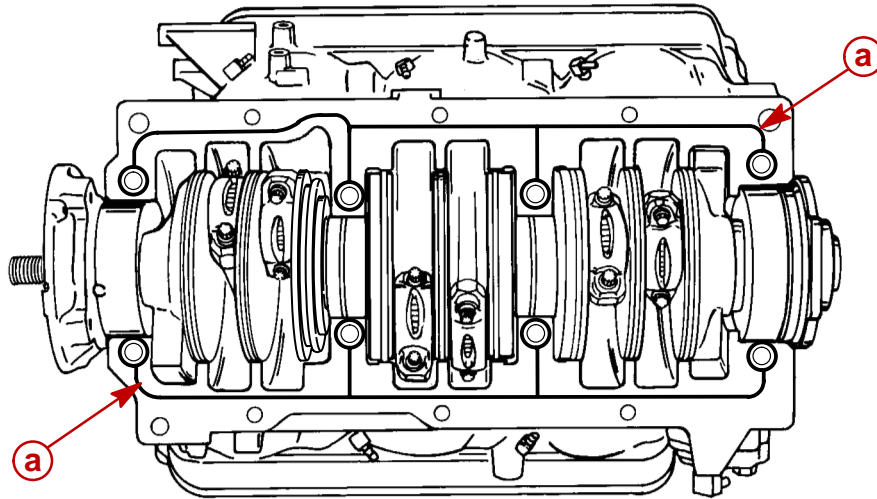
a - Gasket Strips

b - Edge of Cover

51852



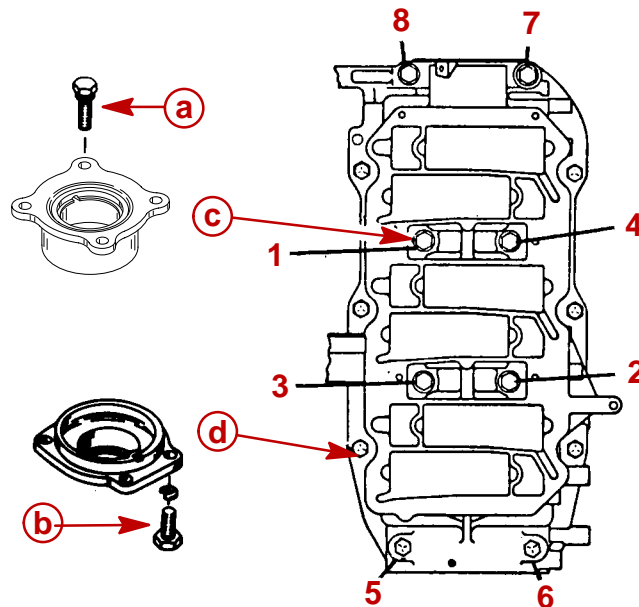
- Apply a thin, even coat of Loctite Master Gasket #203 on mating surfaces of crankcase cover or cylinder block.



58620

a - Loctite Master Gasket (92-12564-2)

- Place crankcase cover in position on cylinder block. Turn the 8 center main bolts in a LITTLE at a time, (following torque sequence) compressing crankshaft seal rings until crankshaft cover has been drawn down to cylinder block. Tighten eight bolts (a) evenly in three progressive steps (following torque sequence).
- Install remaining crankcase cover flange bolts.
- Tighten end cap bolts to specified torque.



a - Upper End Cap Bolts – Torque to 150 lb. in. (17 N·m)

b - Lower End Cap Bolts – Torque to 80 lb. in. (9 N·m)

c - Add Light Oil to Threads and Bolt Face – 8 Bolts (3/8 in.-18) Torque to 38 lb. ft. (51.5 N·m)

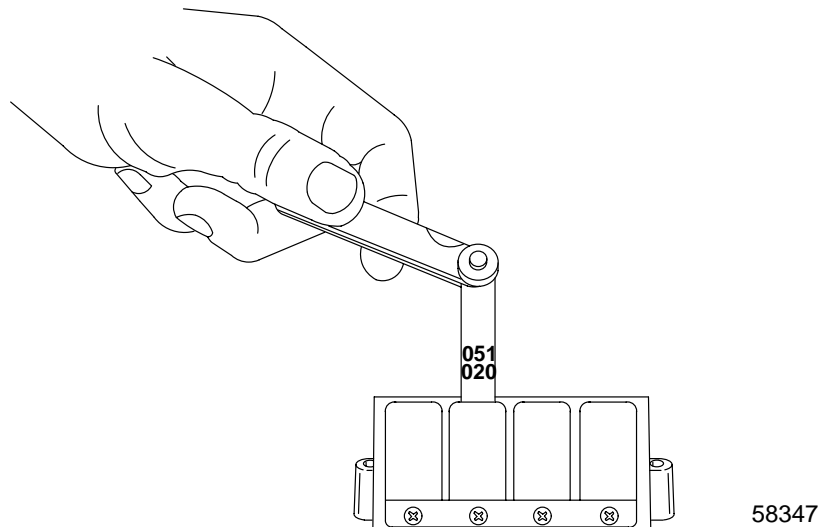
d - Bolts (5/16 in.-18) Torque to 180 lb. in. (20 N·m)



Reed Block Assembly

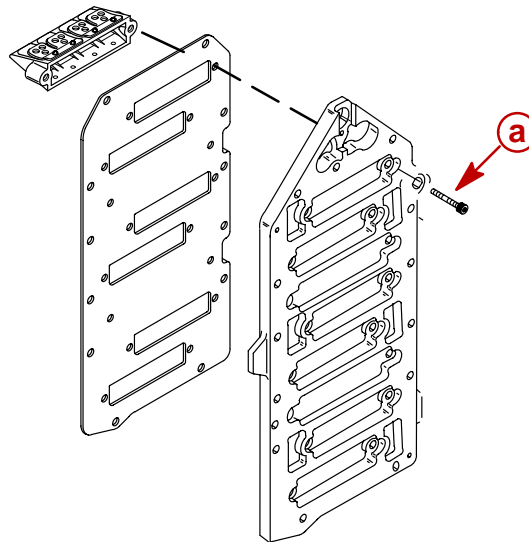
IMPORTANT: DO NOT remove reeds from reed blocks, unless replacement is necessary. **DO NOT** turn used reeds over for re-use. Replace reeds in sets only.

1. Thoroughly clean gasket surfaces of reed blocks and reed block housing. Check for deep grooves, cracks and distortion that could cause leakage. Replace parts as necessary.
2. Inspect reed block neoprene surface for wear, cuts or abrasions. Replace reed block(s) as required.
3. Check for chipped and broken reeds.



Allowable reed opening is 0.020 in. (0.51 mm) or less. Replace reeds if either reed is standing open more than 0.020 in. (0.51 mm).

Assembly of Reed Blocks to Reed Block Adaptor Plate



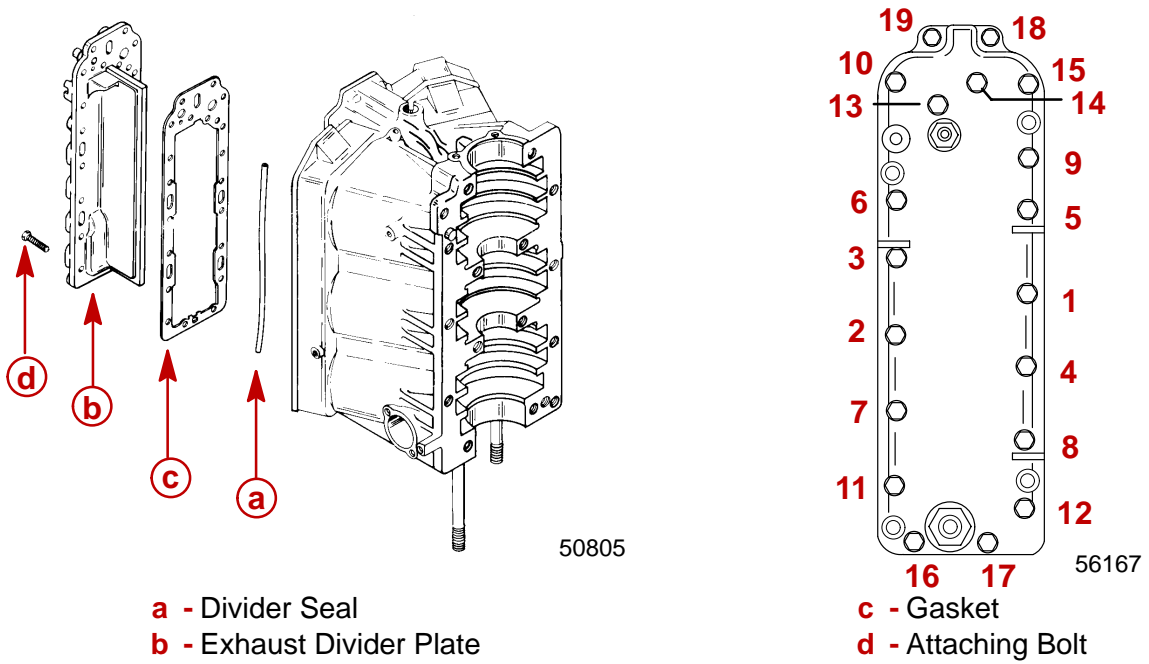
a - Torque to 105 lb. in. (12 N·m)

Assembly of Exhaust Divider Plate to Block

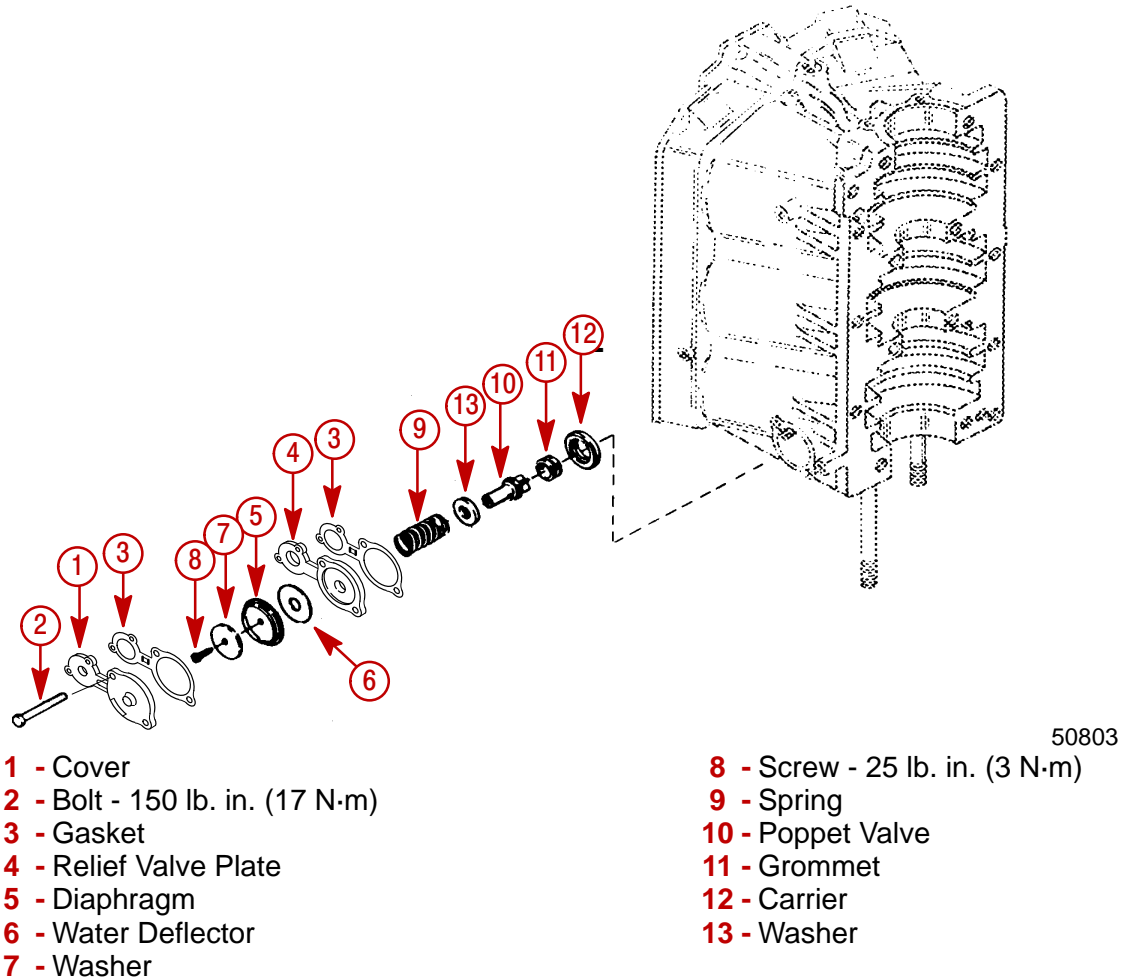
1. Place exhaust divider seal into slot in block and install divider plate with gasket.
2. Clean bolt threads with Loctite 7649 Primer (92-809824).
3. Apply Loctite 271 to bolt threads and torque bolts to 16.5 lb. ft. (22 Nm).



4. Torque exhaust divider plate bolts in following sequence.



5. If removed, install water pressure relief valve components as shown. Torque bolts to specifications.

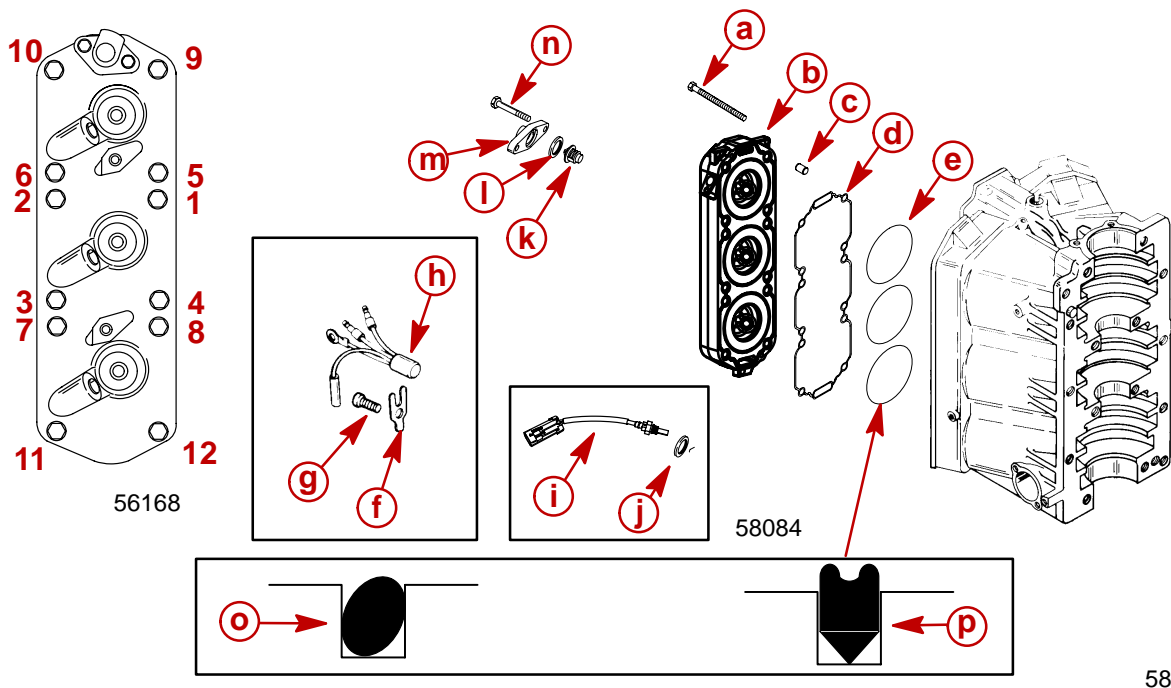




Cylinder Head Installation

NOTE: 115/135/150 cylinder heads are the same and are interchangeable. 175 heads are not interchangeable with 115/135/150. 175 heads are thinner and require head bolts 1/4 (0.063 mm) shorter than 115/135/150 head bolts. 175 heads have a more open combustion chamber design for more power. 175 heads should not be installed on 115/135/150 engines as a performance loss will result due to improper ECU calibration.

1. Install each cylinder head to engine block with thermostat pocket "UP". Apply light oil to new cylinder head bolt threads and torque bolts to 30 lb. ft. (41 N·m), then turn an additional 90°. Install thermostat assembly into each cylinder head.
2. **Model Year 2000** – Install overheat temperature sensor into STARBOARD cylinder head below #1 spark plug .
Model Year 2001 – Install temperature sensors in STARBOARD and PORT cylinder heads.



NOTE: Model Year 2000 – Cylinder head o-rings are oval shaped and are not directional in their installation. O-rings should not be damaged or twisted. Replace as required.

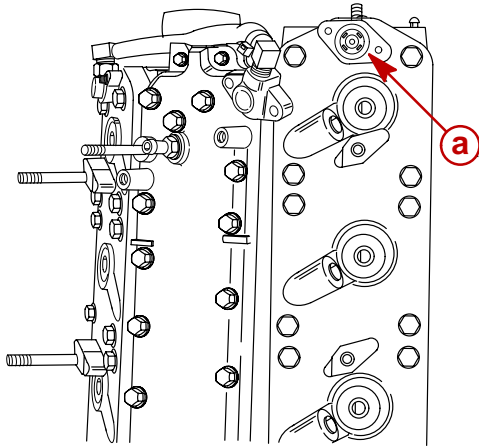
Model Year 2001 – Cylinder head o-rings are directional in their installation. The grooved side faces the cylinder block. The pointed side faces into the cylinder head. Failure to install the o-rings correctly may result in cylinder head leakage. O-rings should not be damaged or twisted. Replace as required. The 2001 style o-rings supercede and backfit to 2000 Model Year outboards.

- | | |
|---|---|
| a - Bolt [Torque to 30 lb. ft. (41 N·m) and then turn 90°] | i - Temperature Sensor (2001) |
| b - Cylinder Head | j - O-ring |
| c - Dowel Pin | k - Thermostat (143°) |
| d - Seal | l - Gasket |
| e - Seal | m - Cover |
| f - Retainer | n - Bolt [Torque to 17 lb. ft. (23.0 N·m)] |
| g - Bolt [Torque to 17 lb. ft. (23.0 N·m)] | o - Model Year 2000 Cylinder Head O-ring |
| h - Temperature Sensor (2000) | p - Model Year 2001 Cylinder Head O-ring |

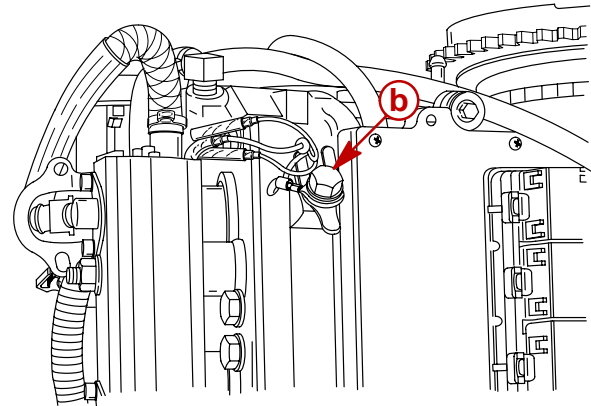


NOTE: The temperature sender provides continuous temperature information to the ECU while the engine is running. Should temperature reach pre-programmed levels, the ECU will activate a warning horn and warning light.

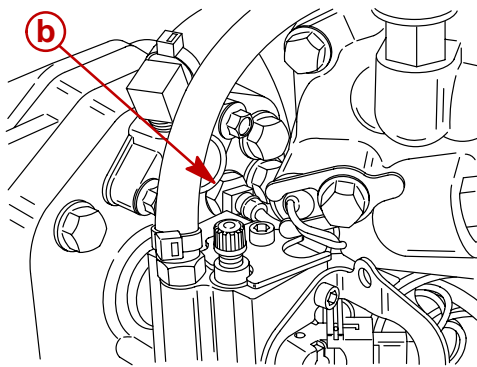
3. Thermostat and temperature sensor installed.



56163

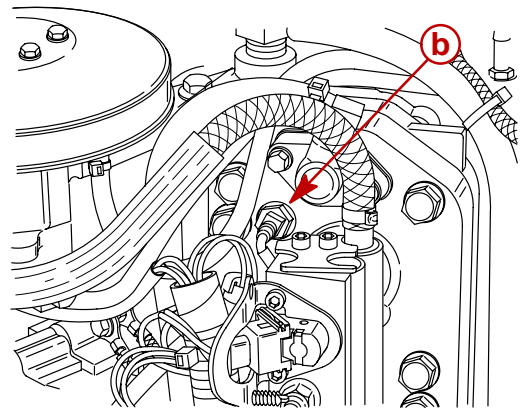


MODEL 2000 STARBOARD



MODEL 2001 PORT

58442



MODEL 2001 STARBOARD

- a** - Thermostat (143° F 61.7° C)
b - Overheat Temperature Sensor

Reinstalling Engine Components

NOTE: Components can be reinstalled individually or as an assembly. If reinstalling components individually, refer to the following sections. If reinstalling components as an assembly, refer to **Removing Engine Components as an Assembly**, page 4A-18 through 4A-29, and reinstall in reverse sequence.

Section 2

Starter Motor
 Electronic Control Module
 Ignition Coil
 Starter Solenoid
 Alternator
 Flywheel

Section 3

Direct Fuel Injection
 Fuel Pump
 On-Board Oil Tank
 Oil Pump

Section 7

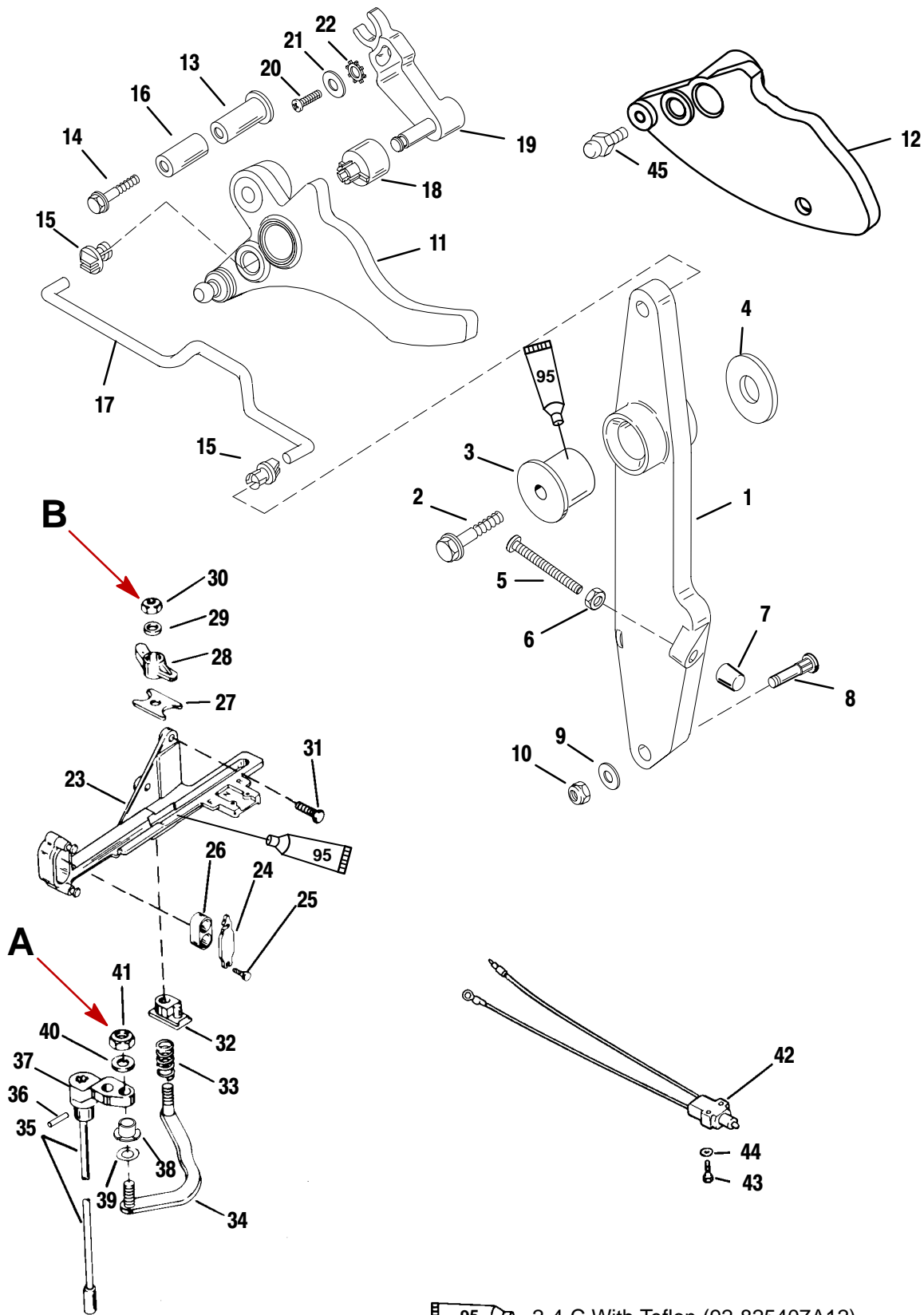
Shift Cable Latch Assembly
 Control Cable Anchor Bracket



Notes



Throttle Lever and Shift Shaft



95 2-4-C With Teflon (92-825407A12)

A – Tighten and back off 1/2 turn

B – Stud must come through nylon on nut



Throttle Lever and Shift Shaft

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb. in.	lb. ft.	Nm
1	1	THROTTLE CONTROL LEVER			
2	1	SCREW (.375-16 x 1-3/4 IN.)		20	27
3	1	BUSHING			
4	1	SPACER			
5	1	SCREW (2-1/8 IN.)			
6	1	NUT (1/4-20)			
7	1	CAP			
8	1	INSERT			
9	1	WASHER			
10	1	NUT	50		5.5
11	1	CAM (135/150/175)			
12	1	CAM (115)			
13	1	BUSHING			
14	1	SCREW (M8 x 40)	145		16
15	2	SWIVEL BUSHING			
16	1	BEARING		Drive Tight	
17	1	LINK			
18	1	ROLLER			
19	1	THROTTLE ROLLER			
20	1	SCREW (M5 x 16)		Drive Tight	
21	1	WASHER			
22	1	STAR WASHER			
23	1	ANCHOR BRACKET			
24	1	LATCH			
25	2	SCREW-Drive			
26	1	CAP			
27	1	WEAR PLATE			
28	1	LATCH			
29	1	WASHER			
30	1	NUT			
31	3	SCREW (.312-18 x 7/8)	160		18
32	1	GUIDE BLOCK			
33	1	SPRING			
34	1	LINK ROD ASSEMBLY			
35	1	SHIFT SHAFT ASSEMBLY (LONG)			
	1	SHIFT SHAFT ASSEMBLY (X-LONG)			
36	1	ROLL PIN			
37	1	SHIFT SHAFT LEVER-UPPER			
38	1	BUSHING			
39	1	WAVE WASHER			
40	1	WASHER			
41	1	NUT			
42	1	IDLE STABILIZING SHIFT KIT			
43	2	SCREW (6-32)	15		1.7
44	2	WASHER			
45	1	BALL -threaded			



Powerhead Installation on Driveshaft Housing

1. Install Lifting Eye (91-90455) into flywheel.

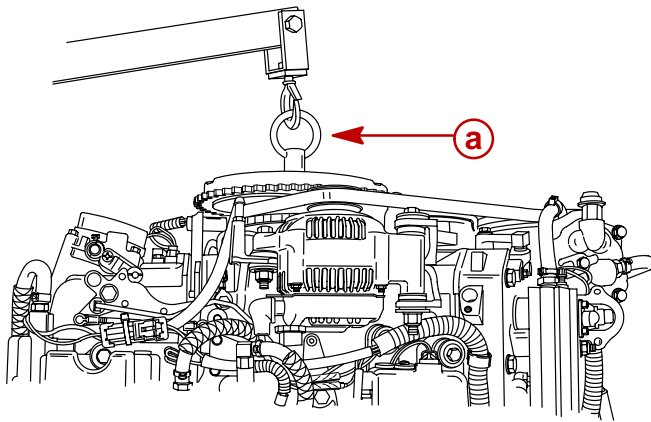
⚠ WARNING

BE SURE that Lifting Eye is threaded into flywheel as far as possible BEFORE lifting powerhead.

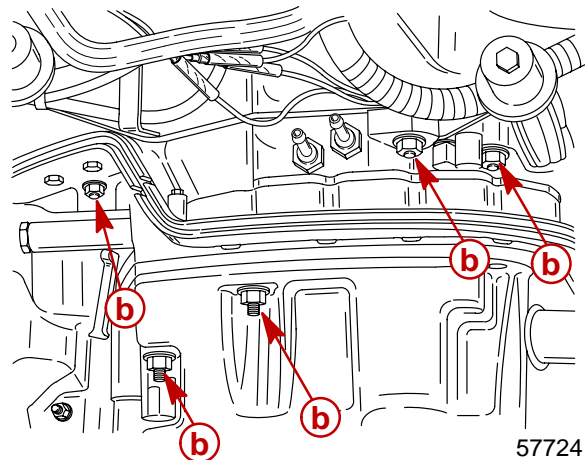
2. Using a hoist, lift powerhead high enough to allow removal of powerhead from repair stand. Remove powerhead from repair stand, being careful not to damage drive shaft housing gasket surface of powerhead.
3. Place a new gasket around powerhead studs and into position on base of powerhead.

IMPORTANT: DO NOT apply lubricant to top of driveshaft as this will prevent driveshaft from fully engaging into crankshaft.

4. Apply a small amount of 2-4-Cw/Teflon Marine Lubricant (92-90018A12) onto driveshaft splines.
5. Use hoist to lower powerhead onto driveshaft housing. It may be necessary to turn flywheel (aligning crankshaft splines with driveshaft splines) so that powerhead will be fully installed.
6. Install 10 flat washers and 10 locknuts which secure powerhead to exhaust extension plate/driveshaft housing. Torque locknuts in 3 progressive steps until secured.
7. Disconnect hoist from Lifting Eye and remove Lifting Eye from flywheel.
8. Reinstall plastic cap into center of flywheel cover.



56162



57724

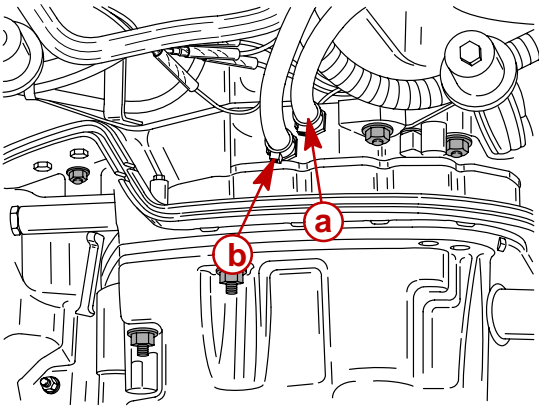
a - Lifting Eye (91-90455)

b - Powerhead Attaching Locknuts and Flat Washers – Torque Nuts to 20 lb. ft. (27 N·m)

9. Install fuel cooler inlet and outlet water hoses to fittings on exhaust adaptor plate and poppet valve cover. Install air hose from port fuel rail to fitting on exhaust adaptor plate. Secure all hoses with sta-straps.

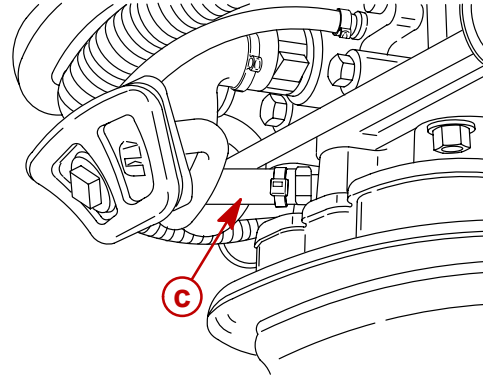


10. Install thermostat cover hose to exhaust adaptor plate.



57543

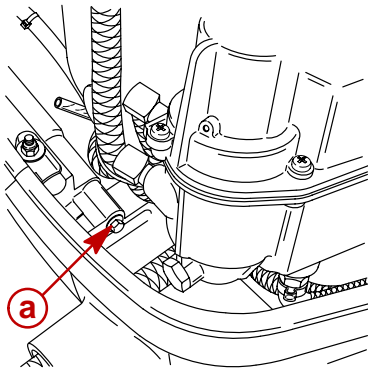
- a - Fuel Rail Inlet Water Hose
- b - Excess Air to Adaptor Plate



57730

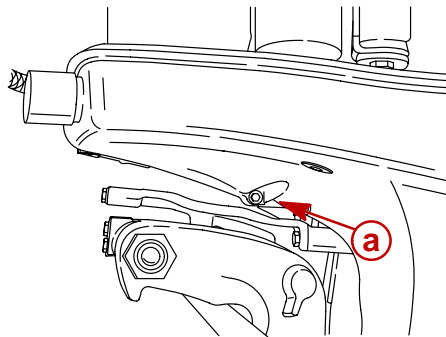
- c - Thermostat Cover Hose

11. Install 4 bolts securing bottom cowl halves and install bottom cowling.

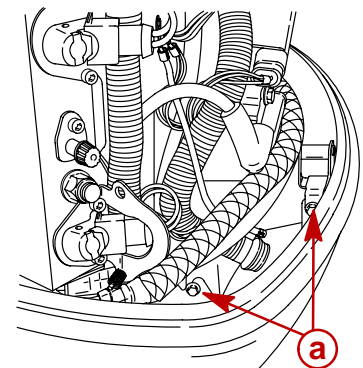


57485

- a - Bolt



57486

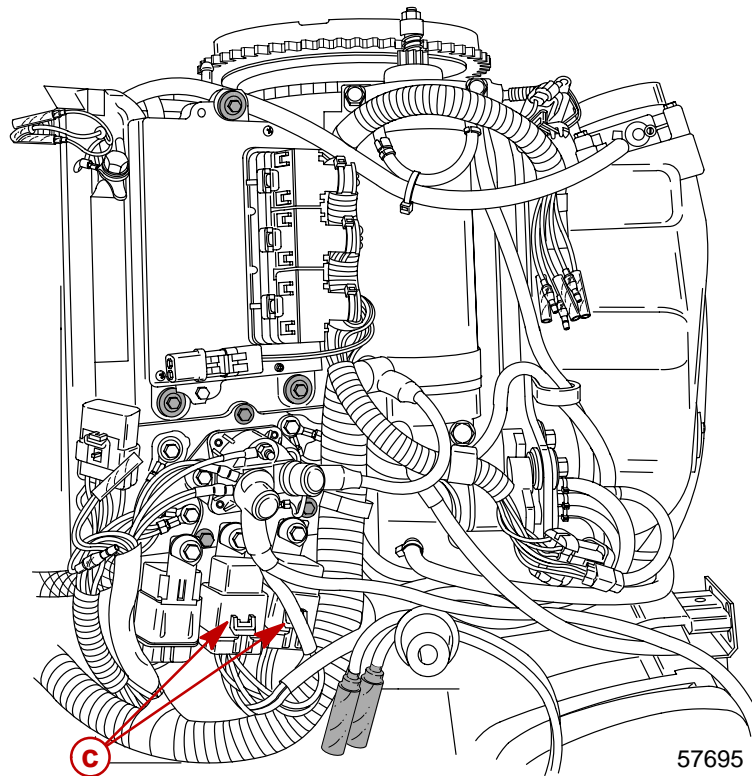
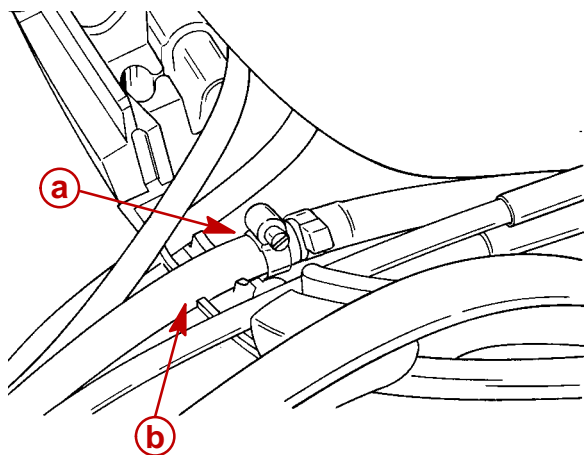


57487



12. Reconnect input fuel line.

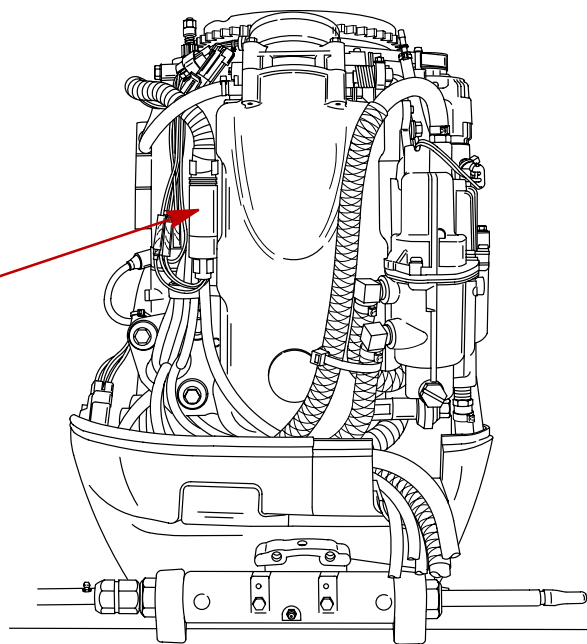
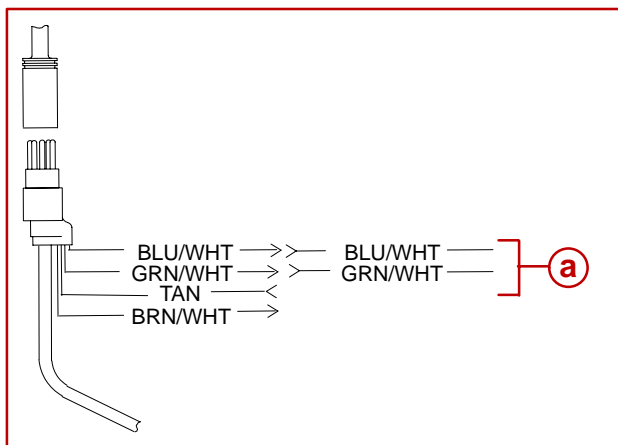
13. Reconnect BLUE and GREEN trim harness leads to trim solenoids.



a - Hose Clamp
b - Fuel Line

c - Trim Solenoids

14. Reconnect remote control harness to powerhead harness connector and wires as shown.

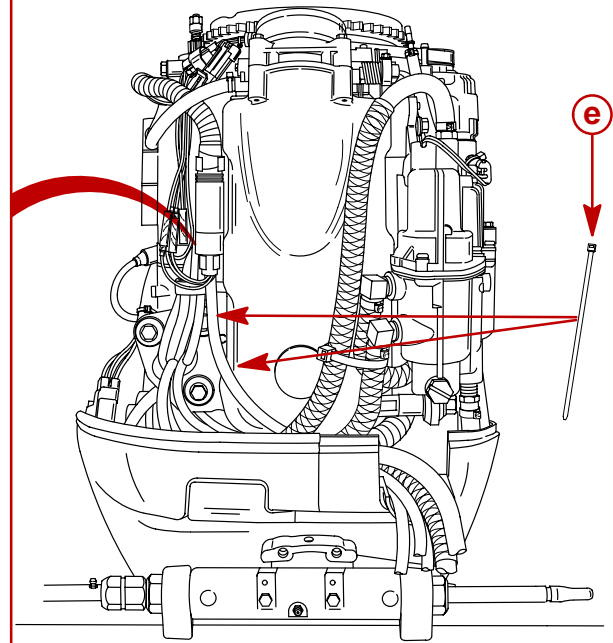
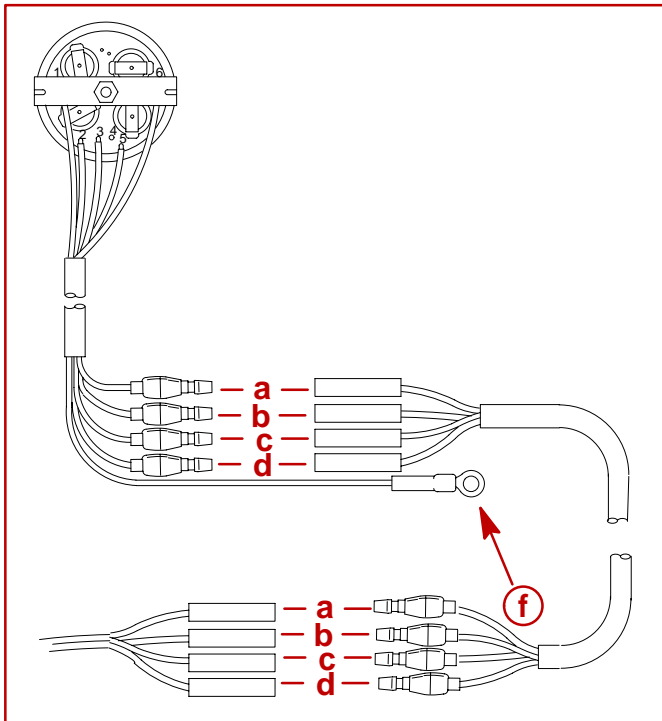


a - Power Trim Connections

57835



15. Reconnect warning gauge harness.



57835

MODEL 2000

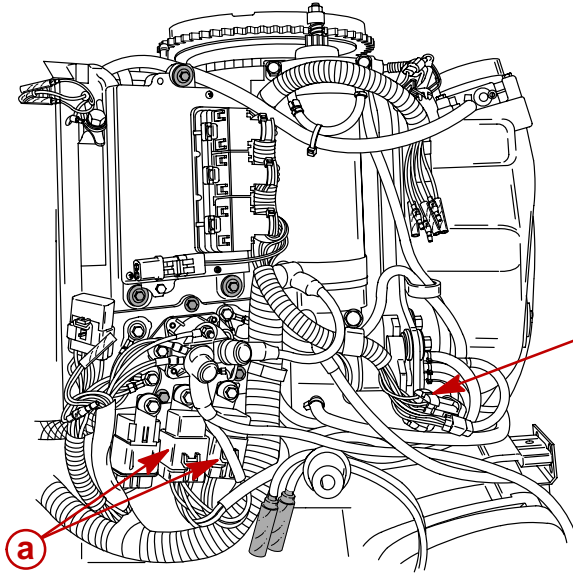
- a** - TAN/BLACK
- b** - TAN/WHITE
- c** - PINK/LT. BLUE
- d** - ORANGE

- e** - Sta-Straps
- f** - Connect PURPLE to 12 Volt Source or Adjacent Gauge



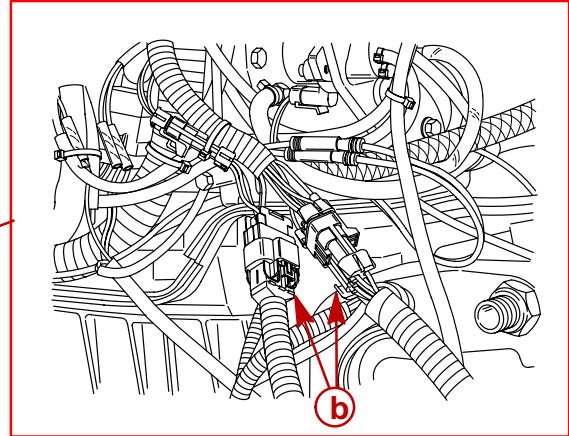
16. Reconnect BLUE and GREEN trim harness leads trim relays.

17. Reconnect System Monitor/Digital Sensor harness connectors.



a - Trim Relays

57695

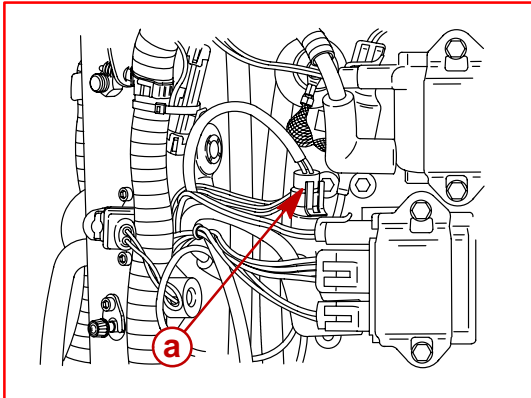


MODEL 2001

58616

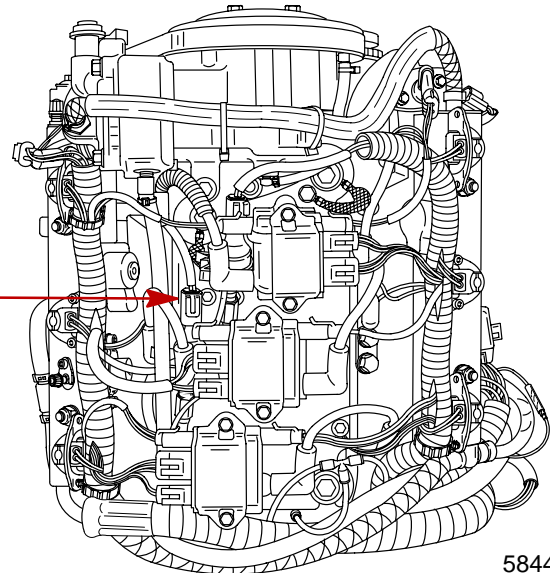
b - Harness Connectors

18. Reconnect water pressure sensor harness.



58615

a - Water Pressure Sensor Harness



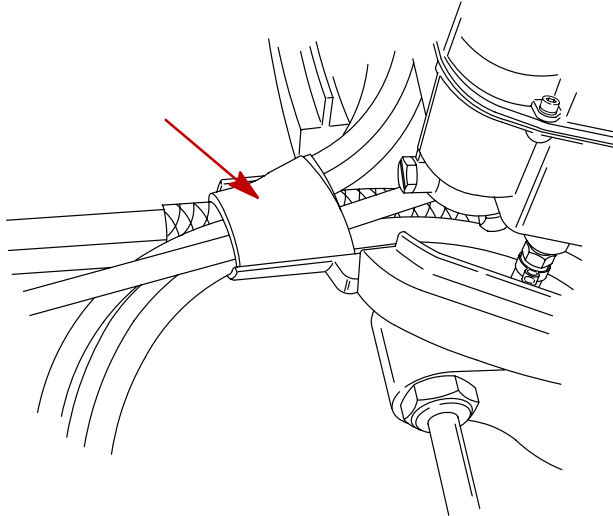
58443



Front Clamp Reassembly

IMPORTANT: Sufficient slack must exist in engine wiring harness, battery cables, fuel hose, and oil hoses routed between clamp and engine attachment point, to relieve stress and prevent hoses from being kinked or pinched.

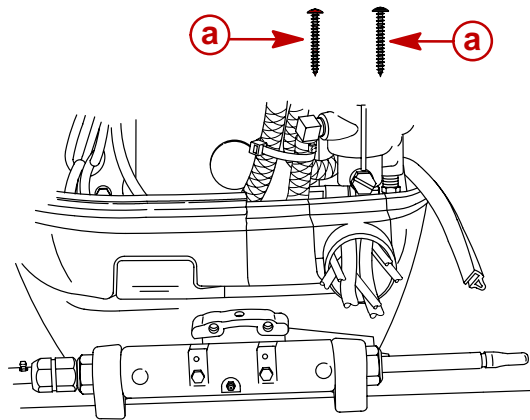
1. Place the neoprene wrap over the wiring, hoses, and control cables as shown.



57840



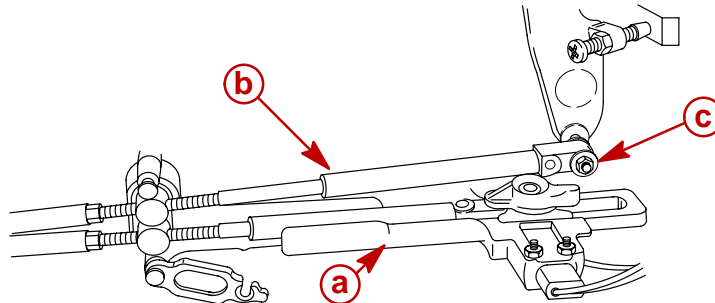
2. Fasten clamp together with two screws.



a - Screws

57841

3. Slide outboard shift lever into neutral position.
4. Install shift cable and secure with spring, nylon wear plate, flat washer, latch and lock nut. Install throttle cable and secure with washer and locknut. Tighten locknut and then back off 1/4 turn.



a - Shift Cable

b - Throttle Cable

c - Washer and Locknut – Tighten Locknut and then back off 1/4 turn

57838

Refer to Section 2 of this Service Manual “Timing/ Synchronizing/Adjusting” for engine set-up procedures.



Break-In Procedure

⚠ CAUTION

Severe damage to the engine can result by not complying with the Engine Break-in Procedure.

FUEL REQUIREMENTS

Do not use pre-mixed gas and oil in this engine. Use straight gasoline during engine break-in and after engine break-in. The ECM is programmed to signal the oil pump to provide additional oil (50:1 ratio) during the first 120 minutes of operation. The ECM will monitor this period through its own internal clock. At the end of this period, the ECM will signal the oil pump to go to a standard ratio of 300 – 400:1 @ idle and 60:1 @ W.O.T.

INITIATING ENGINE BREAK-IN SEQUENCE

Refer to Section 3C for proper procedures.

ENGINE BREAK-IN PROCEDURE (ALL MODELS)

First Hour

- Allow engine to warm up for 30 – 60 seconds.
- Avoid continuous operation at idle speed for more than 10 minutes.
- Run engine for the majority of the time between 3000 and 4500 rpm; approximately 3/4 throttle.
- Vary engine speed; change engine speed approximately every 2 minutes.
- Avoid trimming outboard out (up) beyond a vertical trim position during operation.
- Short bursts of full throttle for periods up to 10 seconds are acceptable.

Next 3 Hours

- Change engine speed every 10 minutes.



POWERHEAD

Section 4B - Cooling

Table of Contents

Specifications	4B-2	Troubleshooting	4B-9
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Special Tools	4B-3	Water Pressure Sensor	4B-11
Temperature Sensor	4B-3	Water Pump Cleaning and Inspection	4B-12
2.5 Liter Optimax/DFI Water Flow	4B-5	Problem Diagnosis	4B-13
Description	4B-5		
Water Flow Diagram	4B-7		





Specifications

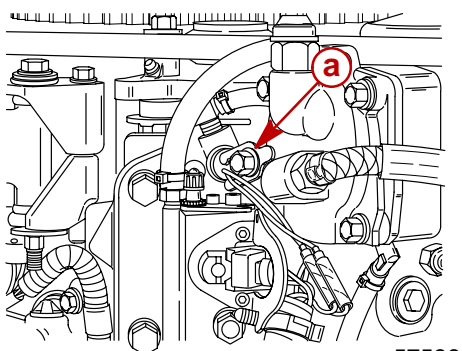
Water Pressure

Idle	1.0 – 3.0 PSI (6.8 – 20.5 kPa)
Poppet Valve Opening	4 – 9 PSI (27.4 – 61.6 kPa)
W.O.T.	12.0 PSI (82.1 kPa) Minimum

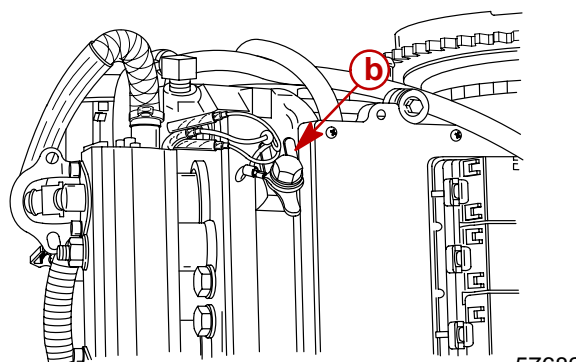
Thermostat 143°F (61.7°C)

Temperature Sensor

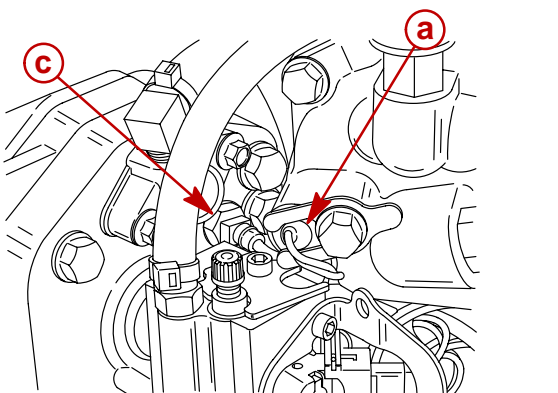
Temperature Sensor(s)	
Between Black and each TAN/BLK wire.	No Continuity
Between each lead and ground	No Continuity



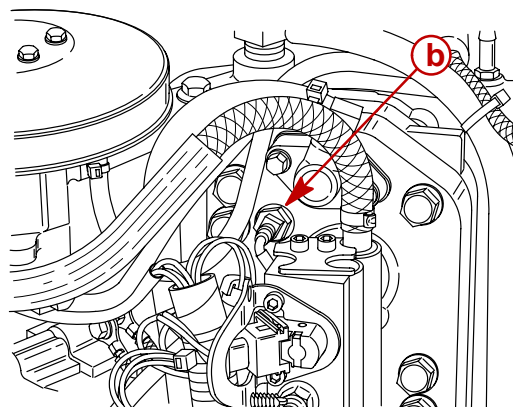
MODEL 2000 PORT



MODEL 2000 STARBOARD



MODEL 2001 PORT



MODEL 2001 STARBOARD

- a** - Air Compressor Temperature Sensor – Activates at 221°F (105°C) – Horn activation only
- b** - Starboard Cylinder Head Temperature Sensor – Activates at 221°F (105°C) – Horn Activation and Speed Reduction

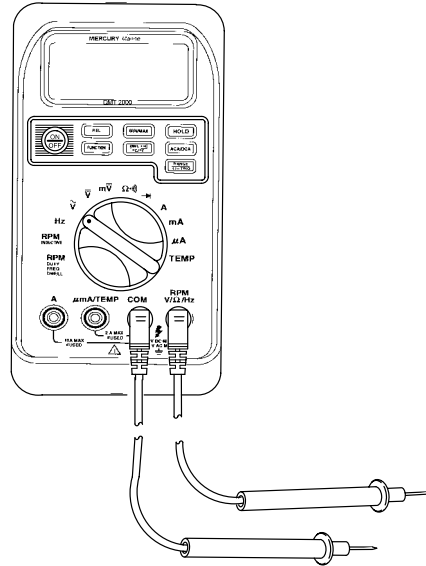
- c** - Port Cylinder Head Temperature Sensor – Activates at 221°F (105°C) – Horn Activation and Speed Reduction

58441

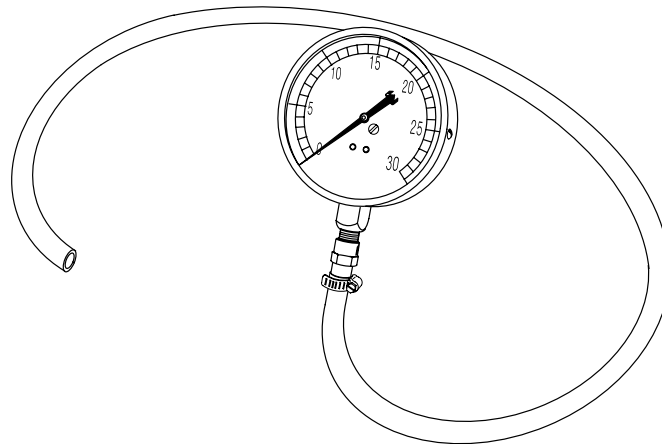


Special Tools

1. DMT 2000 Digital Tachometer Multi-meter P/N 91-854009A1



2. Water Pressure Gauge 91-79250A2



56725

Temperature Sensor

NOTE: Model Year 2000 – The air compressor temperature sensor and cylinder head temperature sensors are the same part number. The ECM has been programmed to activate a warning circuit at different temperatures depending upon sensor location.

NOTE: The Digital Diagnostic Terminal (DDT) can be used to monitor temperature readings from both temperature sensors.

Model Year 2000 – Two (2) temperature sensors are used to provide cylinder head temperature information to the ECM. One sensor is mounted in the starboard cylinder head and one in the air compressor cylinder head.

Model Year 2001 – Three (3) temperature sensors are used to provide temperature information to the ECM. One sensor is mounted in each cylinder head and one sensor is mounted in the air compressor cylinder head.

The ECM uses this information to increase injector pulse width for cold starts and to retard timing in the event of an over-heat condition.



An ohms test of the temperature sensor would be as follows:

MODEL YEAR 2000 – Insert digital or analog ohmmeter test leads into both TAN/BLACK sensor leads. With engine at temperature (F°) indicated, ohm readings should be as indicated $\pm 10\%$. There should be no continuity between BLACK and each TAN/BLACK lead and no continuity between each TAN/BLACK lead and ground.

MODEL YEAR 2001 – Disconnect temperature sensor harness and check continuity with digital or analog ohmmeter test leads between both connector pins. With engine at temperature (F°) indicated, ohm readings should be as indicated $\pm 10\%$. There should be no continuity between each connector pin and ground.

MODEL YEAR 2000		
F	C	
257	125	34
248	120	38
239	115	44
230	110	51
221	105	59
212	100	68
203	95	79
194	90	92
185	85	107
176	80	126
167	75	148
158	70	175
149	65	208
140	60	248
131	55	298
122	50	360
113	45	436
104	40	532
95	35	653
86	30	805
77	25	1000
68	20	1250
59	15	1573
50	10	1993
41	5	2546
32	0	3277
14	-10	5579
5	-15	7372

MODEL YEAR 2001		
F	C	
257	125	340
248	120	390
239	115	450
230	110	517
221	105	592
212	100	680
203	95	787
194	90	915
185	85	1070
176	80	1255
167	75	1480
158	70	1752
149	65	2083
140	60	2488
131	55	2986
122	50	3603
113	45	4370
104	40	5327
95	35	6530
86	30	8056
77	25	10000
68	20	12493
59	15	15714
50	10	19903
41	5	25396
32	0	32654
14	-10	55319
5	-15	72940



2.5 Liter Optimax/DFI Water Flow

Description

Cooling water enters the cooling system through the lower unit water inlets. The pump assembly forces water through the water tube and exhaust adapter plate passages filling the power head central water chamber (located behind the exhaust cavity). Water enters the exhaust cover cavity through 2 holes near the top of the exhaust cover.

Water exits the exhaust cover cavity through 4 slots (2 each side) filling the water passages around the cylinders. Water flows around each bank of cylinders to the top of the cylinder block.

Water flow exiting the cylinder block is controlled by the thermostats (1 in each cylinder head) and the poppet valve (located at the bottom starboard side of powerhead). At low RPM (below 1500 RPM), the thermostats control water flow depending upon engine temperature. When the thermostats are open, water passes through the cylinder heads and exits to the drive shaft housing. At higher RPM (above 1500 RPM) the poppet valve will control the water flow.

Water that passes through the poppet valve enters water passages in the adaptor plates. Water passes through the adaptor plates into the driveshaft housing.

Water dumped into the drive shaft housing builds up a wall of water around the exhaust tube. This performs 2 functions:

- Helps silence the exhaust
- Prevents air from being drawn into the pump

Water exits the engine in 3 locations:

- Excess water from the wall of water exits around anodes on the gear housing.
- Water that passes through the air compressor exits out the tell tail.
- Water exits through two 1/8 in. (3.175 mm) holes in the lower adaptor plate into the exhaust.

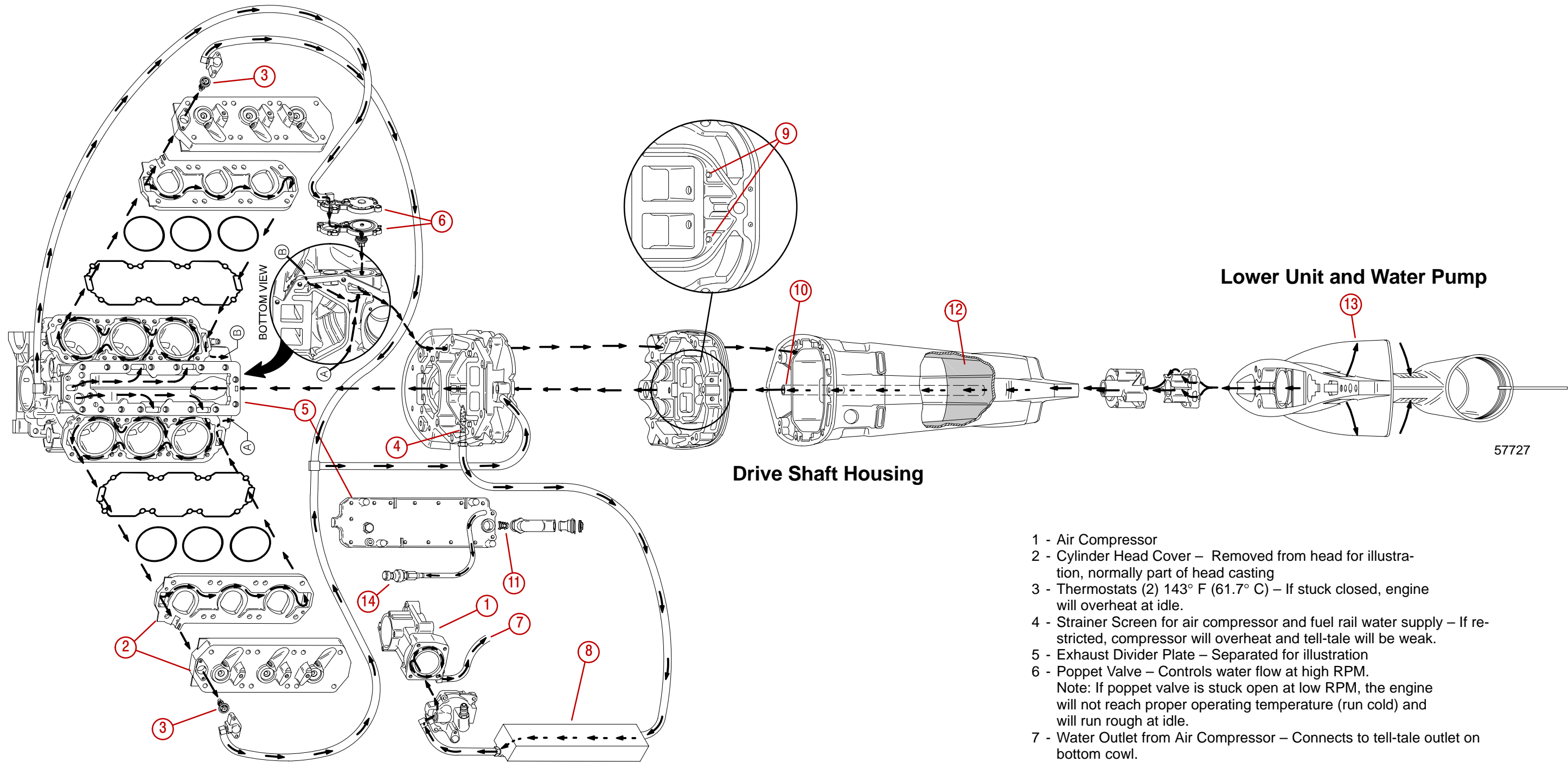
To allow complete passage filling and to prevent steam pockets, all cooling passages are interconnected. Small passages are incorporated to allow the cooling system to drain.



Notes:



Water Flow Diagram



Cylinder Block and Adaptor Plate

Drive Shaft Housing

Lower Unit and Water Pump

57727

- 1 - Air Compressor
- 2 - Cylinder Head Cover – Removed from head for illustration, normally part of head casting
- 3 - Thermostats (2) 143° F (61.7° C) – If stuck closed, engine will overheat at idle.
- 4 - Strainer Screen for air compressor and fuel rail water supply – If restricted, compressor will overheat and tell-tale will be weak.
- 5 - Exhaust Divider Plate – Separated for illustration
- 6 - Poppet Valve – Controls water flow at high RPM.
Note: If poppet valve is stuck open at low RPM, the engine will not reach proper operating temperature (run cold) and will run rough at idle.
- 7 - Water Outlet from Air Compressor – Connects to tell-tale outlet on bottom cowl.
- 8 - Port Fuel Rail – Fuel Cooler is built into Port Fuel Rail.
- 9 - Water Dump Holes Exhaust Cooling (2 each) 1/8 in. (3.175 mm)
– If holes are plugged, tuner pipe will melt and bearing carrier prop shaft seals will be damaged.
- 10- Water Tube
- 11- Check Valve for powerhead flush.
- 12- Wall of Water – If water level height is insufficient, water pump may draw in air resulting in an overheated engine.
- 13- Excess water from wall of water around exhaust bucket exits around anodes.
- 14- Block Water Pressure Sensor

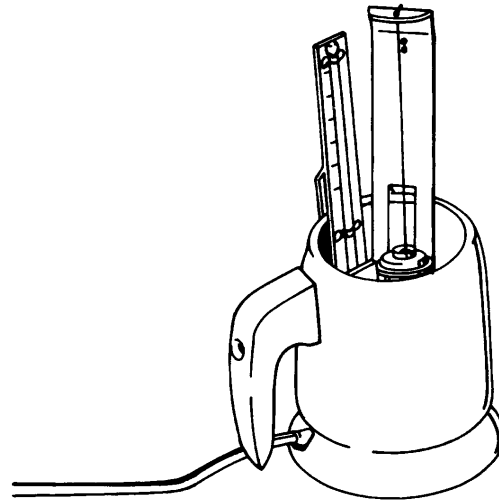


Troubleshooting

Thermostat Test

1. Inspect thermostat covers and cylinder head covers (thermostat opening) for cracks and corrosion damage that could cause leakage. Replace parts as necessary.
2. Remove and discard gasket from each thermostat.
3. Wash thermostats with clean water.
4. Using a thermostat tester, similar to the one shown, test each thermostat as follows:
 - a. Open thermostat valve, then insert a thread between valve and thermostat body. Allow valve to close against thread.
 - b. Suspend thermostat (from thread) and thermometer inside tester so that neither touches the container. Bottom of thermometer must be even with bottom of thermostat to obtain correct temperature of thermostat opening.
 - c. Fill thermostat tester with water to cover thermostat.
 - d. Plug tester into electrical outlet.
 - e. Observe temperature at which thermostat begins to open. (Thermostat will drop off thread, that was installed in Step "a", when it starts to open.) Thermostat must begin to open when temperature reaches 140°-145° F (60°-63° C).
 - f. Continue to heat water until thermostat is completely open.
 - g. Unplug thermostat tester.
 - h. Replace thermostat, if it fails to open at the specified temperature, or if it does not fully open.

NOTE: BE SURE that water in thermostat tester is allowed to cool sufficiently [below 110° F (43.3° C)] before testing the other thermostat.



51087

IMPORTANT: DO NOT operate engine without thermostats installed.



Water Pressure Check

Water pressure may be checked by one of three methods;

- Use a Digital Diagnostic Terminal (DDT) [91-823686A2]
- On engines equipped with Omega gauges, water pressure is an available readout.
- On engines not equipped with Omega gauges, a water pressure line is provided that exits at the front of the lower cowl. A dash style gauge may be connected to this line to register water pressure.

⚠ WARNING

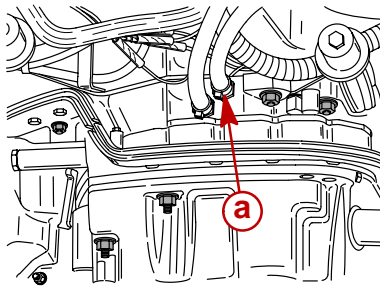
Shut off engine and refer to troubleshooting chart if water pressure is not within specification. DO NOT exceed 3000 RPM in neutral.

Idle	1.0 – 3.0 PSI (6.8 – 20.5 kPa)
Poppet Valve Opening	4 – 9 PSI (27.4 – 61.6 kPa)
W.O.T.	12.0 PSI (82.1 kPa) Minimum

Cooling Water Strainer

The cooling water strainer filters cooling water flowing to the port fuel rail and air compressor.

1. Remove bottom cowl. Disconnect water hose from the strainer plug.
2. Remove and clean strainer.
3. Apply Loctite Pipe Sealant w/Teflon (92-88504) to strainer threads and reinstall strainer. Reconnect water hose and secure with sta-strap.

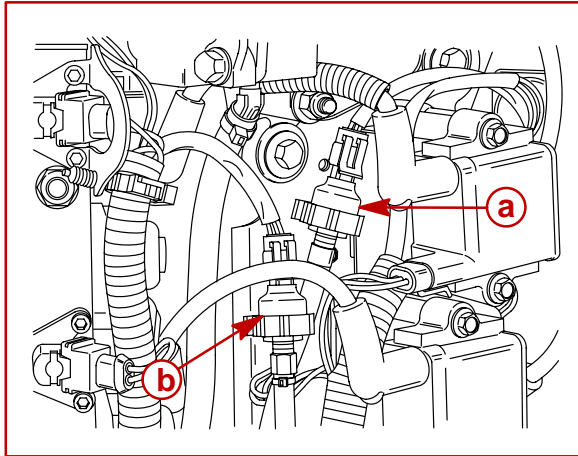


a - Water Strainer

57543



Water Pressure Sensor



57535



57532

- a** - Water Pressure Sensor (TAN housing)
- b** - Speedometer Pressure Sensor (Optional) (BLACK housing)

The water pressure sensor is monitored by the ECM at 1200 rpm and above on Model Year 2000 engines and at 2750 rpm and above on Model Year 2001 engines. Should the low water pressure continue for more than 5 seconds, a speed reduction circuit* within the ECM will be activated.

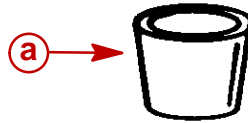
*The Guardian System will limit rpm if temperatures are high regardless of system pressure.

Water Pressure Low for more than 2 seconds	Warning horn activated Warning light illuminated (If Equipped)
Water Pressure Low for more than 5 seconds	Warning horn activated Warning light illuminated (If Equipped) Maximum engine rpm limited



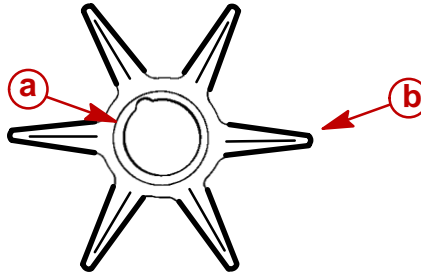
Water Pump Cleaning and Inspection

1. Inspect the water tube coupling for wear or damage. If necessary replace..



a - Water Tube Coupling

2. Inspect the water pump impeller for wear on the end, top and bottom of the impeller blades. Replace the impeller if this condition is found.
3. Inspect for proper bonding between the hub and the impeller. Replace the impeller if improper bonding is found.

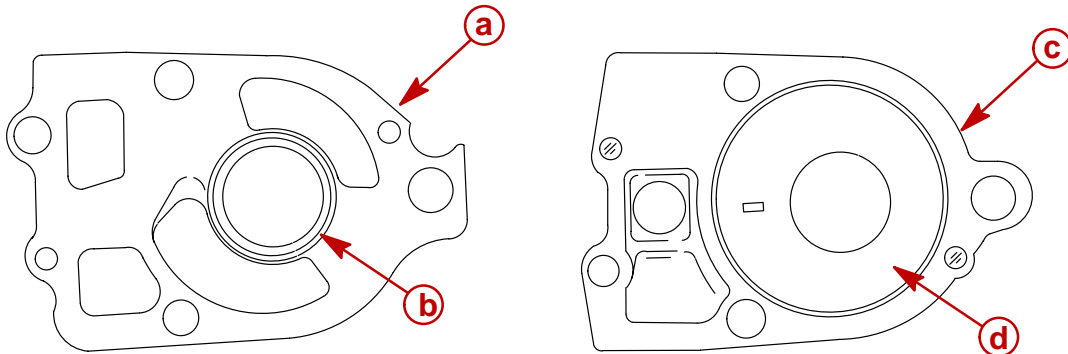


a - Hub
b - Impeller

4. Inspect the impeller blades to see if they are cracked, burnt, hard or deformed. Replace the impeller if the blades are in this condition.

IMPORTANT: The circular groove formed by the impeller sealing bead should be disregarded when inspecting cover and plate. The depth of the groove will not affect water pump output.

5. Replace cover if plastic is melted from excessive heat (lack of water). Replace stainless insert and/or face plate if grooves (other than impeller sealing bead groove) are more than 0.010 in. (0.254 mm) deep.



a - Water Pump Face Plate
b - Sealing Groove (disregard)
c - Water Pump Cover
d - Stainless Insert [discard if grooves exceed 0.010 in. (0.254 mm)]

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IMPORTANT: It is recommended that all seals and gaskets be replaced (as a normal repair procedure) to assure effective repair.

IMPORTANT: It is recommended that the water pump impeller be replaced whenever the gearcase is removed for maintenance. However, if it is necessary to re-use the impeller, DO NOT install in reverse to original rotation as premature impeller failure will occur.



Problem Diagnosis

NOTE: The Guardian System will limit power if temperatures are high regardless of system pressures.

Condition	Recommended Range	Possible Cause
Pressure below specification @ idle	1.0 – 3.0 PSI (6.8 – 20.5 kPa)	<ul style="list-style-type: none"> ●Poppet valve spring defective (weak, broken, missing) ●Defective poppet valve seal ●Thermostat stuck open ●Severe internal leak ●Low output water pump ●Inlet restriction ●Strainer screen for air compressor water supply is restricted
Pressure above 5 psi (34.2kPa) @ idle	1.0 – 3.0 PSI (6.8 – 20.5 kPa)	<ul style="list-style-type: none"> ●Plugged poppet by-pass passage or tell-tale
Pressure does not drop between 1000 – 2500 RPM indicating poppet valve has opened	4 – 9 PSI (27.4 – 61.6 kPa) between 1000 – 2200 RPM	<ul style="list-style-type: none"> ●Wrong poppet valve spring ●Low output water pump ●Inlet restriction ●Poppet valve vent hole plugged or restricted ●Severe internal leak ●Defective poppet valve seal
Poppet valve flutter/water pressure drop does not stabilize prior to 2500 RPM	4 – 9 PSI (27.4 – 61.6 kPa) between 1000 – 2200 RPM	<ul style="list-style-type: none"> ●Wrong poppet valve spring ●Low output water pump ●Inlet restriction ●Broken diaphragm in poppet valve ●Severe internal leak ●Defective poppet valve seal
Pressure is below minimum specification @ W.O.T.	12 PSI (54.9 – 68.5kPa)	<ul style="list-style-type: none"> ●Inlet restriction ●Engine mounted too high on transom ●Engine trimmed out too far ●Configuration of boat bottom interfering with adequate flow of water to coolant inlets ●Severe internal leak ●Low output water pump ●Plugged strainer screen for port fuel rail and air compressor water supply
Pressure higher than normal @ W.O.T., but engine still indicates overheat condition	Maximum pressure – 23 PSI (157.4 kPa)	<ul style="list-style-type: none"> ●Outlet water passages restricted. ●Steam pocket has formed at top of powerhead due to lack of cooling water



MID-SECTION

Section 5A – Clamp/Swivel Brackets & Driveshaft Housing

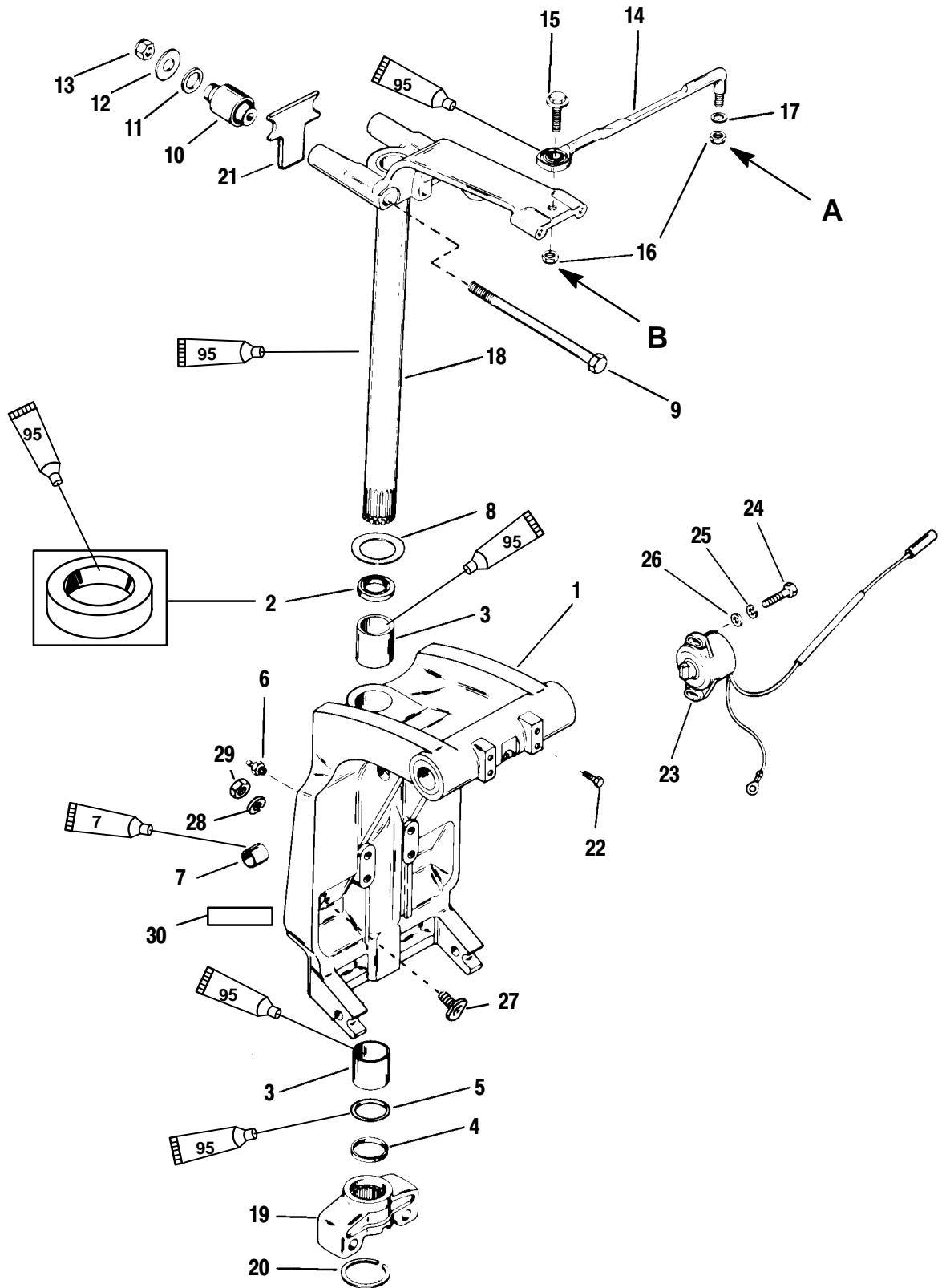
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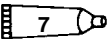
Swivel Bracket and Steering Arm	5A-2	Drive Shaft Housing and Dyna-Float	
Transom Brackets	5A-4	Suspension	5A-8
Drive Shaft Housing and Exhaust Tube	5A-6	Removal and Disassembly	5A-8
		Reassembly and Installation	5A-11





Swivel Bracket and Steering Arm



 Loctite 271 (92-809820)

 2-4-C w/Teflon (92-825407A12)



Swivel Bracket and Steering Arm

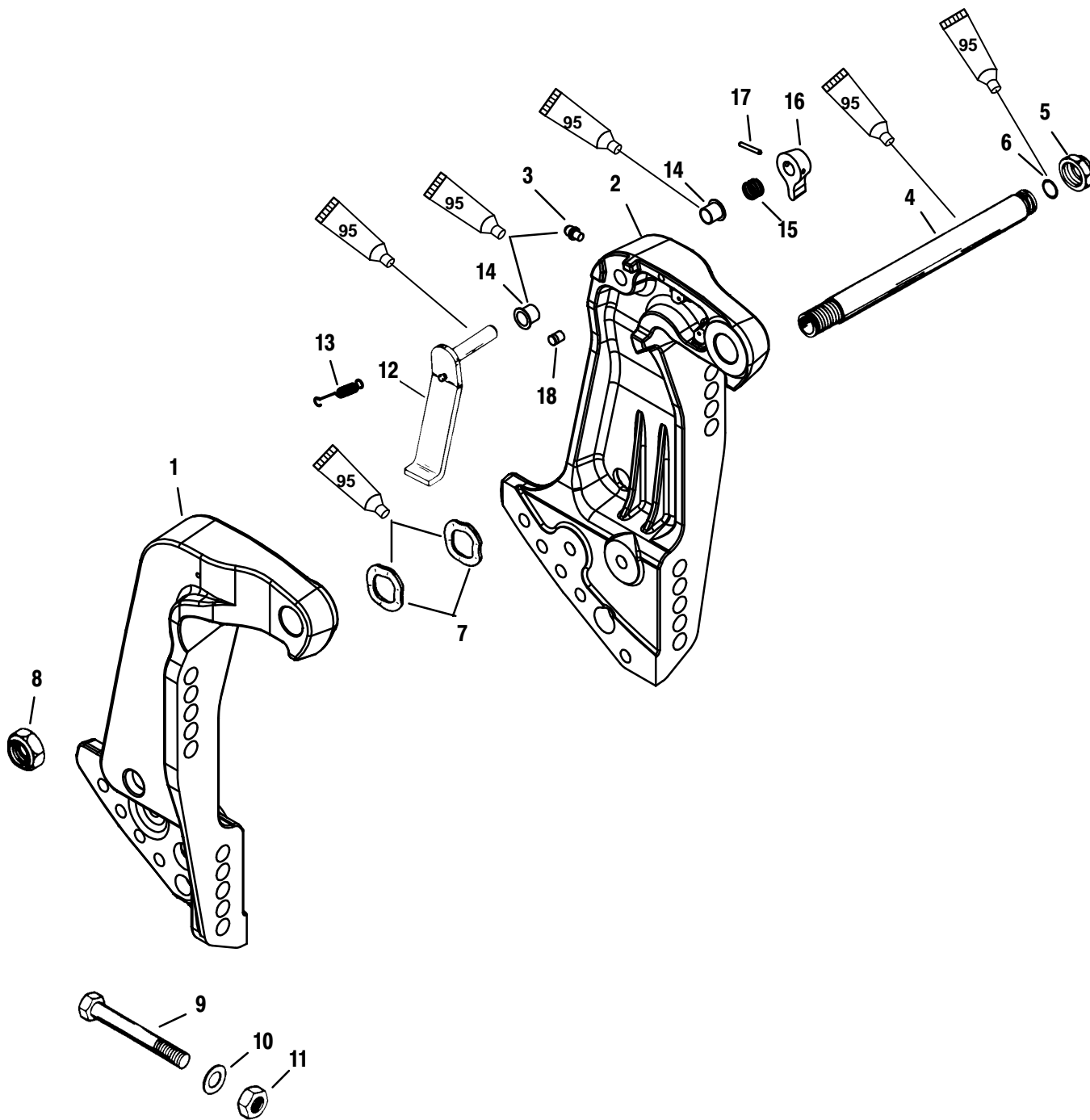
REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
1	1	SWIVEL BRACKET ASSEMBLY (BLACK)			
2	1	OIL SEAL (LOWER)			
3	2	BUSHING			
4	1	SPACER			
5	1	O-RING			
6	2	GREASE FITTING	75		8.5
7	2	BUSHING			
8	1	THRUST WASHER			
9	2	SCREW (7/16-20 x 7-1/2 IN.)			
10	2	MOUNT			
11	2	WASHER			
12	2	WASHER			
13	2	NUT		50	68
14	1	STEERING LINK ASSEMBLY			
15	1	SCREW (3/8-24 x 1-1/4 IN.)		20	27
16	2	NUT		See Note	
17	2	WASHER			
18	1	SWIVEL PIN AND STEERING ARM (BLACK)			
19	1	BOTTOM YOKE (BLACK)			
20	1	RETAINING RING			
21	1	BUMPER			
22	2	SCREW (1/4-28 x 1/2 IN.)	100		11.5
23	1	TRIM SENDER ASSEMBLY			
24	2	SCREW	15		1.7
25	2	LOCKWASHER			
26	2	WASHER			
27	2	STRIKER PLATE			
28	2	LOCKWASHER			
29	2	NUT		23	31
30	1	DECAL-Serial Number Overlamine			

NOTE: A – Torque nut to 120 lb. in. (13.5 Nm) and then back off 1/4 turn.

NOTE: B – Torque nut to 20 lb. ft. (27 Nm)



Transom Brackets



 95 2-4-C w/Teflon (92-825407A12)

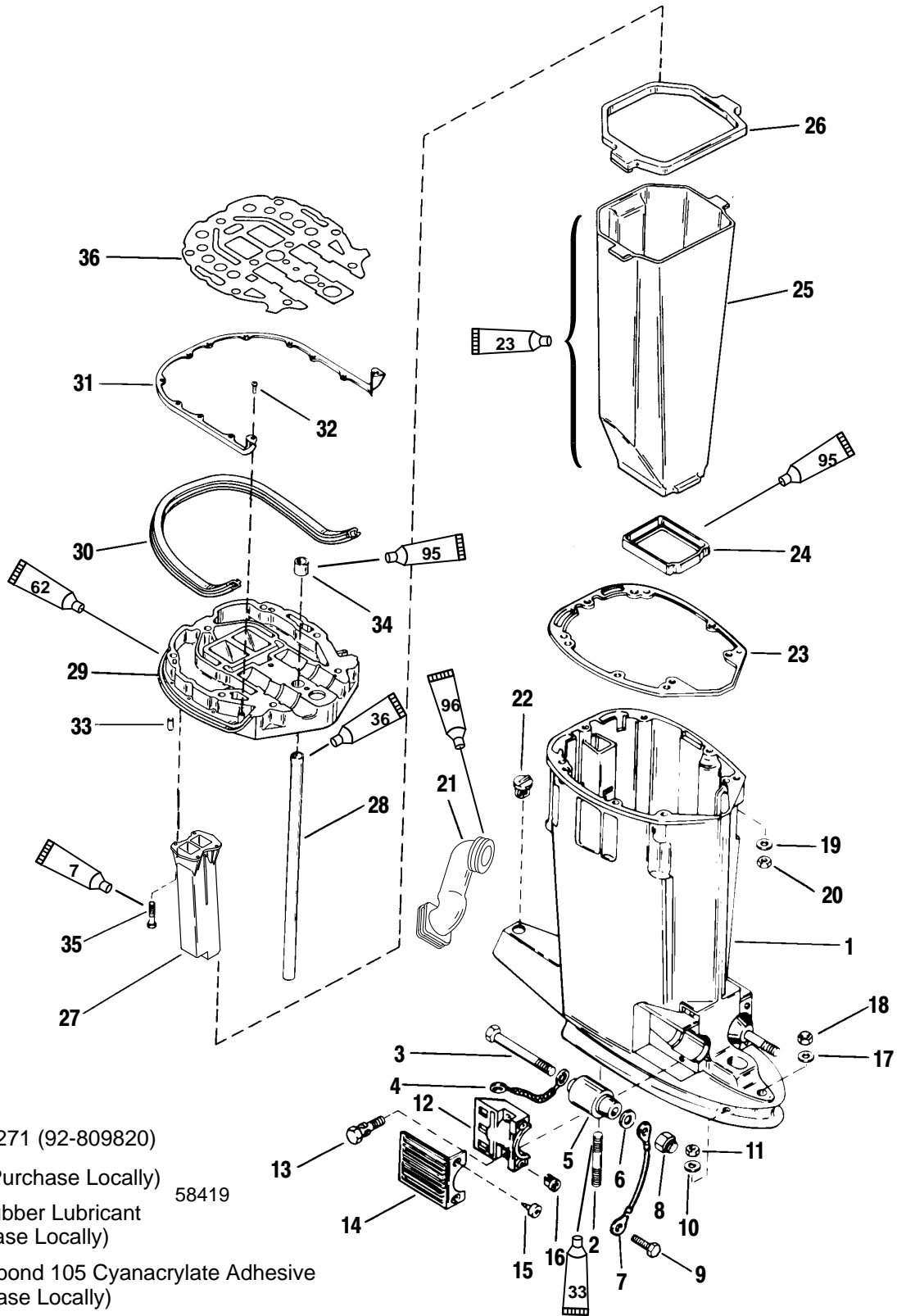


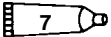
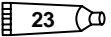
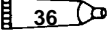
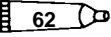
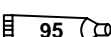
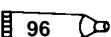
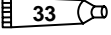
Transom Brackets

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
1	1	TRANSOM BRACKET (STARBOARD)(BLACK)			
2	1	TRANSOM BRACKET (PORT) (BLACK)			
3	1	GREASE FITTING (PORT)	80		9
4	1	TILT TUBE			
5	1	NUT (1 IN.-14)		45	61
6	1	O-RING			
7	2	WAVE WASHER			
8	1	NUT (7/8-14)		45	61
9	4	BOLT			
10	4	WASHER			
11	4	NUT			
12	1	TILT LOCK LEVER ASSEMBLY			
13	1	SPRING			
14	2	BUSHING			
15	1	SPRING			
16	1	KNOB			
17	1	GROOVE PIN			
18	1	PIN			



Drive Shaft Housing and Exhaust Tube



-  Loctite 271 (92-809820)
-  Soap (Purchase Locally) 58419
-  P80 Rubber Lubricant (Purchase Locally)
-  Permabond 105 Cyanacrylate Adhesive (Purchase Locally)
-  2-4-C w/Teflon (92-825407A12)
-  Loctite Superbonder 454 Gel (Purchase Locally)
-  Loctite "RCA/680" Retaining Compound (92-809833)



Drive Shaft Housing and Exhaust Tube

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	DRIVE SHAFT HOUSING (LONG)			
	1	DRIVE SHAFT HOUSING (X-LONG)			
2	2	STUD			
3	2	SCREW (1/2-20 x 6 IN.)			
4	1	GROUND WIRE			
5	2	LOWER MOUNT			
6	2	WASHER			
7	1	GROUND WIRE			
8	2	NUT		50	68
9	1	SCREW (1/4-20 x 3/8 IN.)			
10	2	WASHER			
11	2	NUT		50	68
12	2	CLAMP			
13	4	SCREW (5/16-18 x 1-1/4 IN.)		22	30
14	2	COVER			
15	4	SCREW (12-24 x 5/8 IN.)	17		2
16	4	NUT		25	34
17	1	WASHER			
18	1	NUT		57	77
19	4	WASHER			
20	4	NUT		23	31
21	1	IDLE EXHAUST BOOT			
22	1	PLUG			
23	1	GASKET			
24	1	SEAL (LOWER)			
25	1	EXHAUST TUBE			
26	1	SEAL (UPPER)			
27	1	EXHAUST EXTENSION (150/175)			
	1	EXHAUST EXTENSION (115, 135)			
28	1	WATER TUBE (LONG)			
	1	WATER TUBE (X-LONG)			
29	1	PLATE ASSEMBLY			
30	1	SEAL			
31	1	BRACKET			
32	12	SCREW (10-16 x 1/2 IN.)	80		9
33	2	DOWEL PIN			
34	1	SEAL			
35	6	SCREW (1/4-20 x 3/4 IN.)	60		7
36	1	GASKET			

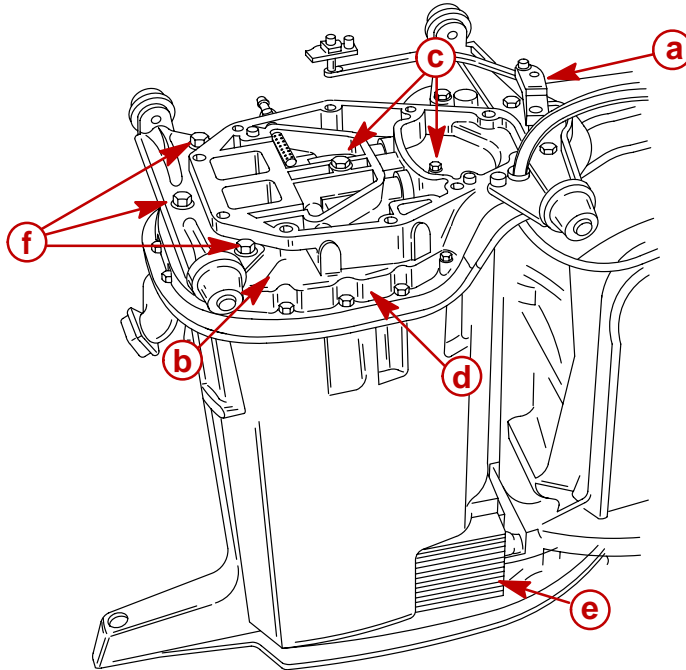


Drive Shaft Housing and Dyna-Float Suspension

Refer to “Powerhead Removal” section to remove powerhead. Refer to “Lower Unit Removal” in this section to remove lower unit.

Removal and Disassembly

1. Remove shift shaft from driveshaft housing by pulling straight up on shaft.
2. Remove 5 bolts which secure exhaust extension plate to drive shaft housing. After bolts are removed, lift exhaust extension plate off drive shaft housing.
3. Remove screws, which secure lower mount covers to drive shaft housing, then remove covers.

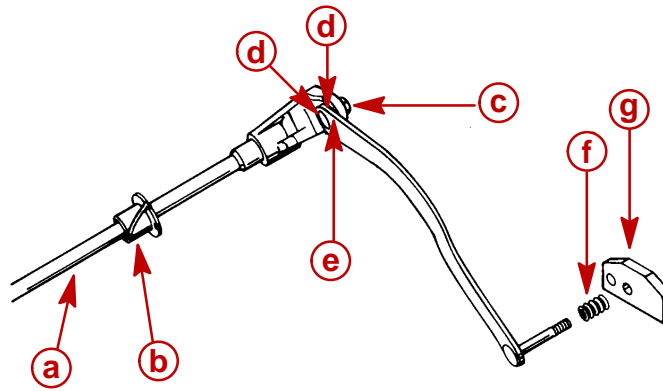


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- a** - Shift Shaft Linkage
- b** - Exhaust Extension Plate
- c** - Exhaust Plate to Drive Shaft Housing Bolts
- d** - Driveshaft Housing Plate
- e** - Lower Mount Cover (One Each Side)
- f** - Mounting Bracket Bolts (3)

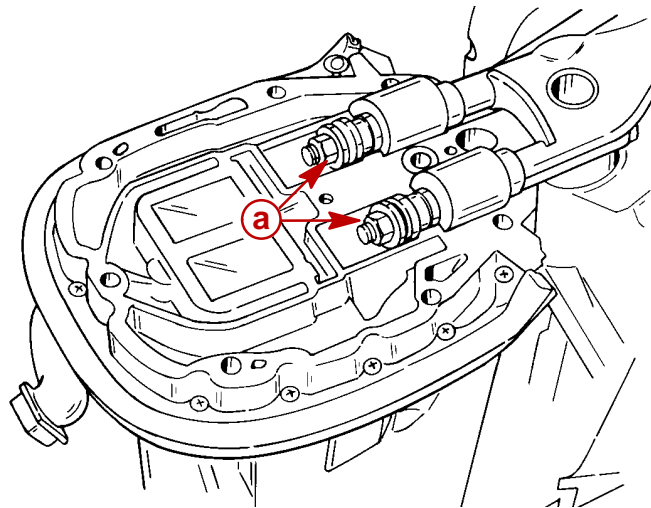


SHIFT LINKAGE ASSEMBLY



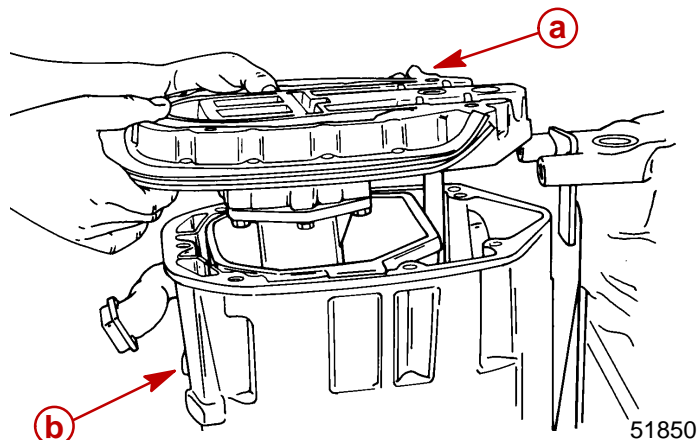
- a** - Shift Shaft Assembly
- b** - Bushing
- c** - Lock Nut
- d** - Washer (2)
- e** - Bushing (Hidden)
- f** - Spring
- g** - Guide Block

1. Remove upper mount nuts and flat washers.



- a** - Upper Mount Nuts

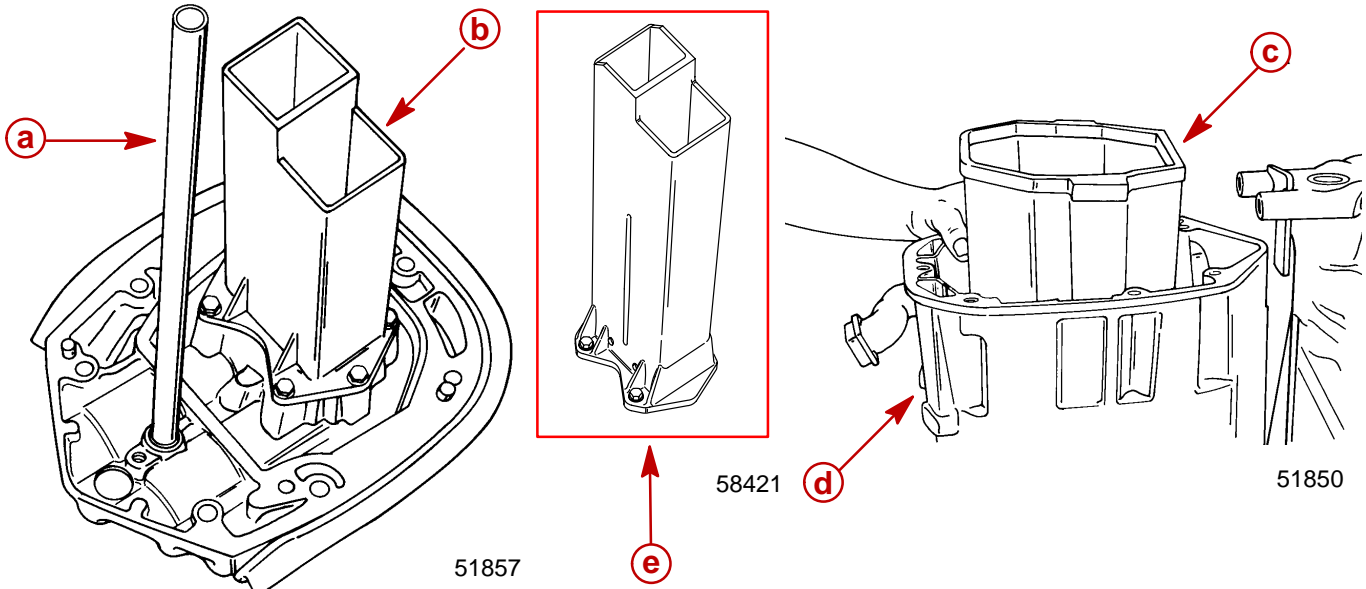
2. Lift driveshaft housing plate off housing.



- a** - Drive Shaft Housing Plate
- b** - Drive Shaft Housing

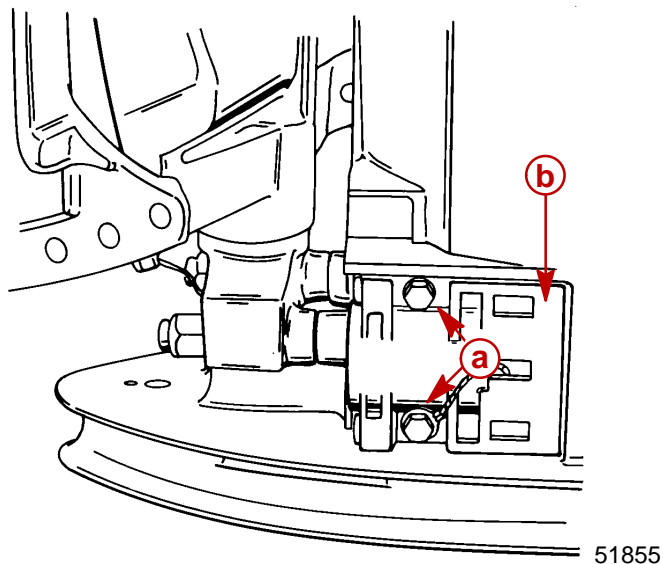


3. Remove water tube from driveshaft housing plate.
4. Exhaust diffuser is secured to housing plate with 6 bolts. Remove bolts, then remove diffuser.
5. Pull exhaust tube out of drive shaft housing.



- a** - Water Tube
- b** - Exhaust Diffuser (Model 2000 – 6 Bolt)
- c** - Exhaust Tube
- d** - Drive Shaft Housing
- e** - Exhaust Diffuser (Model 2001 – 4 Bolt)

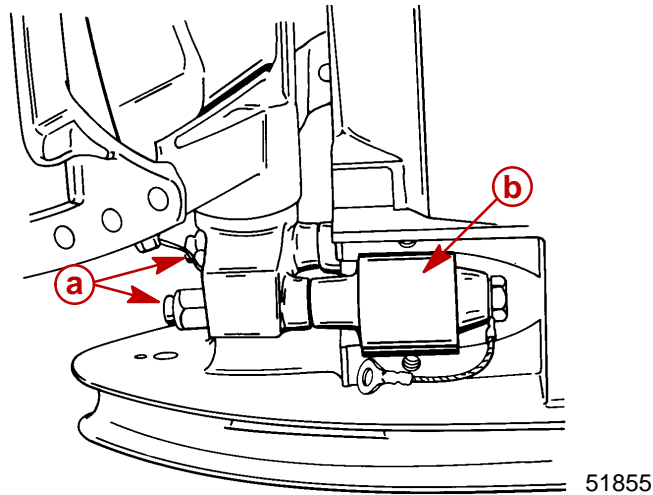
6. Remove all gasket material from driveshaft housing and related components.
7. Remove bolts, which secure lower mount retainers to drive shaft housing, and remove retainers.
8. Remove rubber caps from lower mount bolts.



- a** - Bolts
- b** - Lower Mount Retainer (One Each Side)



9. Remove lower mount nuts.

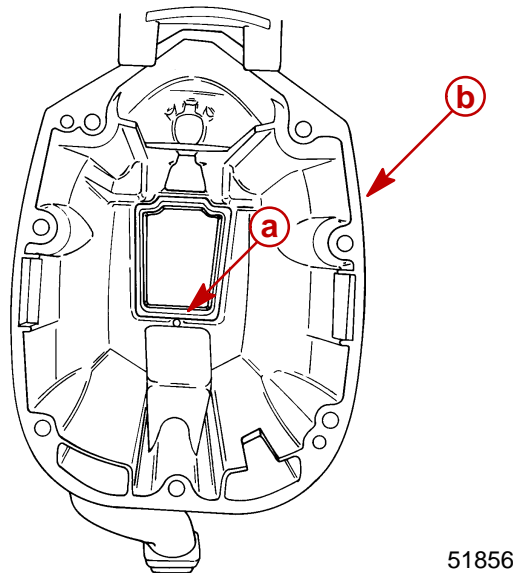


- a** - Lower Mount Nuts
- b** - Lower Mount

10. Remove driveshaft housing from swivel bracket by pulling alternately from top to bottom on housing.
11. Remove upper and lower mounts by lifting them out of driveshaft housing.

Reassembly and Installation

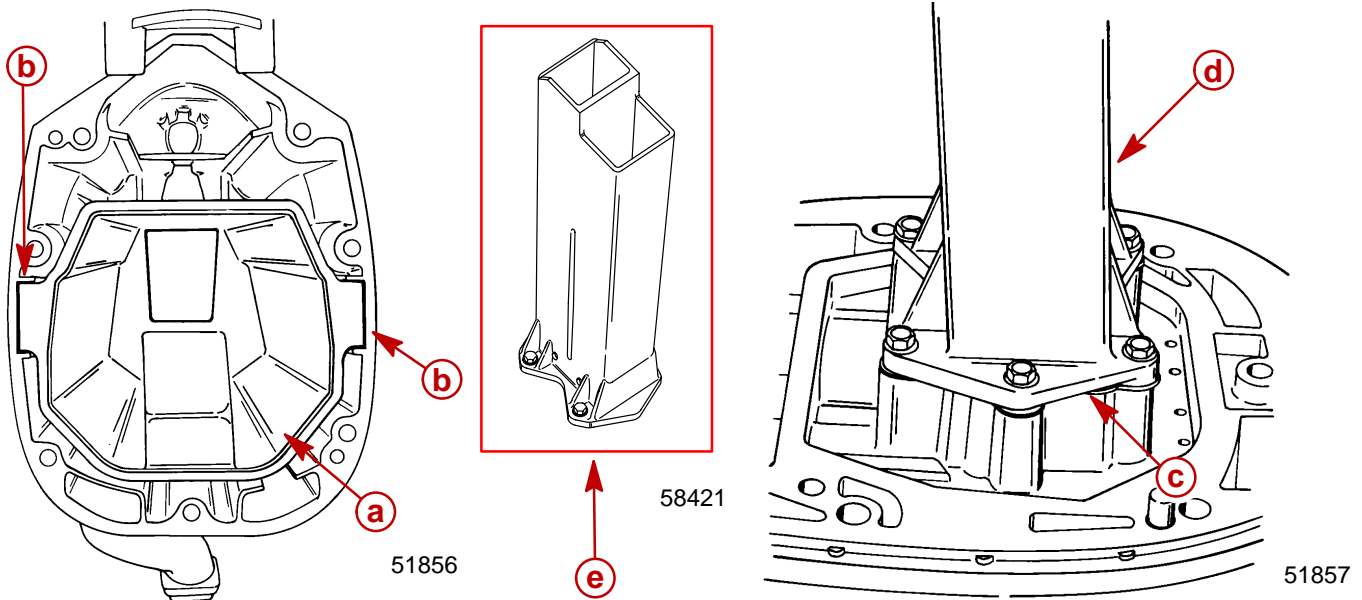
1. Apply a thin coat of 2-4-C w/Teflon Marine Lubricant onto inside portion of exhaust tube seal.
2. Install exhaust tube seal into driveshaft housing with tapered side of seal facing up.



- a** - Exhaust Tube Seal
- b** - Driveshaft Housing

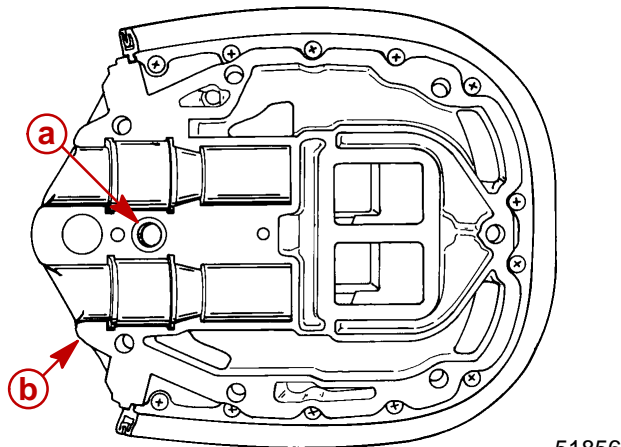


3. Push exhaust tube boots onto tabs on each side of exhaust tube.
4. Position exhaust tube in drive shaft housing and push down on tube until boots rest in grooves on inside of housing.
5. Position driveshaft housing to plate gasket on top of housing.
6. Install an exhaust diffuser gasket and exhaust diffuser onto plate, then secure both to plate with 6 bolts. Clean bolts with Loctite 7649 Primer and then apply Loctite 271 to bolt threads. Torque bolts to 60 lb. in. (7.0 Nm).



- a** - Exhaust Tube
- b** - Exhaust Tube Boots
- c** - Exhaust Diffuser Gasket
- d** - Exhaust Diffuser (Model 2000 – 6 Bolt)
- e** - Exhaust Diffuser (Model 2001 – 4 Bolt)

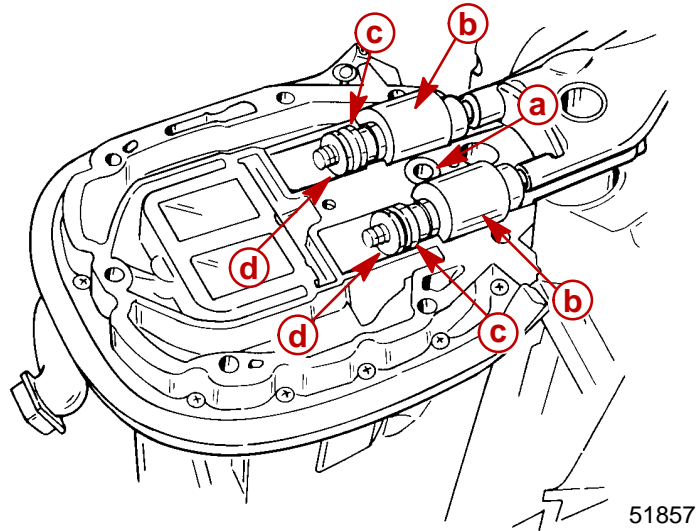
7. Apply a small amount of 2-4-C w/Teflon Marine Lubricant onto water tube seal.
8. Install water tube seal into driveshaft housing plate with plastic end of seal facing up and install water tube.



- a** - Water Tube Seal
- b** - Driveshaft Housing Plate



9. Position drive shaft housing plate on top of housing.
10. Apply a thin coat of Perfect Seal onto metal portion of upper dyna-float mounts.
11. Position mounts on drive shaft housing plate.
12. Install a rubber washer onto each upper mount, followed by a metal washer.

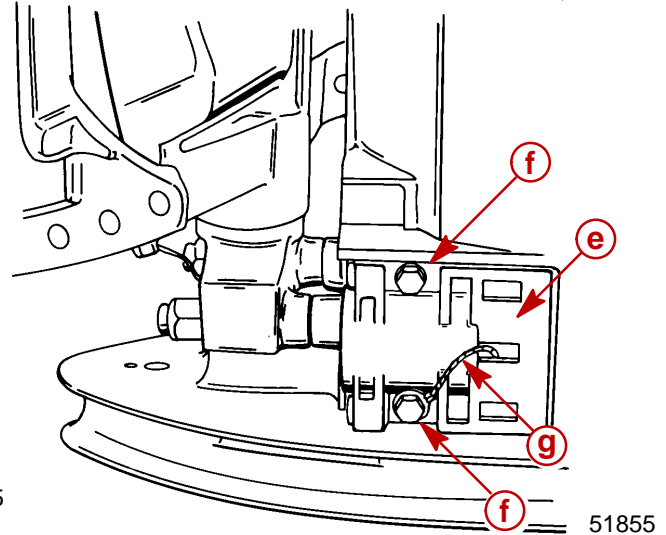
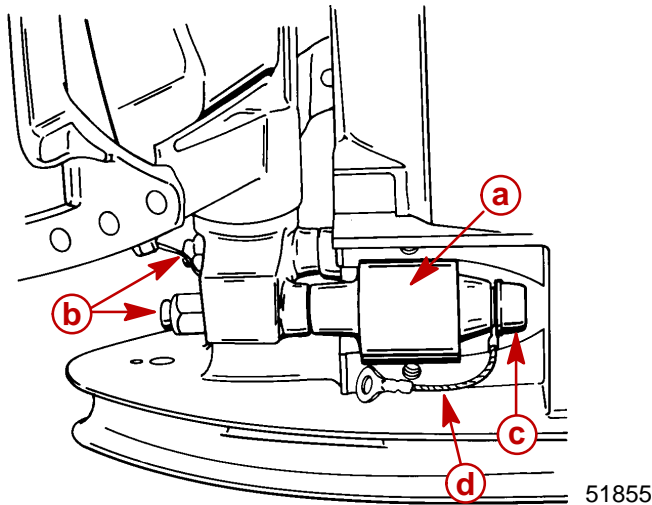


- a** - Water Tube Seal (Plastic End)
- b** - Dyna-Float Mounts
- c** - Rubber Washers
- d** - Metal Washer

13. Install a ground strap onto one of the lower mount mounting bolts.
- NOTE:** Apply Perfect Seal along length of lower mount bolts.
14. Insert a mounting bolt thru the short end of each lower mount.
 15. Position a mount on each lower side of driveshaft housing.
 16. Install a flat washer over each lower mounting bolt.
 17. Position a bumper on steering arm between mounting bolts.
 18. Start upper mounting bolts in upper mounts and align lower mounting bolts with holes in swivel pin yoke. Slide driveshaft housing up against yoke and bumper.
 19. Secure upper mounts to steering arm with flat washers and self-locking nuts. Torque nuts to 50 lb. ft. (68.0 Nm).
 20. Install ground strap (if equipped) between port lower mount bolt and swivel bracket.
 21. Secure lower mounts to swivel pin yoke with self-locking nuts. Torque nuts to 50 lb. ft. (68.0 Nm). Place a rubber cap over each lower mounting bolt head.



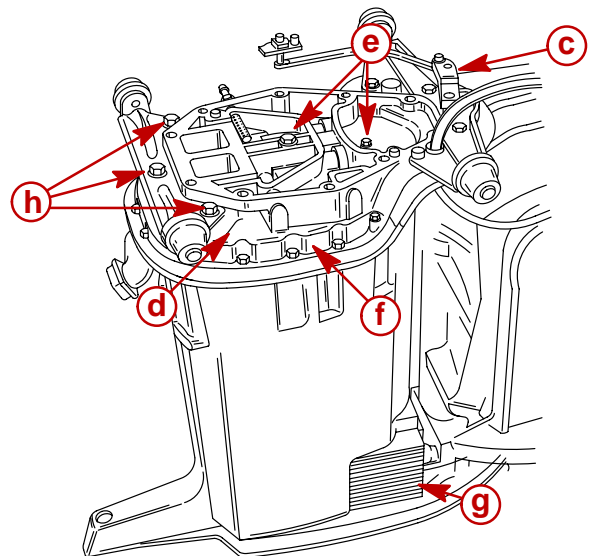
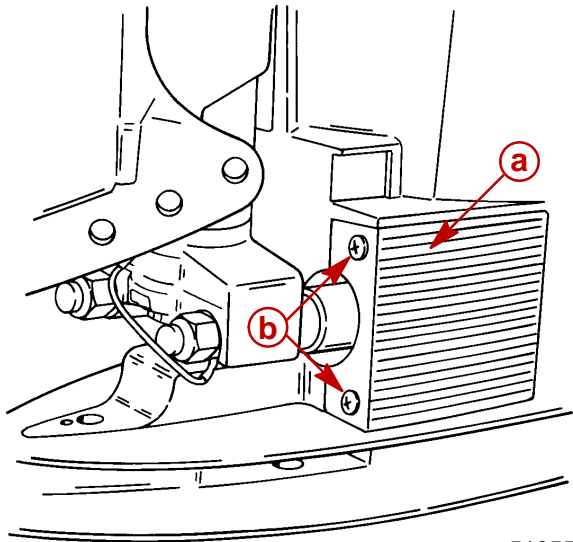
22. Install lower mount retainers and secure each retainer with 2 bolts. (Secure ground strap with the nearest retainer bolt.) Torque bolts to 160 lb. in. (18.0 Nm).



- a** - Lower Mount
- b** - Nut (2) [Torque to 50 lb. ft. (68.0 Nm)]
- c** - Rubber Cap
- d** - Ground Strap (only one side)
- e** - Lower Mount Retainer
- f** - Bolts (2) [Torque to 160 lb. in. (18.0 Nm)]
- g** - Ground Strap

23. Install lower mount covers and secure each cover with 2 screws.

24. Install exhaust extension plate on driveshaft housing with shift shaft assembly. Secure extension plate to drive shaft housing with 5 bolts.



- a** - Cover (One Each Side)
- b** - Screws (Two for Each Cover)
- c** - Shift Shaft Linkage
- d** - Exhaust Extension Plate
- e** - Exhaust Plate to Driveshaft Housing Bolts, Torque to 25 lb. ft. (34 Nm)
- f** - Drive Shaft Housing Plate
- g** - Lower Mount Cover (One Each Side)
- h** - Mounting Bracket Bolts, Torque to 40 lb. ft. (54 Nm)



MID-SECTION

Section 5B – Power Trim Design I (Showa)

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**5
B**

Power Trim Specifications

POWER TRIM	Design I (Showa) Trim “UP” Trim “DOWN” Leak Down Design I & II	1300 PSI (91kg/cm ²) Maximum Pressure 500 PSI (35kg/cm ²) Minimum Pressure Maximum Acceptable Amount of Leak Down in 24 hours is 1 in. (25.4 mm)
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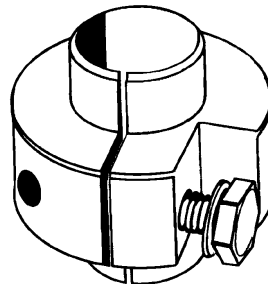
Special Tools

- 1. Alignment Tool 91-11230



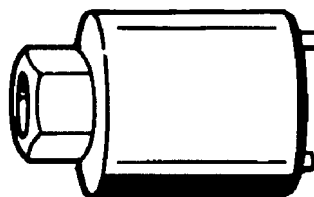
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- 2. Trim Rod Removal Tool 91-44486A1



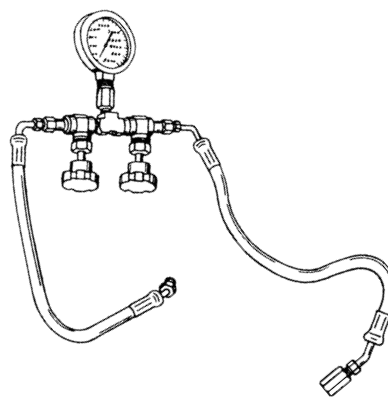
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- 3. Trim Rod Guide Removal Tool 91-44487A1



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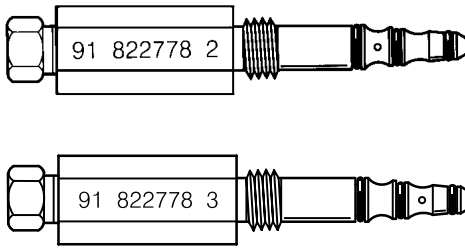
- 4. Power Trim Test Gauge Kit 91-52915A6



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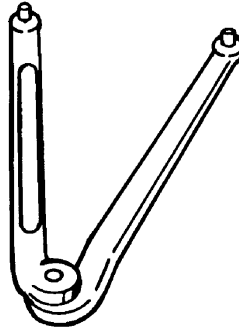


5. Adaptor Fitting 91-82278A2 and 91-82278A3



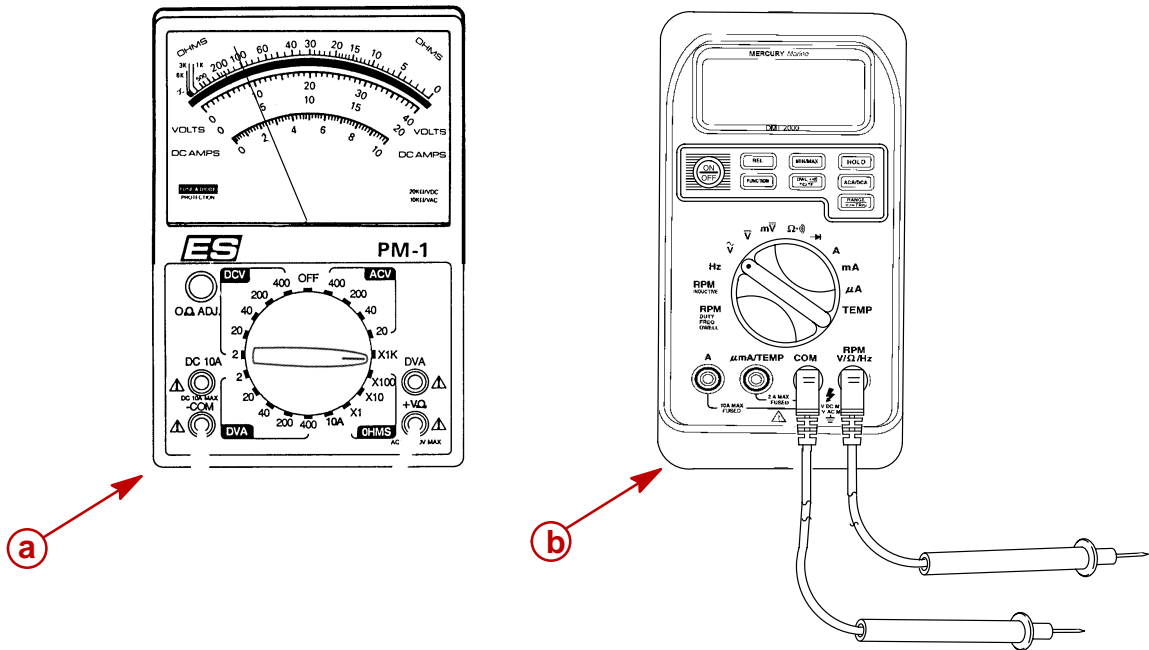
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6. Spanner Wrench 91-74951



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7. Multi-Meter DVA Tester 91-99750A1 or DMT 2000 Digital Tachometer Multi-meter 91-854009A1

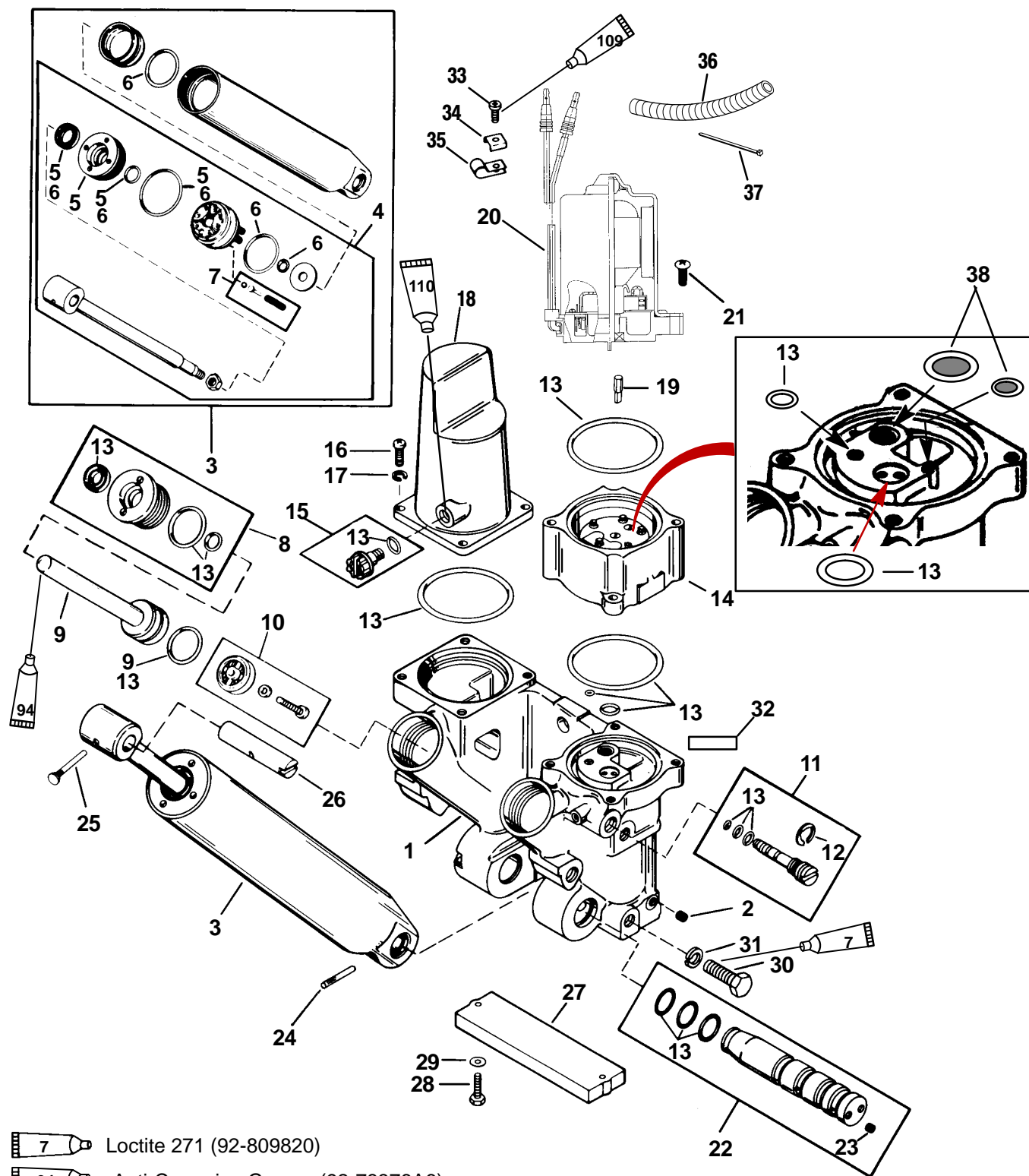


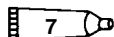
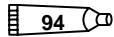
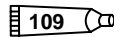
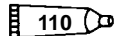
a - Multi-Meter DVA Tester 91-99750A1

b - DMT 2000 Digital Tachometer Multi-meter 91-854009A1



Power Trim Components



-  7 Loctite 271 (92-809820)
-  94 Anti-Corrosion Grease (92-78376A6)
-  109 GM Silicone Sealer (92-91600-1)
-  110 Power Trim & Steering Fluid (92-90100A12)



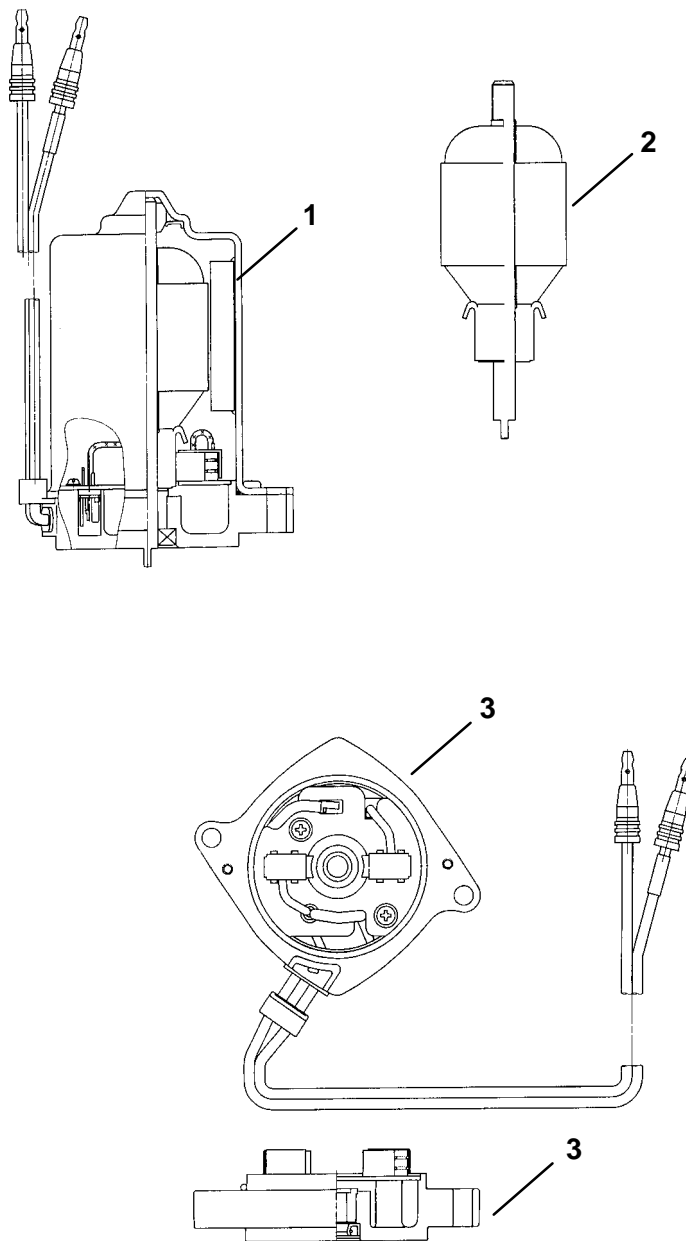
Power Trim Components

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
-	1	POWER TRIM ASSEMBLY-Complete			
1	1	MANIFOLD ASSEMBLY			
2	9	PIPE PLUG			
3	1	TILT CYLINDER ASSEMBLY			
4	1	PISTON ROD			
5	1	GUIDE KIT			
6	1	REPAIR KIT			
7	1	CHECK VALVE KIT			
8	2	GUIDE ASSEMBLY			
9	1	PISTON/ROD ASSEMBLY (PORT)			
	1	PISTON/ROD ASSEMBLY (STBD.)			
10	1	TRIM FILTER ASSEMBLY			
11	1	VALVE ASSEMBLY			
12	1	E RING			
13	1	O RING KIT			
14	1	PUMP			
15	1	PLUG ASSEMBLY			
16	4	SCREW			
17	4	WASHER			
18	1	COVER			
19	1	DRIVE SHAFT			
20	1	TRIM MOTOR (Breakdown on Power Trim Motor)			
21	2	SCREW (LONG)	80		9
	2	SCREW (SHORT)	80		9
22	1	SHAFT ASSEMBLY			
23	2	PIPE PLUG			
24	1	GROOVE PIN			
25	1	GROOVE PIN			
26	1	SHAFT			
27	1	ANODE ASSEMBLY			
28	2	SCREW (M6 x 1 x 25)	70		8
29	2	WASHER			
30	6	SCREW (M10 x 1.5 x 30)		45	61
31	6	WASHER			
32	1	DECAL-Caution power trim			
33	1	SCREW (10-16 x 3/5 IN.)			
34	1	C WASHER			
35	2	CLAMP			
36	1	TUBING			
37	1	STA-STRAP			
38	2	FILTER SCREENS			

NOTE: Lubricate all o-rings with ATF Dexron III or Power Trim and Steering Fluid.



Power Trim Motor



REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb.in.	lb.ft.	N-m
-	1	POWER TRIM MOTOR			
1	1	BRUSH AND SEAL KIT			
2	1	ARMATURE KIT			
3	1	END FRAME (Complete)			



Power Trim - General Information

Description

The Power Trim System consists of an electric motor, pressurized fluid reservoir, pump, tilt cylinder, and two trim rams.

The remote control (or trim panel) has switches that trim the outboard “Up” or “Down” and tilt the engine for “Trailing”. The outboard can be trimmed and tilted under power or when the outboard is not running.

Trimming Characteristics

NOTE: Because hull designs react differently in varying water conditions, varying the trim position will often improve the ride and boat handling. When trimming from a mid-trim position (with outboard trim tab in a straight fore and aft position), expect the following:

TRIMMING OUTBOARD “UP” (OUT):

⚠ WARNING

Excessive trim “Out” may reduce the stability of some high speed hulls. To correct instability, reduce the power gradually and trim the outboard “In” slightly before resuming high speed operation. A rapid reduction in power will result in a sudden change of steering torque and may cause additional boat instability.

Will lift boat bow, increasing top speed.

Transfers steering torque harder to port (left) on installations below 23 in. (584.2 mm) transom height.

Increases gearcase clearance over submerged objects.

Excess trim can cause “porpoising” and/or ventilation.

⚠ WARNING

Excessive outboard trim angle will result in insufficient water supply causing water pump and/or powerhead overheating damage. Insure water level is above water intake holes whenever outboard is running.

The “Up” circuit actuates the up relay (under outboard cowl) and closes the motor circuit. The electric motor drives the pump, forcing fluid thru passageways into the up side of the trim cylinders.

The trim cylinders position the outboard at the desired trim angle in the 20 degree maximum trim range. The system will not allow the outboard to be trimmed above the 20 degree trim range as long as the engine RPM is above approximately 2000 RPM.

The outboard can be trimmed above the 20 degree maximum trim angle (for shallow water operation, etc.), by keeping the engine RPM below 2000. If the RPM increases over 2000, propeller thrust (if propeller is deep enough) will cause the trim system to return the outboard to the 20 degree maximum trim position.



TRIMMING OUTBOARD “DOWN” (IN):

⚠ WARNING

Excessive speed at minimum trim “In” may result in undesirable and/or unsafe steering conditions. Test for handling characteristics after any adjustment is made to the trim angle (and tilt pin location).

Aids planing, particularly with heavy loads.

Improves ride in choppy water conditions.

Excess trim “In” can cause “bow steer” (boat veers to left or right).

Transfers steering torque to starboard (right).

Improves acceleration to planing speed.

The “Down” circuit actuates the down relay (under engine cowl) and closes the motor circuit. The electric motor drives the pump in the opposite direction as the up circuit, forcing fluid thru passageways into the “down” side of the tilt ram. The tilt ram moves the engine down to the desired position.

Trailing Outboard

The “Up” circuit first moves the trim cylinders; when the trim cylinders extend fully, the tilt ram extends to tilt the outboard to the full up position for trailering.

Before the boat is trailered, the operator should check for clearance between the outboard skeg and pavement to prevent damage to skeg from striking pavement.

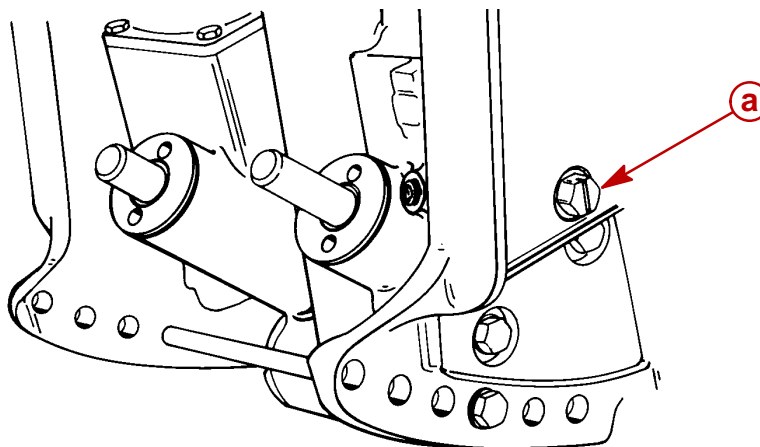
If the outboard must be tilted for clearance between skeg and pavement, a device such as a “Transom Saver” should be installed to prevent stress to boat transom from outboard weight while the boat/outboard are being trailered.

Tilting Outboard Manually

⚠ WARNING

Before opening the manual release valve, insure all persons are clear of outboard as outboard will drop to full “Down” when valve is opened.

The outboard can be raised or lowered manually by opening the manual release valve 3 to 4 turns counterclockwise. Close manual release valve to hold outboard at the desired tilt position.



a - Manual Release Valve

51353

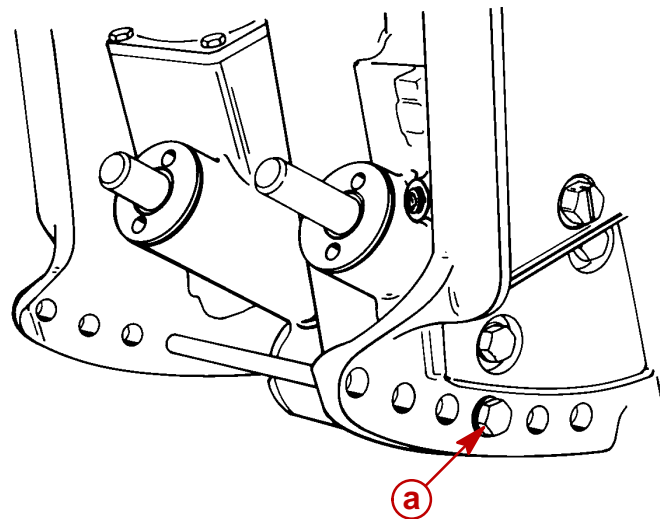


Trim “In” Angle Adjustment

⚠ WARNING

Boat operation with outboard trimmed to the full “In” trim angle [not using the trim angle adjustment bolt (a)] at planing speed may result in undesirable and/or unsafe steering conditions. A water test for handling/steering conditions is required after any trim angle adjustments.

IMPORTANT: Some boat/motor combinations not using the trim angle adjustment pin (a) and trimmed to the full “In” trim angle position may not exhibit any undesirable and/or unsafe handling and/or steering characteristics at planing speed. If so, not using the trim angle adjustment bolt may be advantageous to acceleration and planing. A water test is required to determine if these characteristics apply to a particular boat/motor combination.

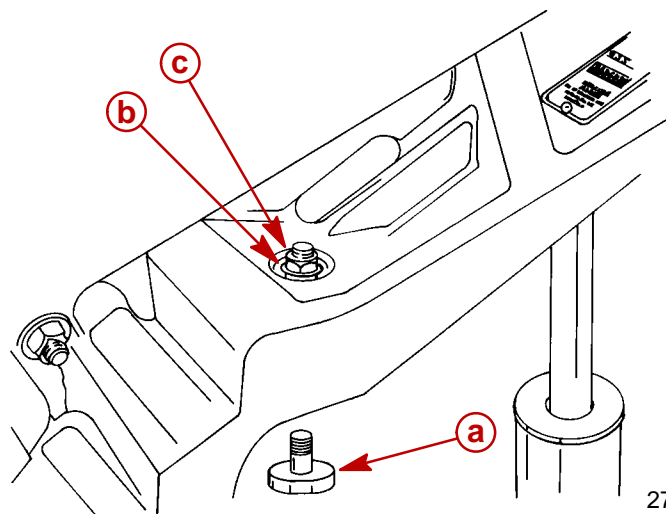


51353

a - Trim Angle Adjustment Bolt

Striker Plate Replacement

Visually inspect striker plates and replace if worn excessively.



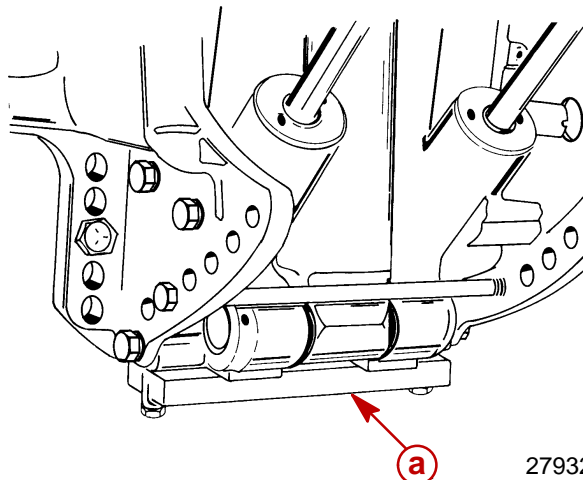
27930

- a** - Striker Plate (2)
- b** - Lockwasher
- c** - Locknut. Torque to 80 lb. in. (9 Nm)



Anode Plate

Anode plate is a self-sacrificing alloy plate that is consumed gradually by corrosion while providing protection to the midsection and power trim from galvanic corrosion. Replace anode plate when it is 50% consumed.



a - Anode Plate

27932

IMPORTANT: Do not paint or place protective coating on anode plate, or corrosion protection function will be lost.

Trim Indicator Gauge

A Quicksilver Trim Indicator Gauge accessory kit is available for the power trim sender (if not previously installed).

Check, Fill and Purge - Power Trim System

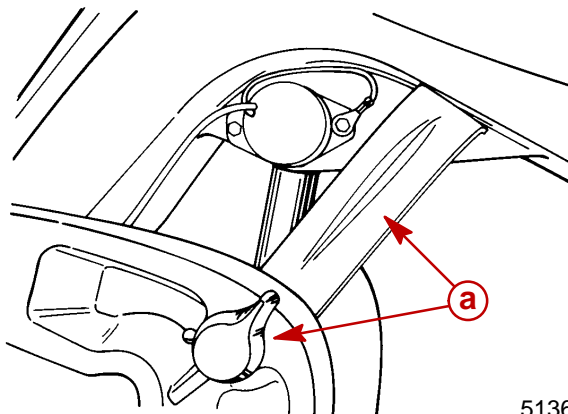
TO CHECK:

CAUTION

Tilt outboard to full "Up" position and engage tilt lock lever before checking fluid level. System is pressurized. Extend trim and tilt rams fully to depressurize system.

Remove fill plug and O-ring. System is full when oil level is present at filler hole. Tighten fill plug securely.

NOTE: Automatic Transmission Fluid (ATF) Type F, FA, Dexron II or Dexron III may be used.

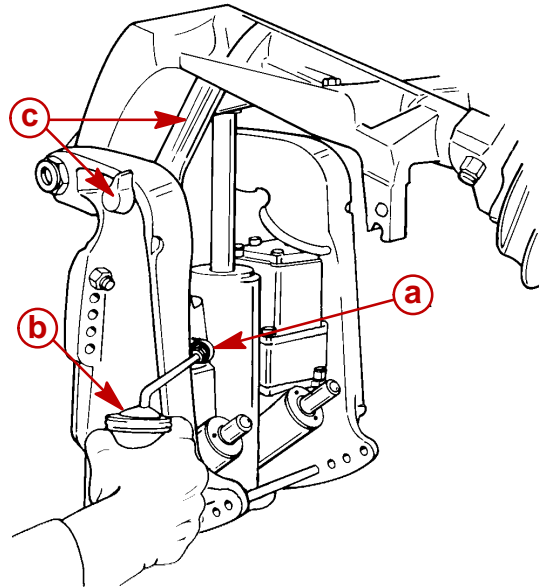


a - Tilt Lock Lever

51368

**TO FILL:**

IMPORTANT: This trim system is pressurized. Remove “Fill” plug only when outboard is tilted to the full “Up” position or the trim/tilt rams are fully extended. Retighten “Fill” plug before tilting outboard down or retracting tilt/trim rams. Remove “Fill” plug and O-ring. System is full when oil level is present at fill hole. Tighten “Fill” plug securely.



51344

- a** - Fill Plug and O-ring (remove to fill system, tighten securely)
- b** - Oil Can (fill system with Quicksilver Power Trim and Steering Fluid)
- c** - Tilt Lock Lever (engage to support engine in “Up” position)

TO PURGE:

IMPORTANT: Fill plug and O-ring must be tightened securely before purging system.

IMPORTANT: Run Trim System in short “jogs” until pump is primed and trim system moves. If trim motor is run without priming pump, driveshaft failure could result.

Cycle outboard through entire trim/tilt range 4 times. Check fluid level after purging system.

Push down on outboard when trim rams are slightly extended. If rams retract more than 1/8 in. (3.2 mm), air is present in system. Cycle system again and check fluid level.



Troubleshooting

IMPORTANT: Determine if Electrical or Hydraulic problem exists.

IMPORTANT: Acceptable power trim leak down should not exceed 1 in. (25.4 mm) (when measured at the tilt ram) in a 24 hour period.

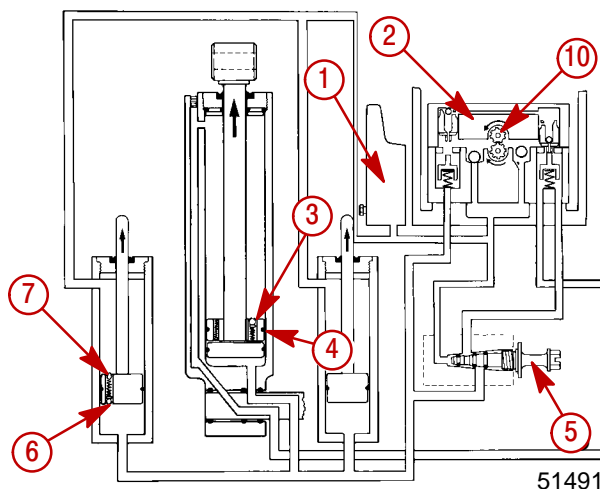
HYDRAULIC SYSTEM TROUBLESHOOTING

IMPORTANT: Make one correction at a time. Check operation of trim system before proceeding to the next check.

CONDITION OF TRIM SYSTEM	PROBLEM
A. Trim motor runs; trim system does not move up or down.	1, 2, 5, 10
B. Does not trim full down. Up trim OK.	2, 3, 4
C. Does not trim full up. Down trim OK.	1, 6
D. Partial or "Jerky" down/up.	1, 3
E. "Thump" noise when shifting.	2, 3, 6, 7
F. Does not trim under load.	5, 8, 9, 10
G. Does not hold trim position under load.	2, 5, 6
H. Trail out when backing off from high speed.	3, 4
I. Leaks down and does not hold trim.	2, 5, 7
J. Trim motor working hard and trims slow up and down.	8, 9
K. Trims up very slow.	1, 2, 8, 9
L. Starts to trim up from full down position when "IN" trim button is depressed.	3, 4
M. Trim position will not hold in reverse.	3, 4

PROBLEM

1. Low oil level.
2. Pump assembly faulty.
3. Tilt ram piston ball not seated (displaced, dirt, nickel seat).
4. Tilt ram piston O-ring leaking or cut.
5. Manual release valve leaking (check condition of O-rings) (Valve not fully closed).
6. Lower check valve not seating in port side trim ram.
7. Upper check valve not seating in port side trim ram.
8. Check condition of battery.
9. Replace motor assembly.
10. Broken motor/pump drive shaft.



External Mounted Hydraulic System

51491



ELECTRICAL SYSTEM TROUBLESHOOTING

CONDITION OF TRIM SYSTEM	PROBLEM
A. Trim motor does not run when trim button is depressed.	1, 2, 4, 5, 6, 7, 8
B. Trim system trims opposite of buttons.	3
C. Cowl mounted trim buttons do not activate trim system.	2, 4, 5, 6, 7

PROBLEM

1. Battery low or discharged.
2. Open circuit in trim wiring.
3. Wiring reversed in remote control, cowl switch or trim leads.
4. Wire harness corroded through.
5. Internal motor problem (brushes, shorted armature).
6. Blown fuse(s).
7. Trim switch failure.
8. Verify relays are functioning correctly.

POWER TRIM RELAY TEST PROCEDURE

The trim motor relay system used on permanent magnet trim systems connect each of the two wires from the trim motor to either ground or positive in order to allow the motor to run in both directions.

If the motor will not run in the UP direction, it could be either the UP relay is not making contact to 12 volts **OR** the DOWN relay is not making contact to ground. The opposite is true if the system will not run DOWN. When the system is not energized, both relays should connect the heavy motor leads to ground.

To test which relay is faulty if the trim system does not operate in one direction:

1. Disconnect the heavy gauge pump wires from the trim control relay.
2. Check for continuity between the heavy leads from the trim relays to ground.

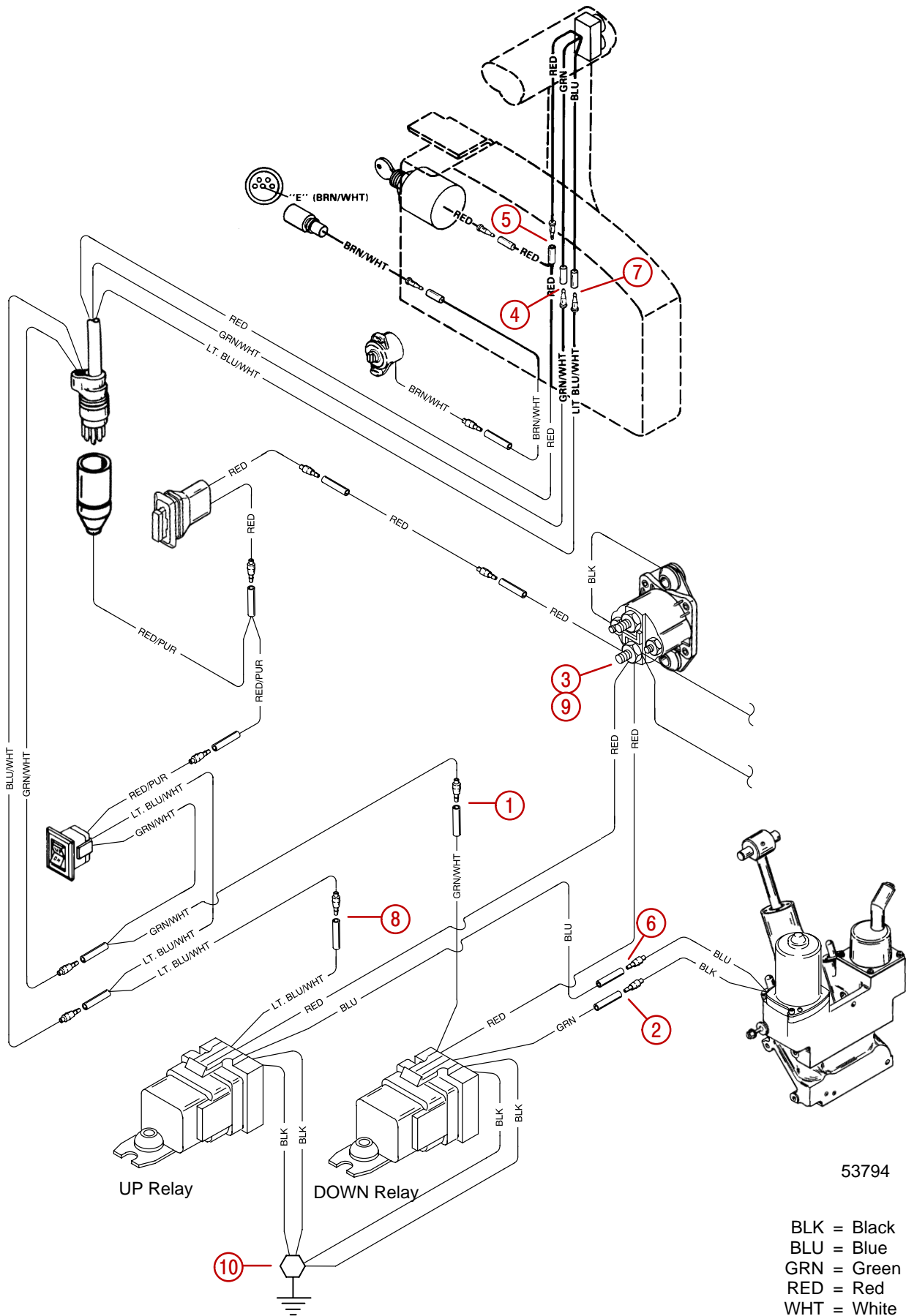
Ohmmeter Leads Between	Resistance (Ohms)	Scale Reading* (x _____)
GREEN and Ground	0	Full Continuity (Rx1)
BLUE and Ground	0	Full Continuity (Rx1)

Replace the relay that does not have continuity.

3. Connect a voltmeter to the heavy BLUE lead and to ground. You should have 12 volts on the BLUE lead when the UP switch is pushed. You should also have 12 volts on the GREEN lead when the DOWN switch is pushed. Replace the relay that does not switch the lead to positive.



Power Trim System with Relays and 2 Wire Trim Motor



53794



Electrical System Troubleshooting

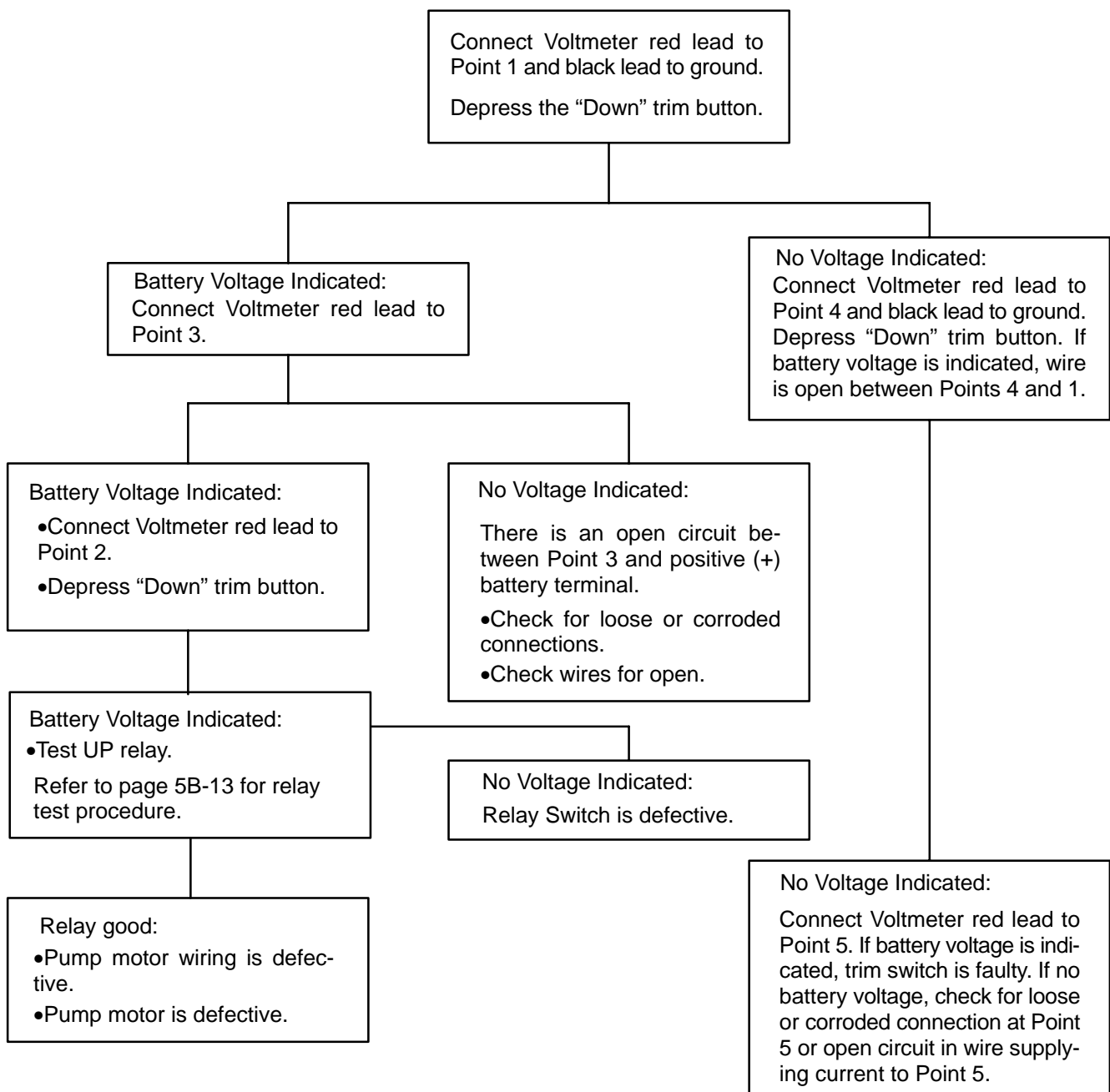
General Checks

Before troubleshooting the Power Trim electrical system, check the following:

1. Check for disconnected wires.
2. Make certain all connections are tight and corrosion free.
3. Check that plug-in connectors are fully engaged.
4. Make certain battery is fully charged.

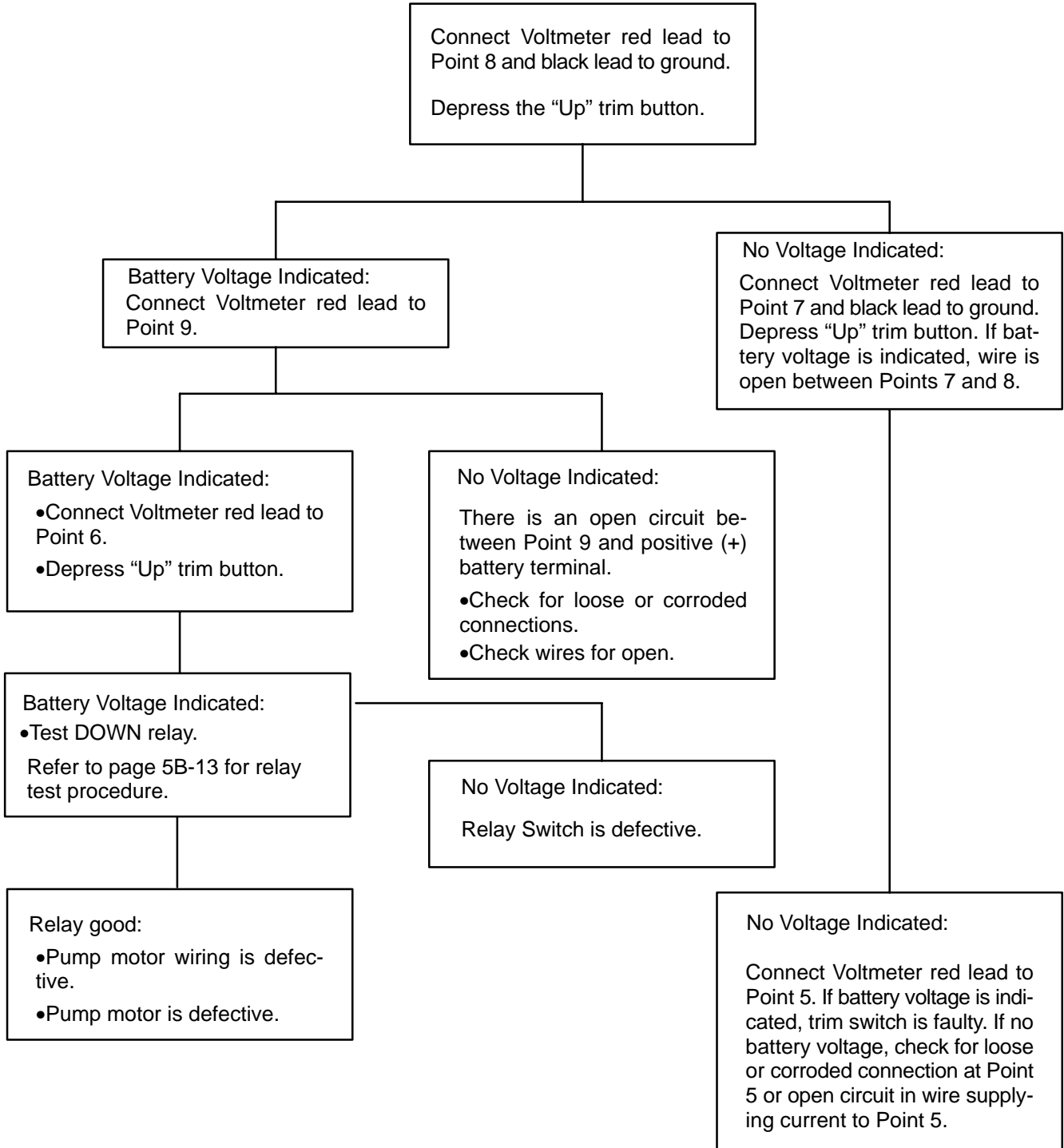
Refer to the preceding four wiring diagrams for connection points when troubleshooting the electrical systems (Connection points are specified by number.)

Troubleshooting the “Down Circuit”



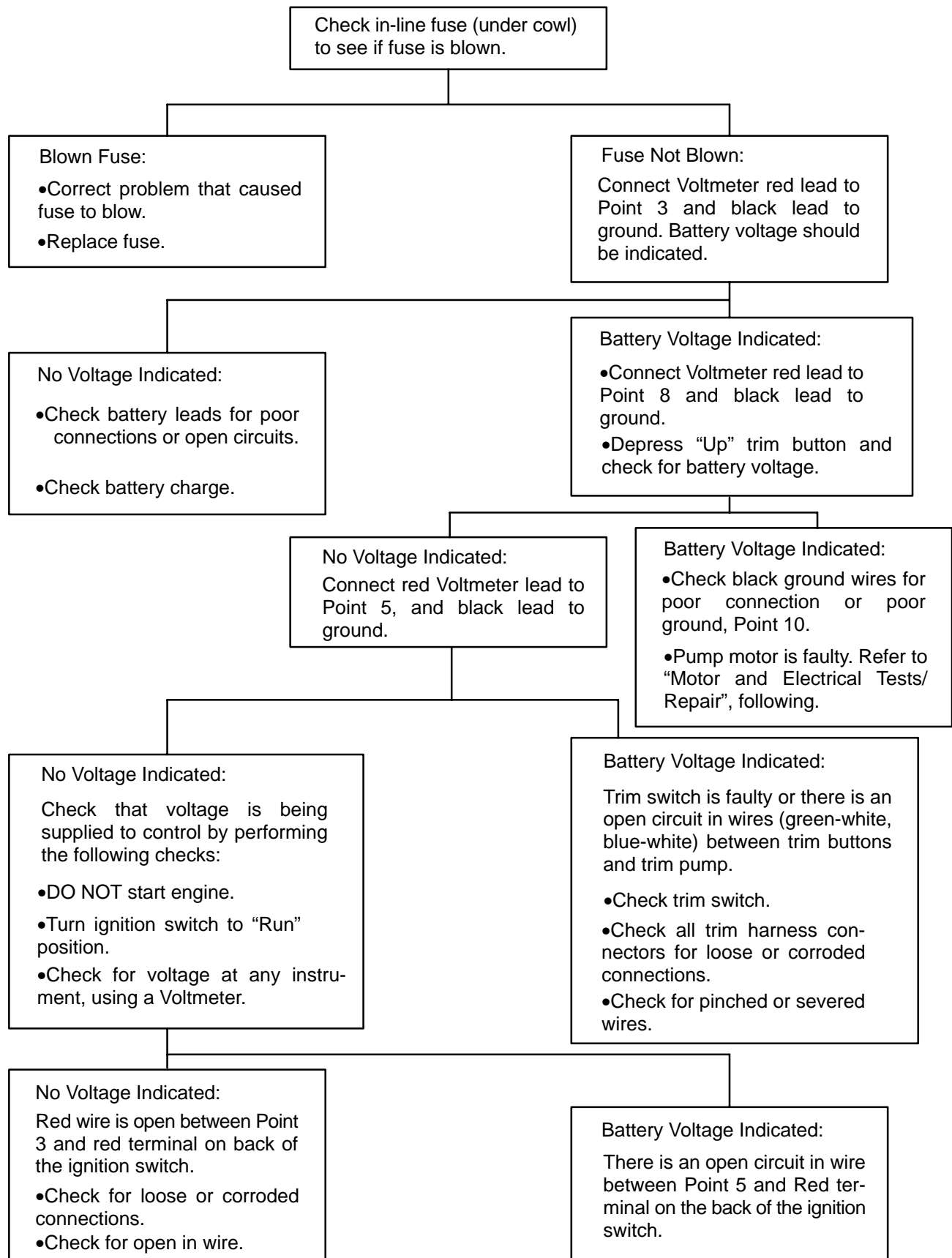


Troubleshooting the “Up” Circuit





Troubleshooting the “Down” and “Up” Circuits (All Circuits Inoperative)

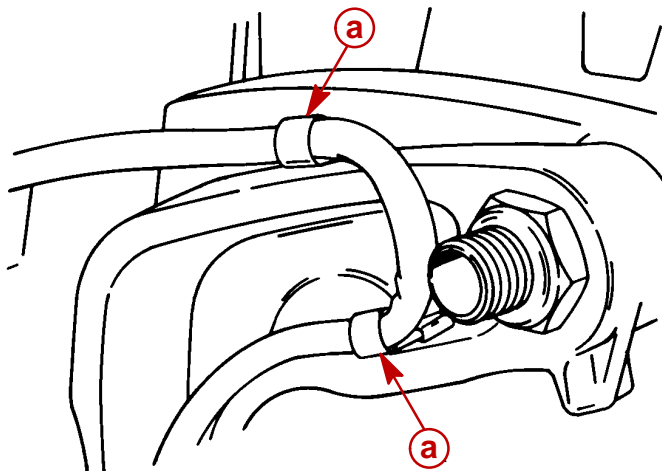




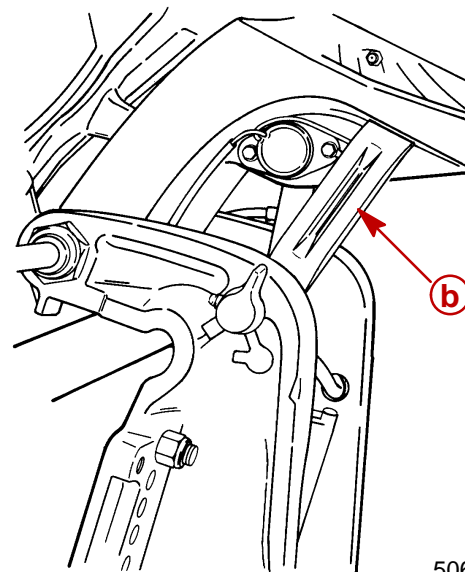
Power Trim Assembly Removal and Installation

Removal

1. Remove clamps on transom bracket to free power trim wiring.
2. Raise outboard to full "Up" position and engage tilt lock lever.



51377

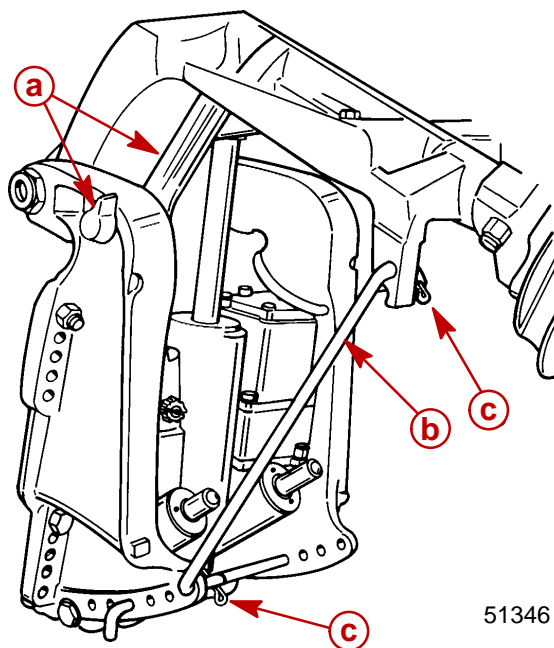


50605

- a** - Clamps
- b** - Tilt Lock Lever

⚠ WARNING

Failure to support outboard as shown could result in personal injury and/or damage to outboard or boat.



51346

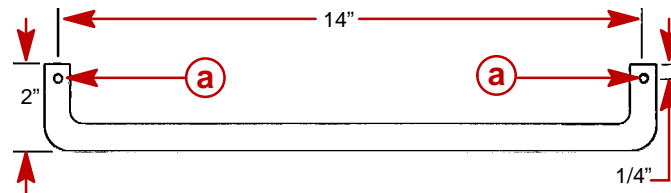
- a** - Tilt Lock Lever
- b** - Support Tool
- c** - Retaining Clips

IMPORTANT: Support outboard as shown above to prevent engine from tipping when power trim retaining pin is removed.



SUPPORT TOOL

3/8 in. diameter metal rod (a used shift shaft works well)



a - Drill holes for retaining clips

METRIC CONVERSION

14 in. = 35.56 cm.

2 in. = 50.8 mm

3/8 in. = 9.5 mm.

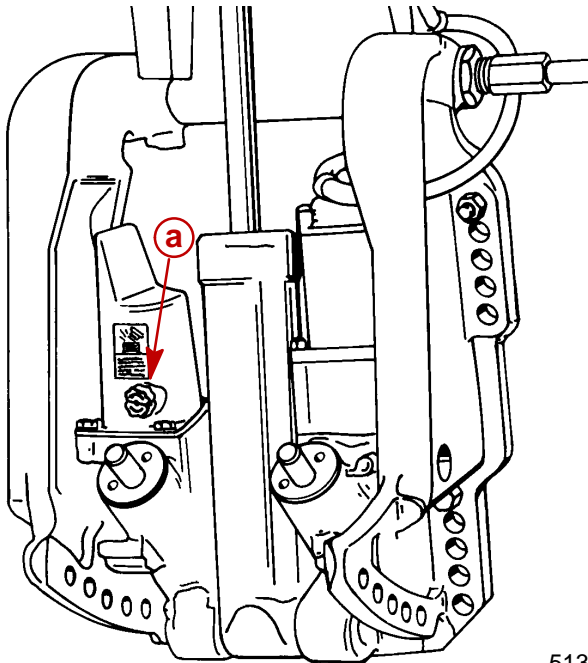
1/4 in. = 6.35 mm.

CAUTION

Disconnect battery cables at battery before removing power trim wires from solenoids.

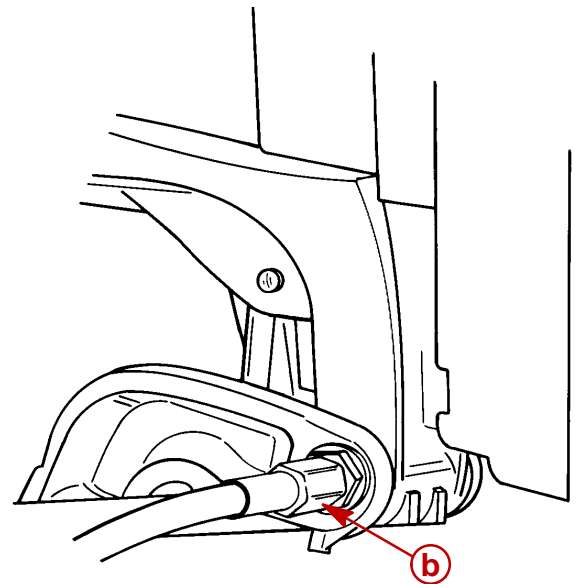
3. Disconnect power trim wires at solenoids (BLUE, GREEN, and BLACK) or if relay style, disconnect (BLUE and GREEN) bullet connector harness.
4. Open filler cap and release any remaining pressure in the system.

IMPORTANT: Outboards equipped with thru-the-tilt-tube steering - remove steering link arm from end of steering cable and cable retaining nut from tilt tube.



51339

- a** - Filler Cap
b - Retaining Nut

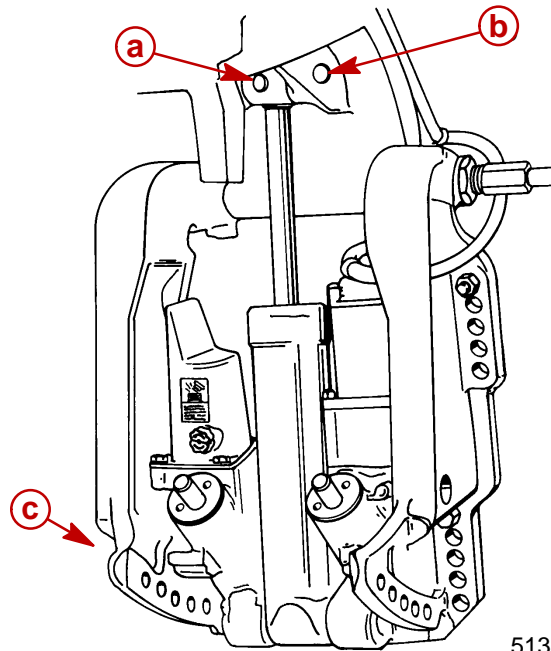


51354



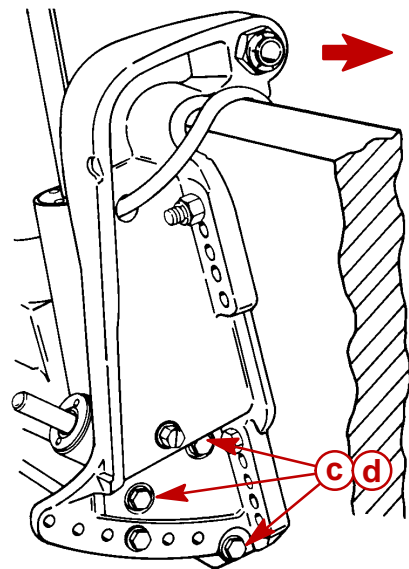
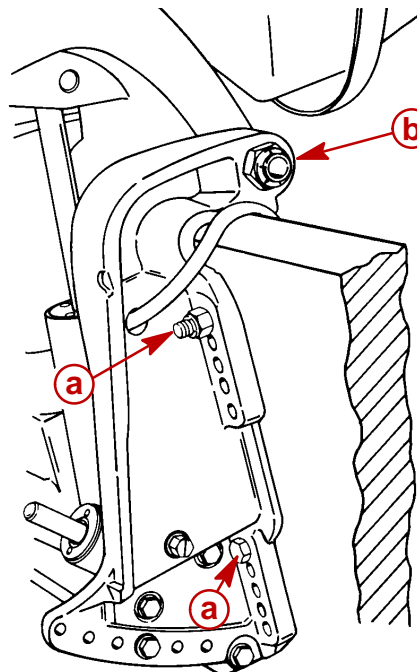
IMPORTANT: Cross pin (a) should not be reused. Replace with new cross pin.

5. Drive out cross pin, push out upper swivel pin, and remove 3 bolts and washers in port clamp bracket.



- a** - Cross Pin
- b** - Upper Swivel Pin
- c** - Port Transom Bracket Bolts and Washers (3). Remove to Release Trim System from Outboard.

6. Remove 3 bolts and washers and in starboard transom bracket.



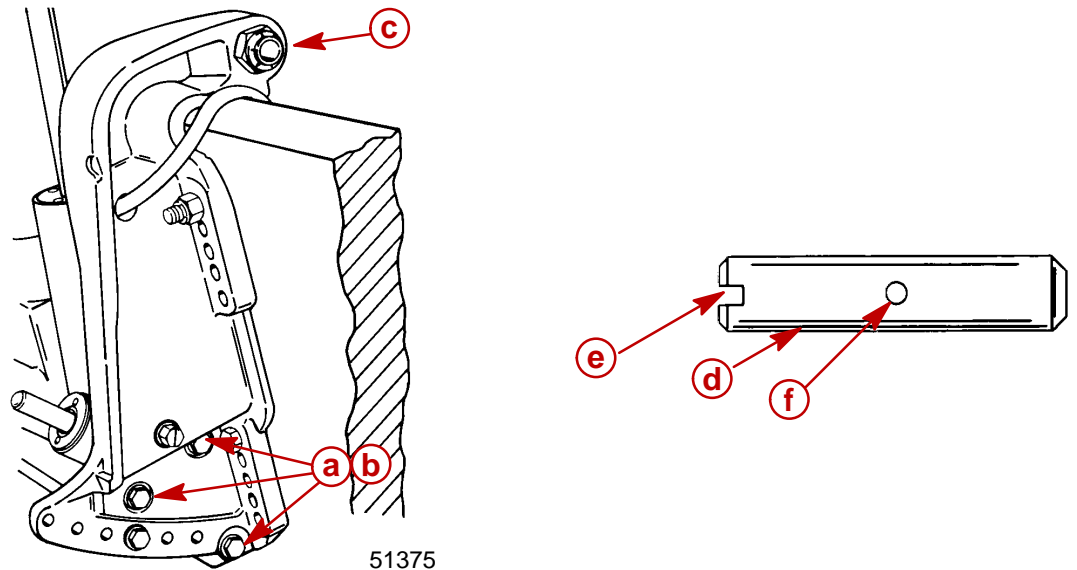
- a** - Transom Mount Bolts (2)
- b** - Tilt Tube Nut (flush with end of thread)
- c** - Screws (3)
- d** - Washers (3)

7. Remove outboard transom mounting bolts and loosen tilt tube nut until nut is flush with end of tilt tube thread. Remove system from outboard.



Installation

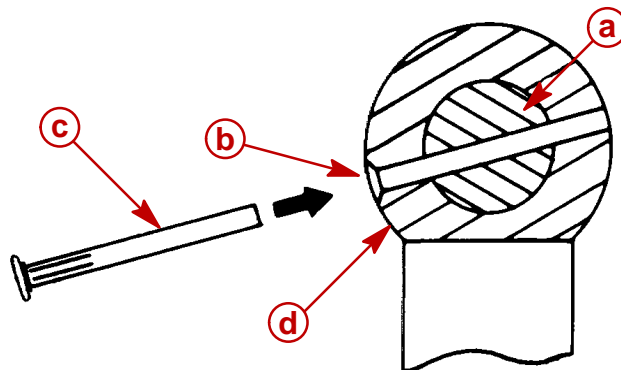
1. Paint any exposed metal surfaces to prevent corrosion.
2. Apply Loctite 271 to screws. Install trim system, starboard transom bracket, and tilt tube nut.
3. Use a 12 volt power source to extend tilt ram up to align upper swivel shaft hole and end of ram. Connect trim motor wires [BLUE wire to POSITIVE (+), BLACK wire to NEGATIVE (-)]. If ram extends too far, retract ram by connecting GREEN wire to POSITIVE (+).
4. Install Upper Swivel Pin with slotted end to left (port) side of engine.



- 51375
- a** - Screw (6) Torque to 40 lb. ft. (54.0 N-m)
 - b** - Lockwasher (6) Install one per screw
 - c** - Tilt Tube Nut
 - d** - Upper Swivel Pin
 - e** - Slotted end
 - f** - Cross hole (in line with slotted end)

IMPORTANT: Cross pin should not be reused. Install a new pin.

5. Position slot on end of swivel shaft in line with hole in tilt ram end. Insert a punch into tilt ram hole to align cross hole in upper swivel shaft. Tap new cross pin in until flush.

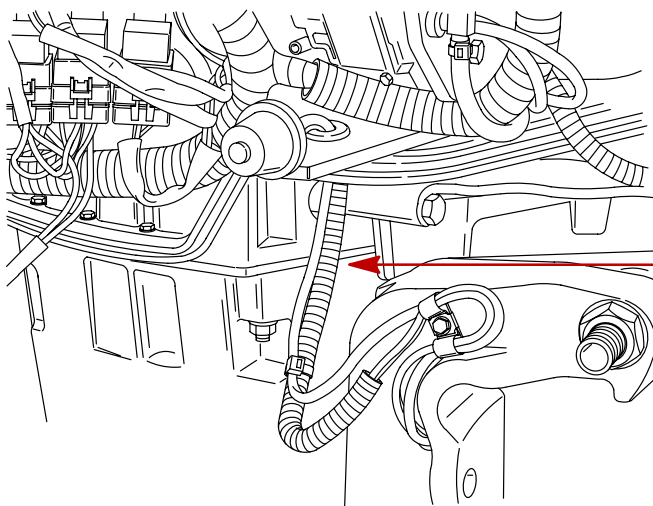


- a** - Upper Swivel Shaft (Slot is in line with cross hole)
- b** - Chamfered End of Hole (Faces away from transom)
- c** - Retaining Pin
- d** - Tilt Ram End

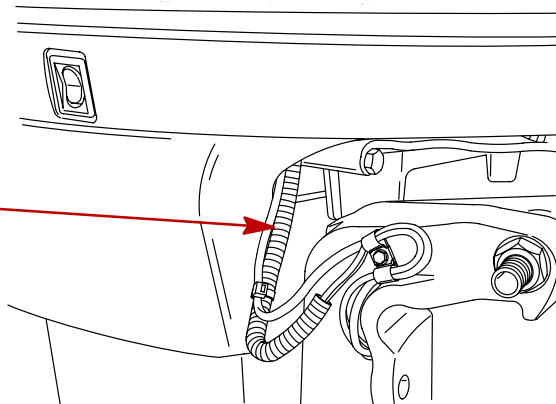


6. Connect trim motor wires to relays. Refer to Wiring Diagrams in this manual. Route trim wires as specified in this manual.

NOTE: The 2 power leads going to the trim motor should be encapsulated with conduit tubing. If tubing has not been previously installed, order 32-828547-353 and cut to appropriate length.



56921



56922

a - Conduit Tubing

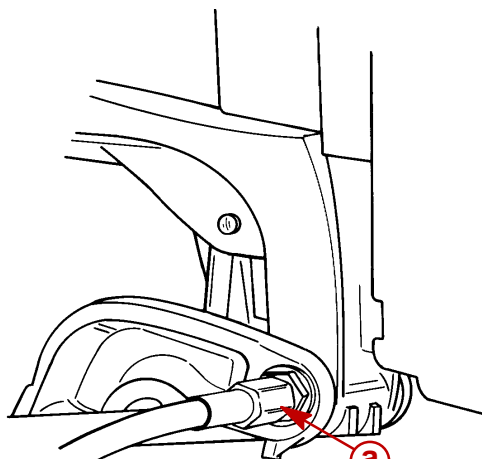
7. Apply marine sealer to shanks of mount bolts and install transom mount bolts.

IMPORTANT: Do not use an impact driver to tighten transom mount bolts.

Apply marine sealer to threads of mount bolts. Secure with flat washers and locknuts. Be sure installation is watertight.

8. Tighten tilt tube nut securely.

IMPORTANT: Outboards equipped with thru-the-tilt-tube steering: Tighten steering cable retaining nut securely to tilt tube.



51354

a - Steering Cable Retaining Nut

9. Apply Quicksilver Liquid Neoprene (91-25511--2) on all electrical connections.

**⚠ WARNING**

Electrical wires passing through cowl openings must be protected from chafing or being cut. Follow the recommended procedures outlined in Section 1D of this Manual. Failure to protect wires as described could result in electrical system failure and/or injury to occupants of boat.

Testing Power Trim System With Test Gauge Kit (91-52915A6)

IMPORTANT: This test will not locate problems in the trim system. The test will show if the system is correct after a repair. If minimum pressures are not obtainable, the trim system requires additional repair.

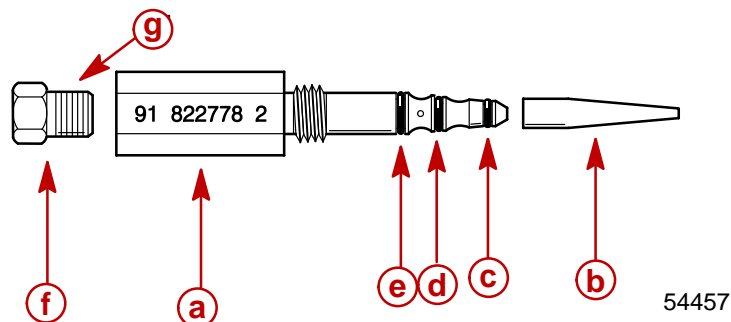
“UP” Pressure Check

IMPORTANT: Insure battery is fully charged before performing tests.

1. Tilt outboard to full “Up” position and engage tilt lock lever.
2. Slowly remove “Fill” plug to bleed pressure from reservoir.
3. Remove circlip securing manual release valve and unscrew release valve from trim assembly.

NOTE: A small amount of trim fluid may drip from manual release valve hole. Place a suitable container under trim assembly to collect any leakage.

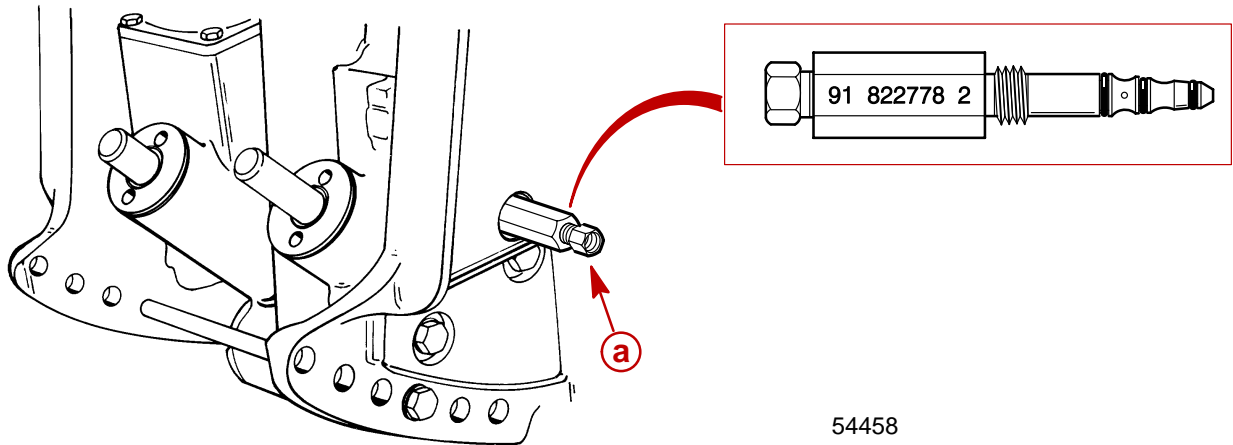
NOTE: Assemble test adaptor by using O-ring installation tool to position small O-ring onto adaptor 1st, then install medium O-ring and lastly large O-ring. Thread brass fitting into test adaptor securely using teflon tape on threads.



- a** - Test Adaptor (91-822778A2)
- b** - O-ring Installation Tool
- c** - Small O-ring (Install 1st)
- d** - Medium O-ring (Install 2nd)
- e** - Large O-ring (Install Last)
- f** - Brass Fitting
- g** - Apply Teflon Tape

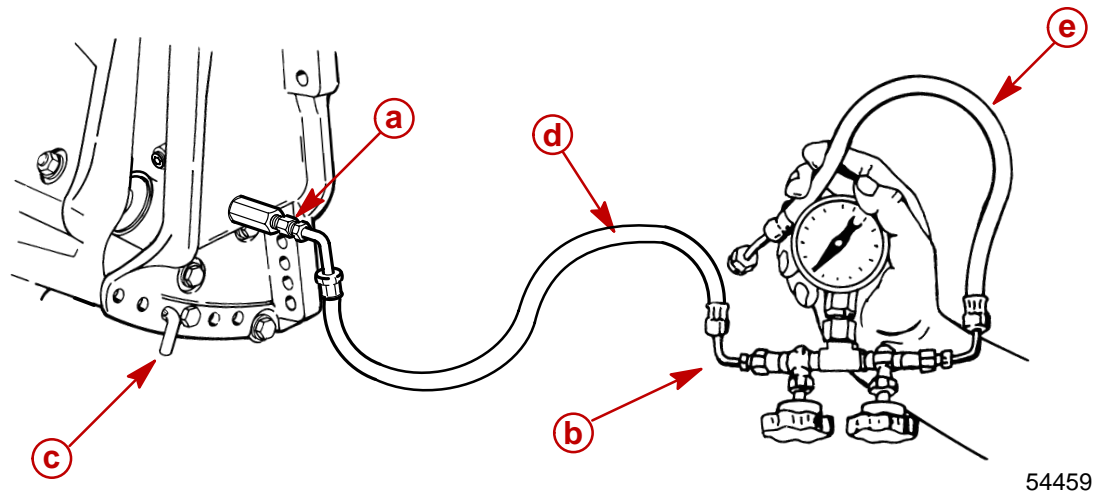


4. Install test adaptor 91-822778A2 into manual release valve hole.



a - Test Adaptor (91-822778A2)

5. Thread hose from Test Gauge Kit (91-52915A6) into brass fitting on adaptor.



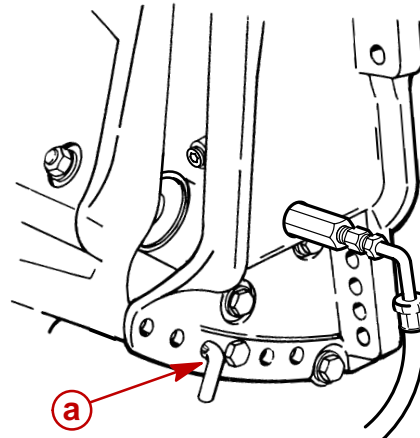
a - Brass Fitting
b - Test Gauge Assembly
c - Tilt Pin (Position in Hole Shown)
d - Hose
e - Hose (Not Used)

6. Reinstall fill plug.
7. Run trim "UP".
8. Disengage tilt lock lever.

**⚠ CAUTION**

Failure to install spare tilt pin (or hardened bolts and nuts) in hole shown could result in transom bracket failure and possible injury.

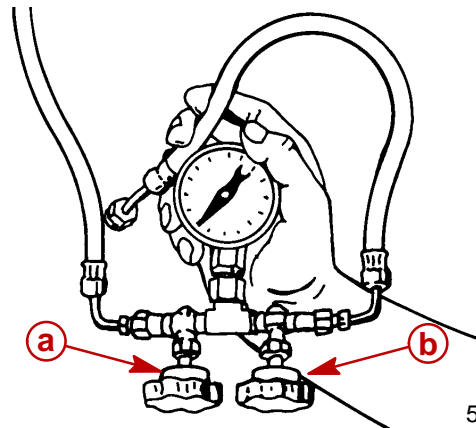
9. Move outboard "IN" until hole in swivel bracket "ear" aligns with the 3rd tilt hole in transom bracket. Lock engine in trim range by installing a 3/8 in. (9.5 mm) diameter tilt pin or two 3/8 in. (9.5 mm) hardened bolts and nuts thru the transom brackets and swivel bracket in the hole shown.



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a - Tilt Pin Hole (Install Spare Tilt Pin or Hardened Bolts and Nuts)

10. Open valve (a) and close valve (b).



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11. Run trim "UP". The minimum pressure should be 1300 P.S.I. (91 kg/cm²).
12. Run trim "DOWN" to release pressure and remove spare tilt pin or bolts and nuts.
13. Tilt outboard full "UP" and engage tilt lock lever.
14. Slowly remove "Fill" plug to bleed pressure.
15. Remove test gauge hose and adapter.
16. Reinstall Manual Release Valve and secure valve with circlip.
17. Retighten "Fill" plug.

NOTE: If pressure is less than 1300 PSI (91 kg/cm²), troubleshoot system per instructions on page 5B-16.



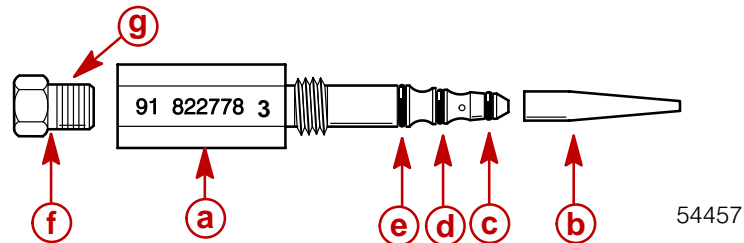
“DOWN” Pressure Check

IMPORTANT: Insure battery is fully charged before performing tests.

1. Tilt outboard to full “Up” position and engage tilt lock lever.
2. Slowly remove “Fill” plug to bleed pressure from reservoir.
3. Remove circlip securing manual release valve and unscrew release valve from trim assembly.

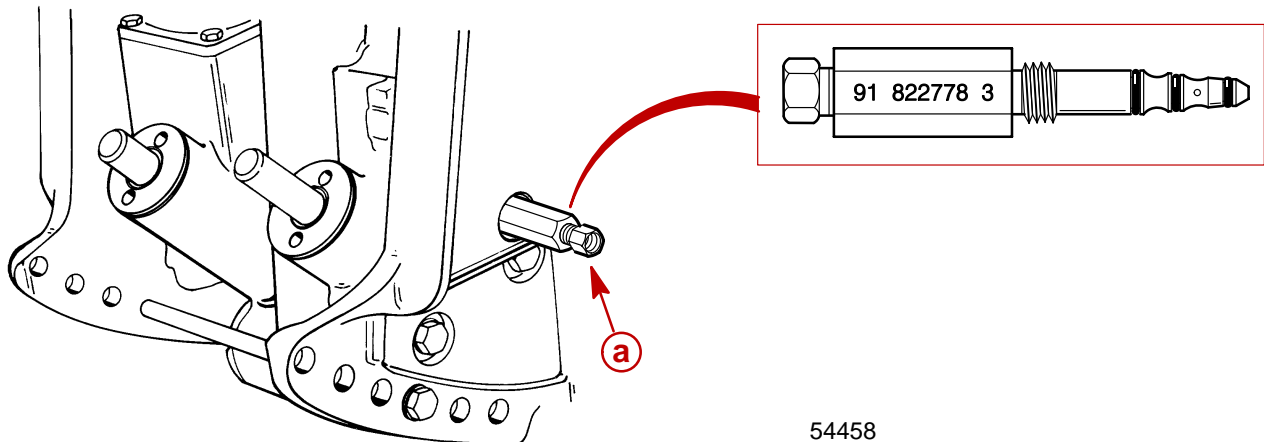
NOTE: A small amount of trim fluid may drip from manual release valve hole. Place a suitable container under trim assembly to collect any leakage.

NOTE: Assemble test adaptor by using O-ring installation tool to position small O-ring onto adaptor 1st, then install medium O-ring and lastly large O-ring. Thread brass fitting into test adaptor securely using teflon tape on threads.



- a** - Test Adaptor (91-822778A3)
- b** - O-ring Installation Tool
- c** - Small O-ring (Install 1st)
- d** - Medium O-ring (Install 2nd)
- e** - Large O-ring (Install Last)
- f** - Brass Fitting
- g** - Apply Teflon Tape

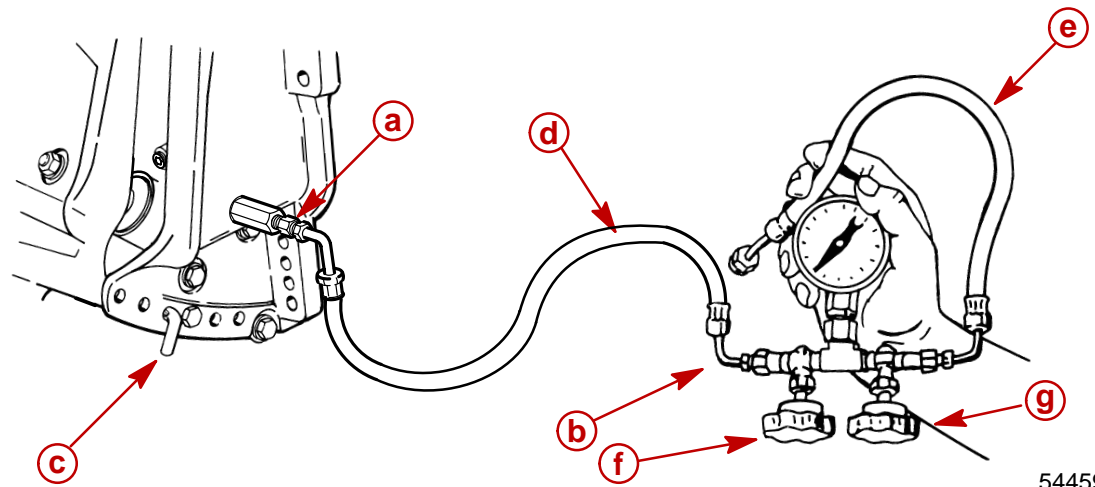
4. Install test adaptor 91-822778A3 into manual release valve hole.



- a** - Test Adaptor (91-822778A3)



5. Thread hose from Test Gauge Kit (91-52915A6) into brass fitting on adaptor.



- a - Brass Fitting
- b - Test Gauge Assembly
- c - Tilt Pin (Position in Hole Shown)
- d - Hose
- e - Hose (Not Used)
- f - OPEN Valve
- g - CLOSE Valve

6. Reinstall fill plug.
7. Run trim "UP".
8. Disengage tilt lock lever.
9. Open valve (f) and close valve (g).
10. Run trim "DOWN". Minimum pressure should be 500 P.S.I. (35 kg/cm²).
11. Tilt outboard full "UP" and engage tilt lock lever.
12. Slowly remove "Fill" plug to bleed pressure.
13. Remove test gauge hose and adaptor.
14. Reinstall manual release valve and secure valve with circlip.
15. Retighten "Fill" plug.

NOTE: If pressure is less than 500 PSI (35 kg/cm²), troubleshoot system per instructions on Page 5B-15.



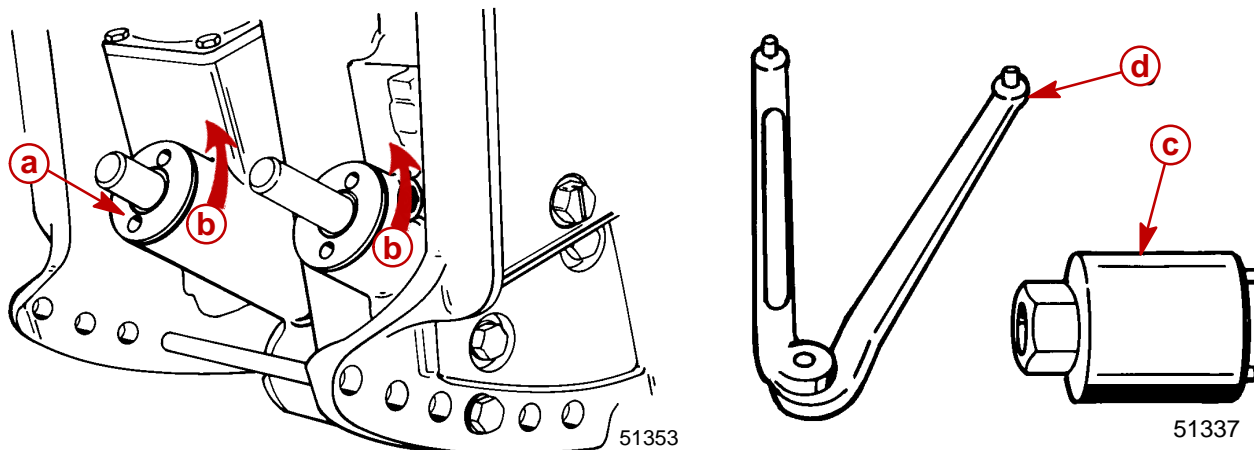
Hydraulic Repair

TRIM ROD REMOVAL AND REPAIR

NOTE: Power Trim does not have to be removed from outboard to remove trim rods.

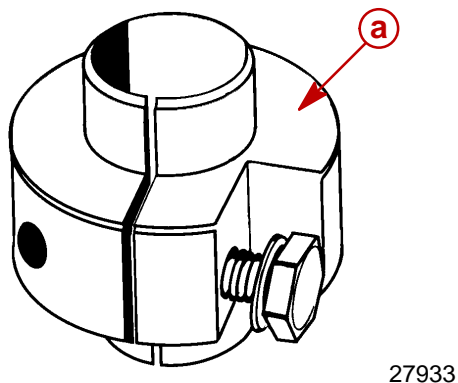
1. Tilt outboard to full "UP" position and engage tilt lock lever.
2. Slowly remove "Fill" plug to bleed reservoir pressure.
3. Turn Manual Release Valve 3 to 4 turns (counterclockwise) to bleed remaining pressure.
4. Remove trim rod cylinder caps.

NOTE: Place a clean pan under trim system to catch fluid.



- a** - Trim Rod Cylinder Cap
- b** - Turn Counterclockwise to Remove
- c** - Removal Tool (91-44487A1)
- d** - Spanner Wrench (91-74951)

5. Install trim rod removal tool and pull trim rod from cylinder.



- a** - Trim Rod Removal Tool (91-44486A1)



CLEANING AND INSPECTION - TRIM RODS AND CAPS

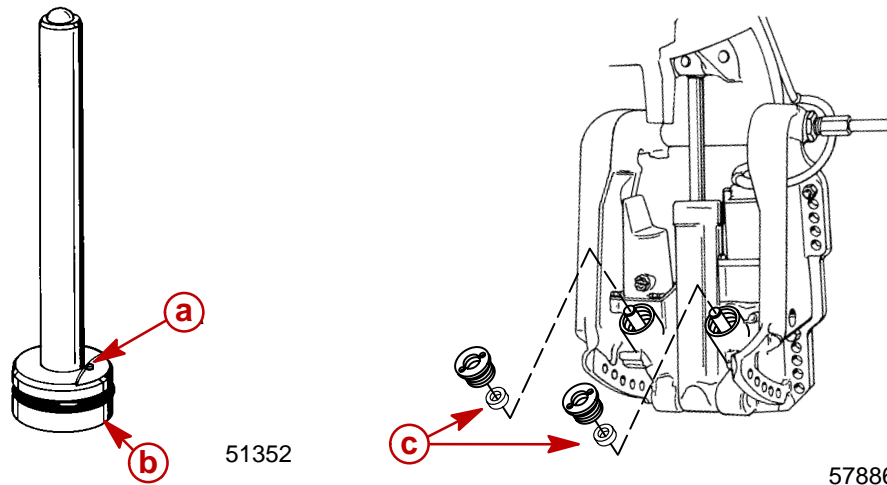
CAUTION

Do not remove check valve (a). Check valve is preset to operate at a specific pressure. Removal and installation of check valve could result in improper operating pressure and possible system damage.

NOTE: Check valve is in port side trim rod only.

NOTE: Certain models may have trim limit reducers installed on the trim rod to limit trim out angle. Each reducer limits the amount of total trim by 2°. A maximum of 5 reducers may be installed on each trim rod.

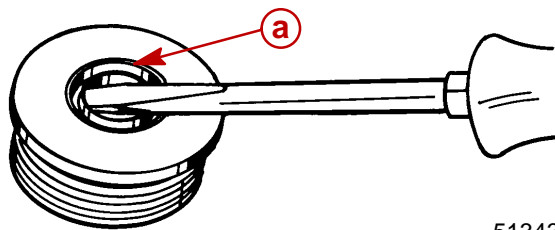
1. Inspect check valve and check valve screen for debris; if debris cannot be removed, replace trim rod assembly. Clean trim rod with parts cleaner and dry with compressed air.



- a - Check Valve
- b - Check Valve Screen
- c - Trim Limit Reducers [Trim Reduction Kit (858915A1)]

Trim Rod End Cap Seal

1. Inspect trim cap end seal and replace if damaged or if seal does not keep trim rod clean.



- a - Seal (remove as shown)

2. Install new seal with seal lip up.

TRIM ROD INSTALLATION

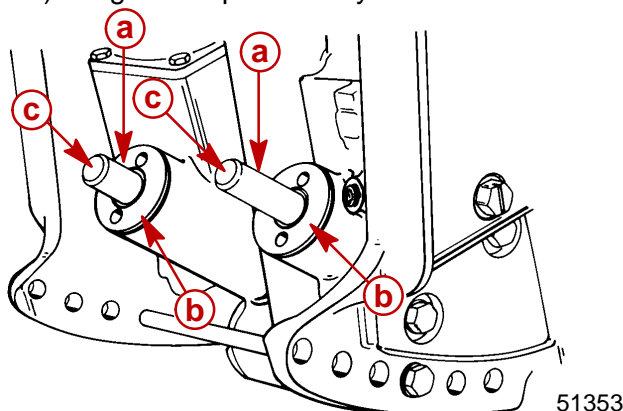
IMPORTANT: Components must be free of dirt and lint. Any debris in the system can cause system to malfunction.

NOTE: Install trim rod with check valve in the port (left) cylinder.

1. Apply ATF Dexron III or Quicksilver Power Trim and Steering Fluid on all O-rings and seals before installation.



2. Install trim rods and caps. Use installation tool (91-44487A1) or spanner wrench (91-74951) to tighten caps securely.



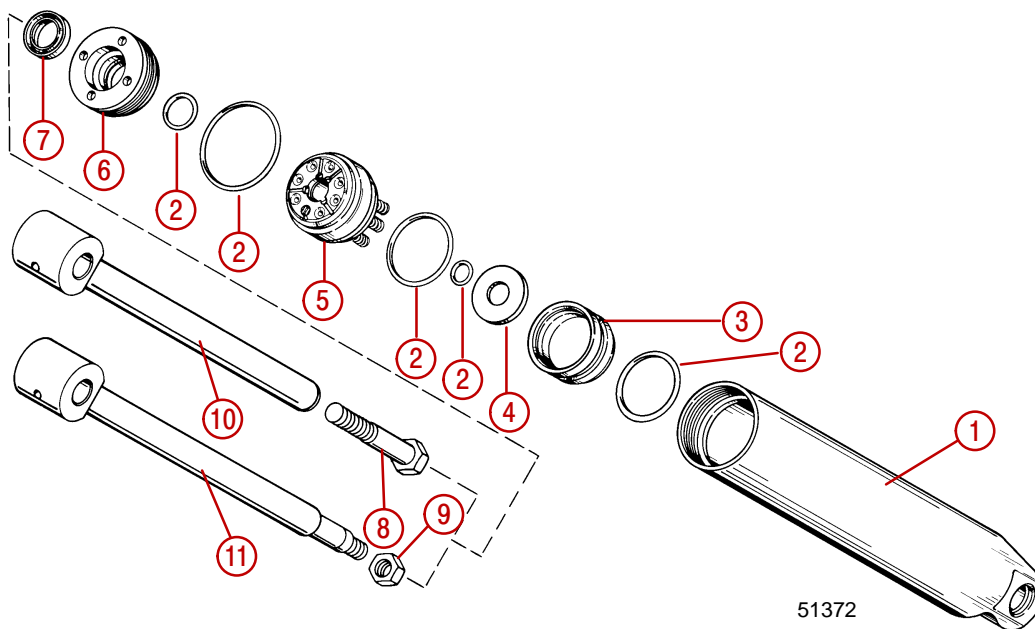
- a** - Trim Rods
- b** - Cylinder End Caps
- c** - Rod End Rollers (lubricate with Quicksilver Anti-Corrosion Grease or Special Lubricant 101)

Tilt Ram

REMOVAL - TILT ROD ASSEMBLY ONLY

NOTE: Tilt Rod Assembly can be removed from cylinder without removing entire power trim system from outboard.

TILT RAM COMPONENTS



- | | |
|-------------------------------|---------------------------------|
| 1 - Housing - Tilt Ram | 7 - Oil Seal |
| 2 - O-ring* (5) | 8 - Bolt (Design 1) |
| 3 - Memory Piston** | 9 - Nut (Design 2) |
| 4 - Washer | 10 - Tilt Rod (Design 1) |
| 5 - Piston Assembly | 11 - Tilt Rod (Design 2) |
| 6 - End Cap | |

*O-ring Repair Kit Available, P.N. 811607A1 (Includes item 7, Oil Seal)

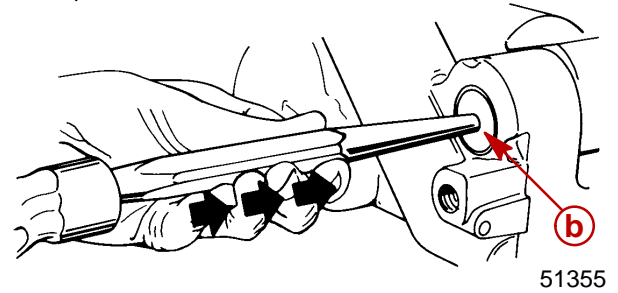
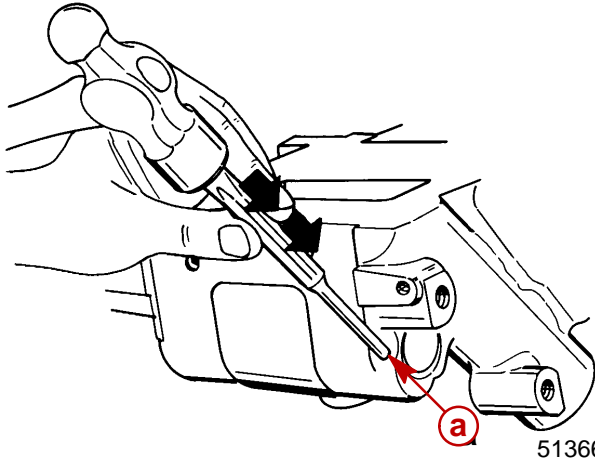
**Memory piston (3) for tilt rods (j and k) are different and must be used with correct tilt rod/cylinder assembly. Memory piston for Design 1 tilt rod is flat, Design 2 is dished to clear nut and thread.



TILT RAM REMOVAL - POWER TRIM SYSTEM REMOVED FROM OUTBOARD

CAUTION**Insure trim system is depressurized prior to tilt ram removal.**

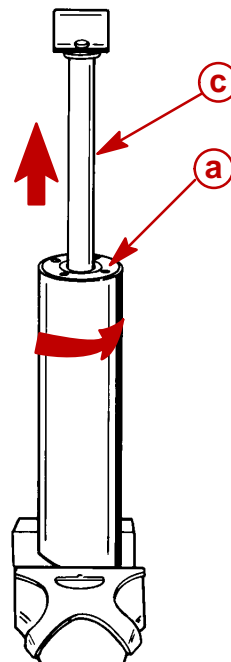
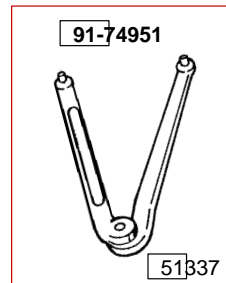
1. Remove cross pin.
2. Remove lower swivel pin.



- a** - Cross Pin (Remove as shown)
b - Lower Swivel Pin (Remove as shown)

Disassembly

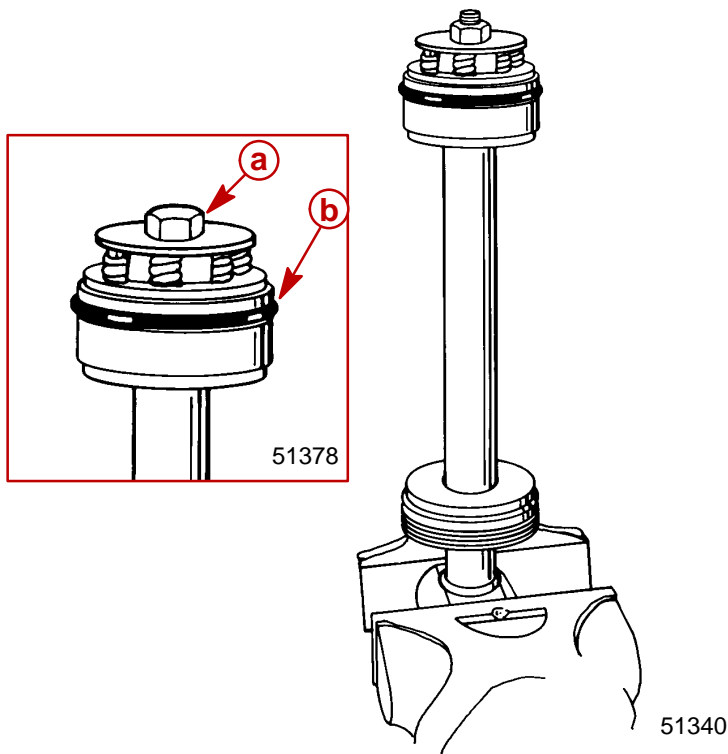
1. Secure tilt ram in a soft jawed vise. Remove tilt rod and cap.



- a** - Cap (Turn Counterclockwise to Remove)
b - Spanner Wrench (91-74951)
c - Tilt Rod - Pull to Remove



- Clamp tilt rod in a soft jawed vise. Remove bolt or nut as applicable to disassemble rod assembly. Remove O-ring.



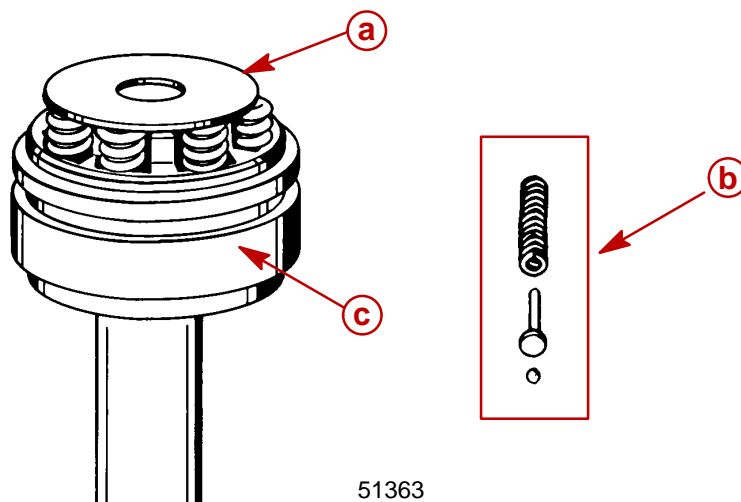
- a** - Bolt (Design 1) or Stud/Nut (Design 2)
- b** - O-Ring

IMPORTANT: Note Design 1 and 2 on page 5B-30. Design 1 tilt rod assembly replaces either tilt rod assembly. Either design will fit as a (replace) cylinder assembly complete.

Design 2 will NOT fit a cylinder originally using a Design 1 tilt rod assembly. Memory Pistons for Design 1 and 2 differ also and must be used only on the cylinder the piston was removed from.

- Remove washer, check valve assemblies, and piston.

NOTE: Check valve held in by roll pin can be cleaned but not removed.

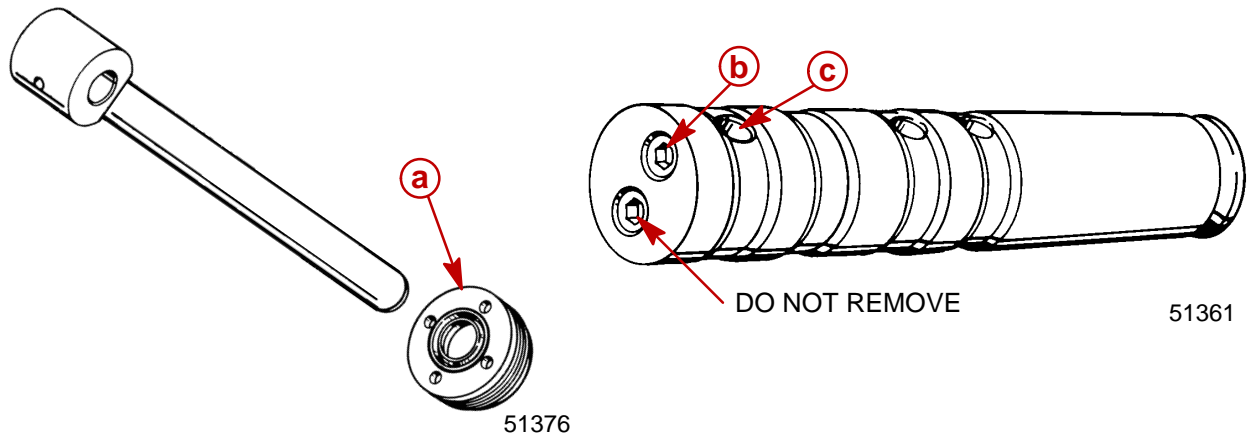


- a** - Washer
- b** - Check Valve Assembly (7)
- c** - Piston



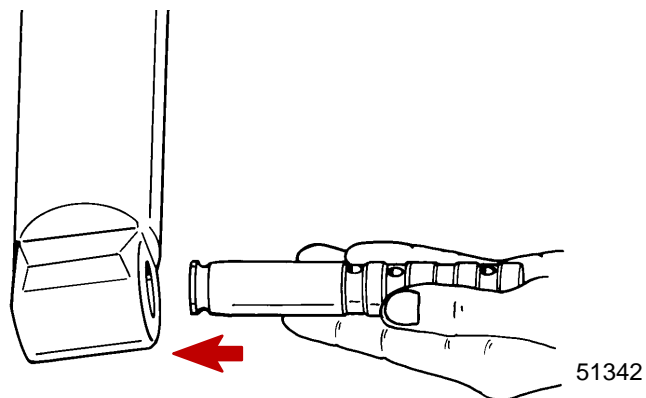
4. Remove end cap from tilt rod.
5. Remove allen plug.

IMPORTANT: Remove plug from same side as holes in shaft.

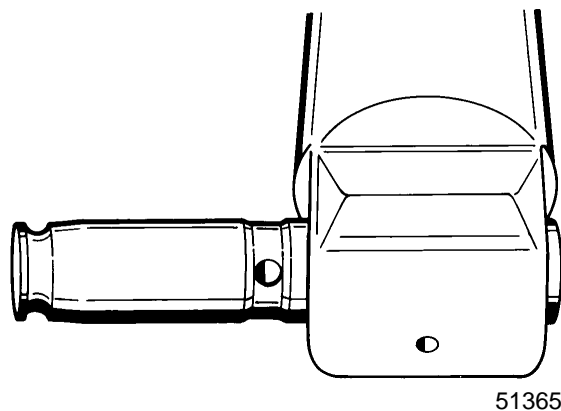


- a** - End Cap
- b** - Allen Plug
- c** - Hole In Shaft

6. Lubricate shaft with Quicksilver Power Trim and Steering Fluid. Insert shaft into cylinder.



7. Tap shaft into cylinder until shaft is positioned as shown.

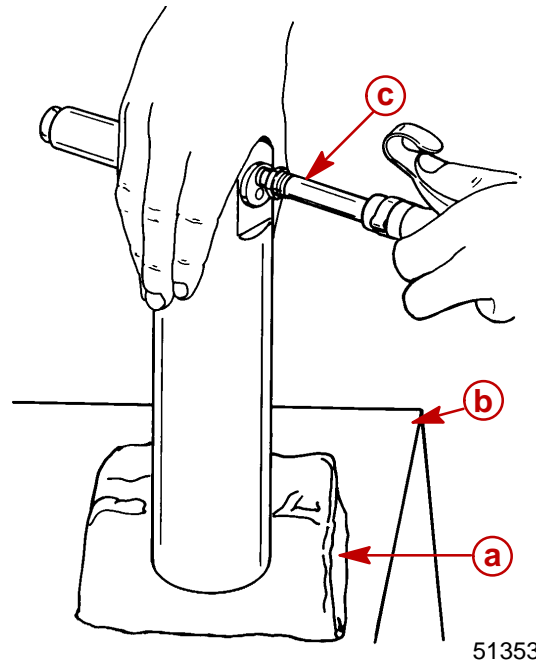


⚠ WARNING

Memory Piston Cup may be expelled at a high velocity when air pressure is applied. Failure to place cylinder as shown below could result in personal injury.



- Place cylinder as shown. Hold down on cylinder and inject air into shaft opening.



- a** - Shop Cloth
- b** - Solid Surface
- c** - Air Nozzle

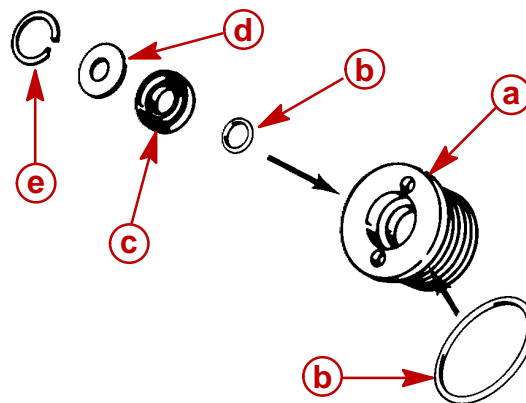
- Remove shaft after Memory Piston Cup has been expelled. Replace allen plug removed in Step 5 and tighten securely.

CLEANING AND INSPECTION

- Inspect all internal parts for damage or wear. Clean and replace parts as necessary.
- Inspect tilt rod for scratches. Replace scraper seal in rod end cap if tilt rod is scratched or worn.
- Slight scratches or tool marks less than 0.005 in. (0.1 mm) deep in cylinder are acceptable.

Scraper Seal Replacement

- Remove components from end cap.



- a** - Cap
- b** - O-ring (2)
- c** - Scraper Seal
- d** - Washer
- e** - Retaining Ring

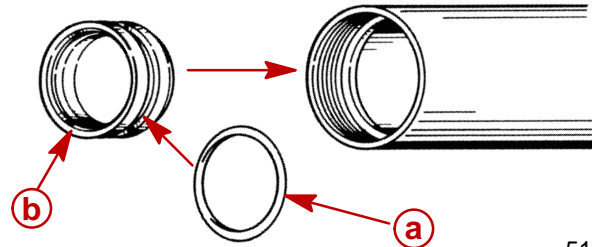


REASSEMBLY

IMPORTANT: Components must be clean for reassembly. Any debris in the system can cause the system to malfunction.

NOTE: Refer to "Tilt Ram Components" for proper O-ring sizes.

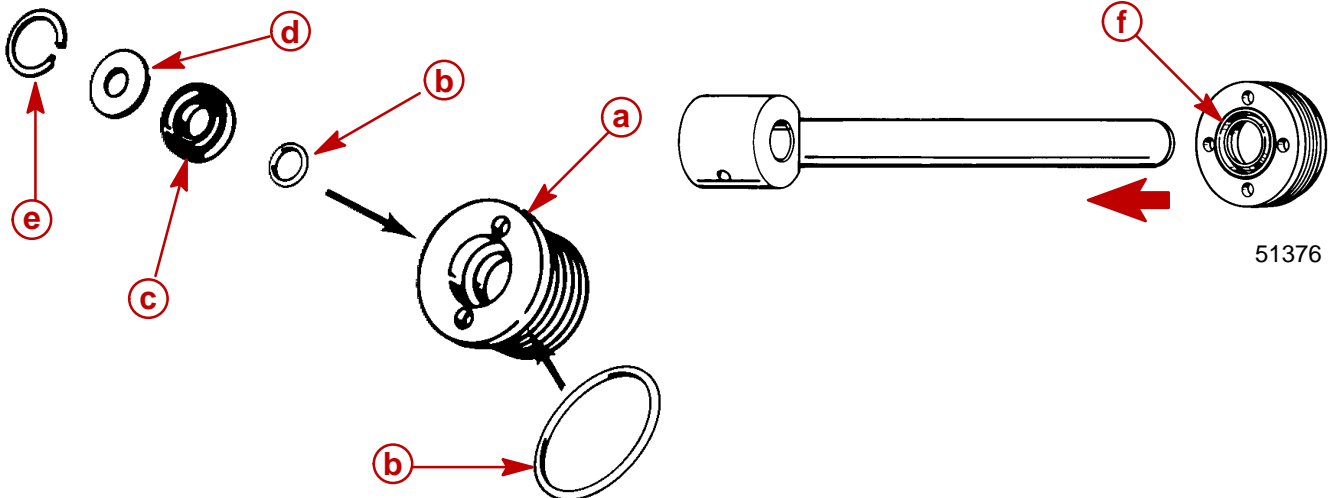
1. Apply ATF Dexron III or Quicksilver Power Trim and Steering Fluid on O-rings prior to reassembly.
2. Install O-ring on Memory Piston Cup and install in cylinder.



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- a - O-ring
- b - Memory Piston Cup (Design 1 shown)

3. Assemble end cap.
4. Install end cap.

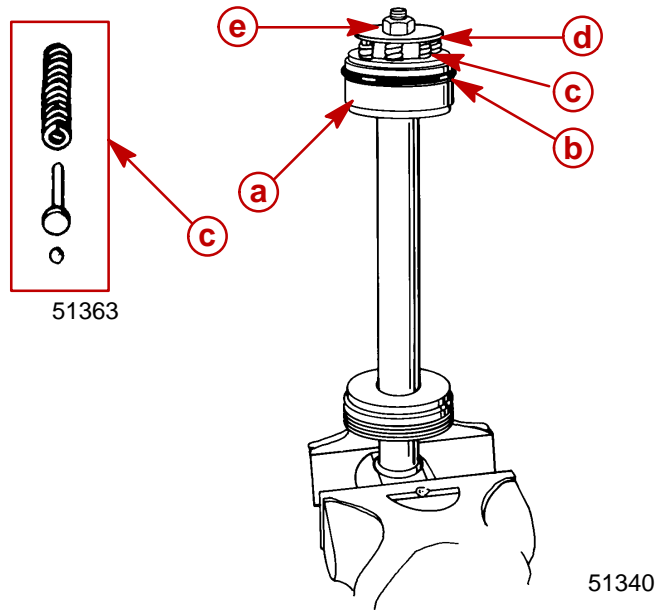


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- a - End Cap
- b - O-ring (2)
- c - Scraper seal
- d - Washer
- e - Retaining Ring
- f - End Cap

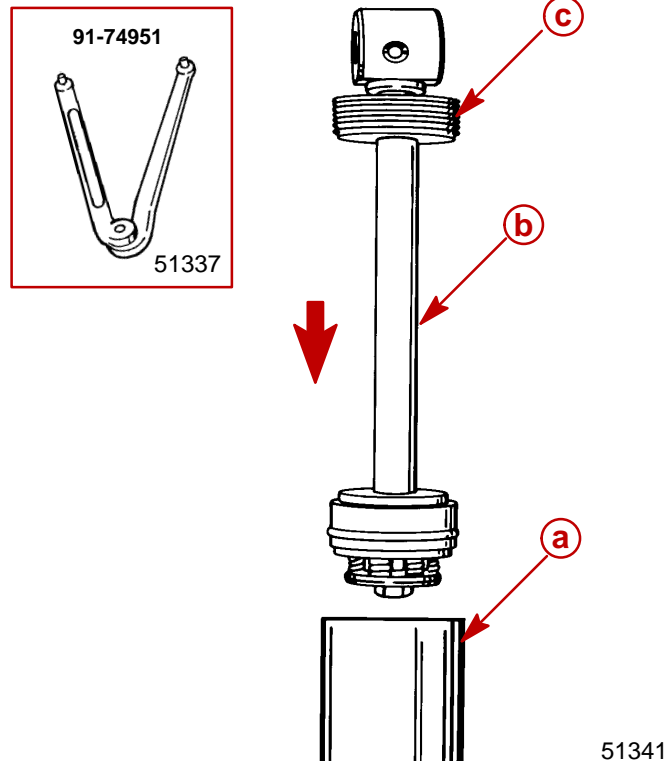


5. Install components on rod.



- a** - Piston
- b** - O-ring
- c** - Check Valve Assembly (7)
- d** - Washer
- e** - Bolt or Locknut. (Tighten securely)

6. Clamp cylinder in a soft jawed vise and install tilt rod assembly. Use spanner wrench and tighten end cap securely.

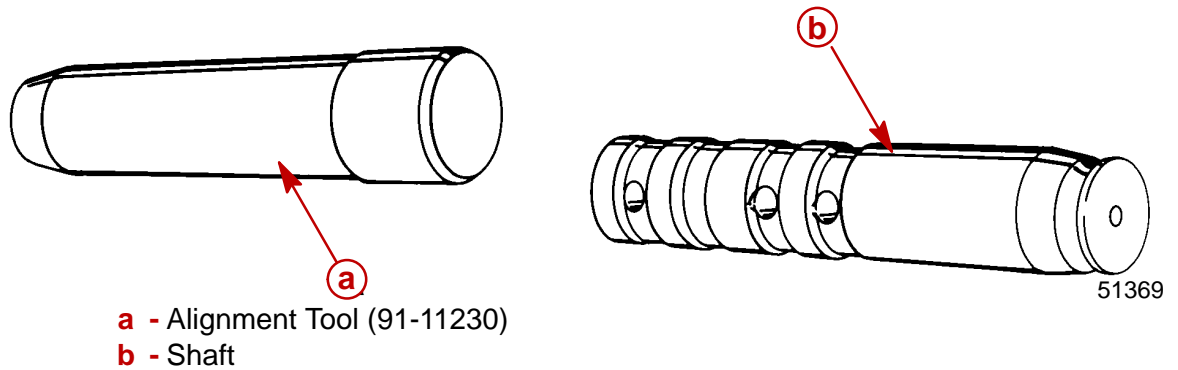


- a** - Cylinder
- b** - Tilt Rod Assembly
- c** - End Cap (Tighten Securely.) Use Spanner Wrench.

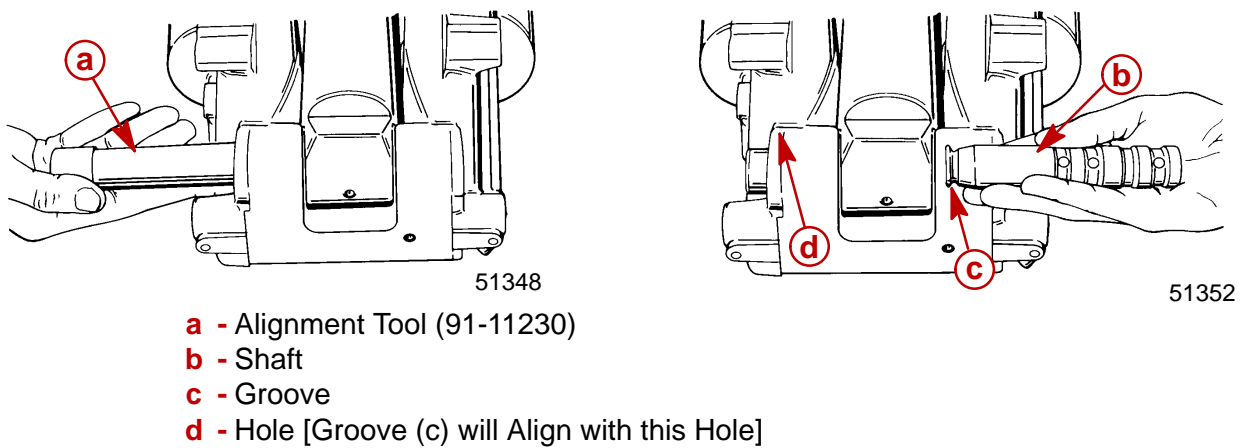


TILT RAM ASSEMBLY INSTALLATION

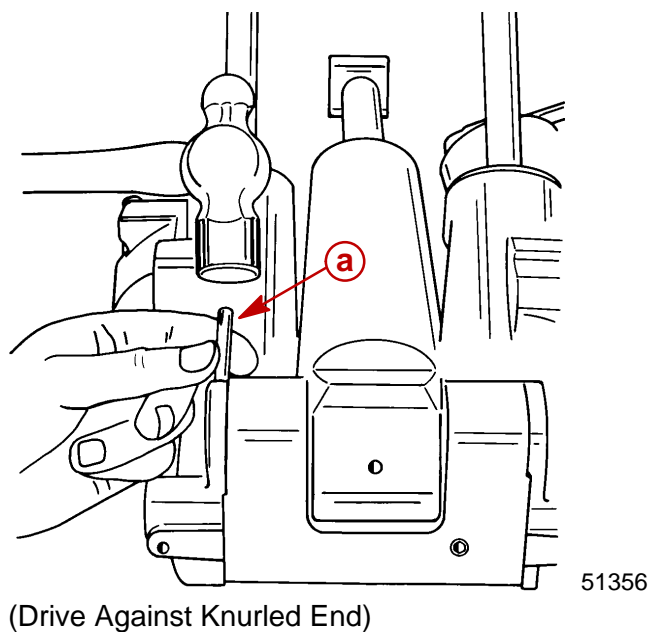
1. Lubricate alignment tool (91-11230) and shaft. Use ATF Dexron III or Quicksilver Power Trim and Steering Fluid.



2. Align tilt ram and housing using alignment tool.
3. Install shaft.



4. Drive pin in until flush.





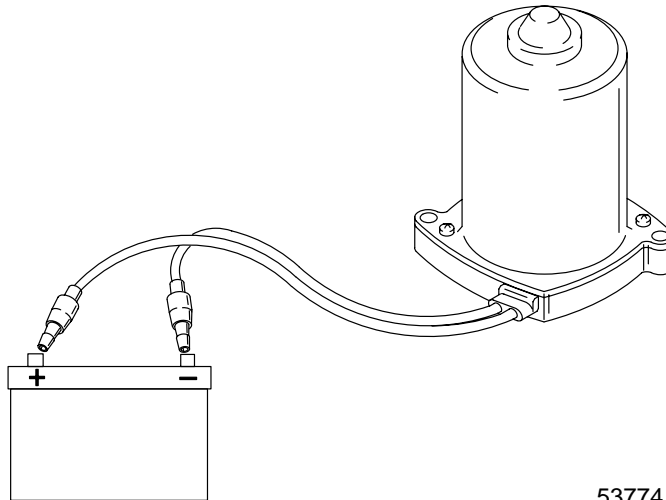
Motor and Electrical Tests/Repair

Trim Pump Motor Test

WARNING

Do not perform this test near flammable materials, as a spark may occur while making electrical connections.

1. Connect a 12 volt power supply to motor wires; one motor lead to POSITIVE (+) battery terminal and the other motor lead to the NEGATIVE (-) battery terminal. Motor should run. Reverse motor leads between battery terminals. Motor should run.

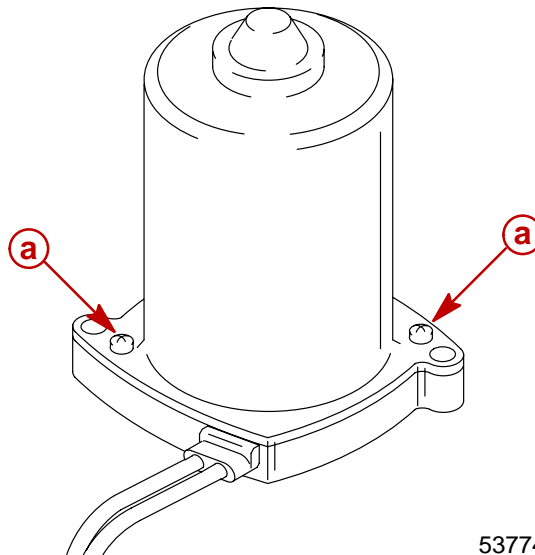


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2. If motor does not run, disassemble and check components.

Motor Disassembly

1. Remove 2 screws.

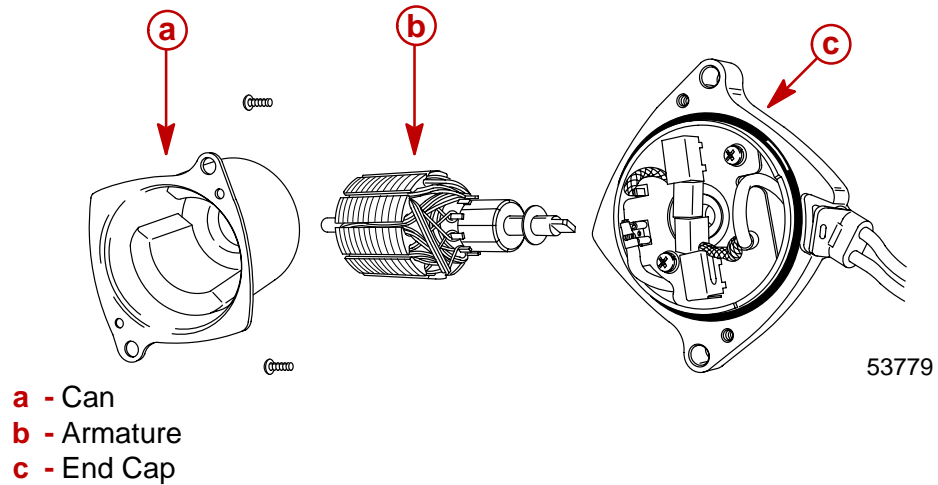


a - Screw (2)

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2. Remove can and armature from end cap. Use care not to drop armature.



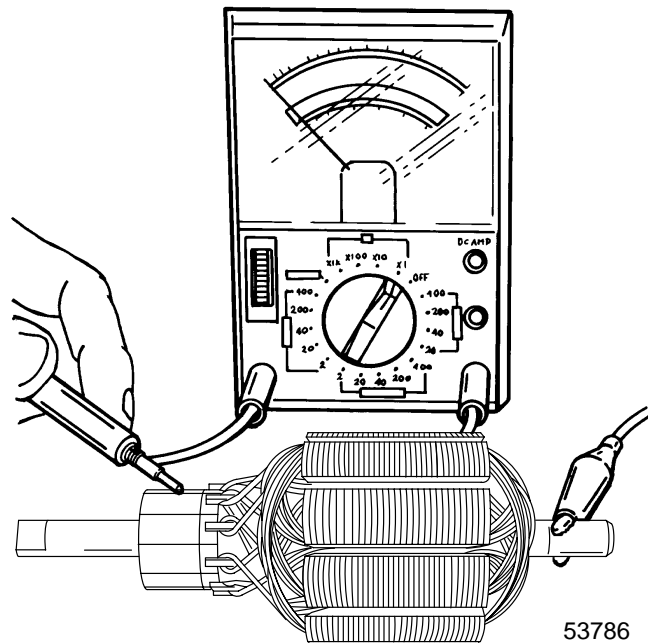
Armature Tests

TEST FOR SHORTS

Check armature on a Growler per the Growler manufacturer's instructions. Replace armature if a short is indicated.

TEST FOR GROUND

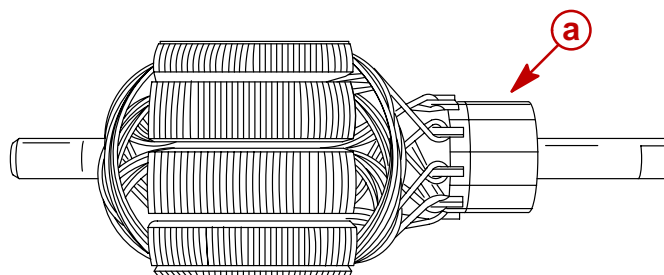
1. Use an Ohmmeter (Rx1 scale). Connect one lead on armature shaft and other lead on commutator. If continuity is indicated, armature is grounded. Replace armature.





CHECKING AND CLEANING COMMUTATOR

1. If commutator is worn it may be turned on an armature conditioner or a lathe.
2. Clean commutator with "OO" sandpaper.



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a - Commutator

FIELD TESTS

IMPORTANT: Commutator end of armature must be installed in brushes when performing the following tests.

Ohmmeter Leads Between	Resistance (Ohms)	Scale Reading* (x _____)
BLUE and BLACK Motor Wires	0	(Rx1)
BLACK Motor Wire, and Frame (Motor Housing)	No Continuity	(Rx1)
BLUE Motor Wire and Frame	No Continuity	(Rx1)

*If specified readings are not obtained, check for:

- defective armature
- dirty or worn brushes
- dirty or worn commutator

If defective components are found, repair or replace component(s) and retest.

Motor Repair

REMOVAL

NOTE: Power Trim System does not have to be removed from outboard to repair/replace motor.

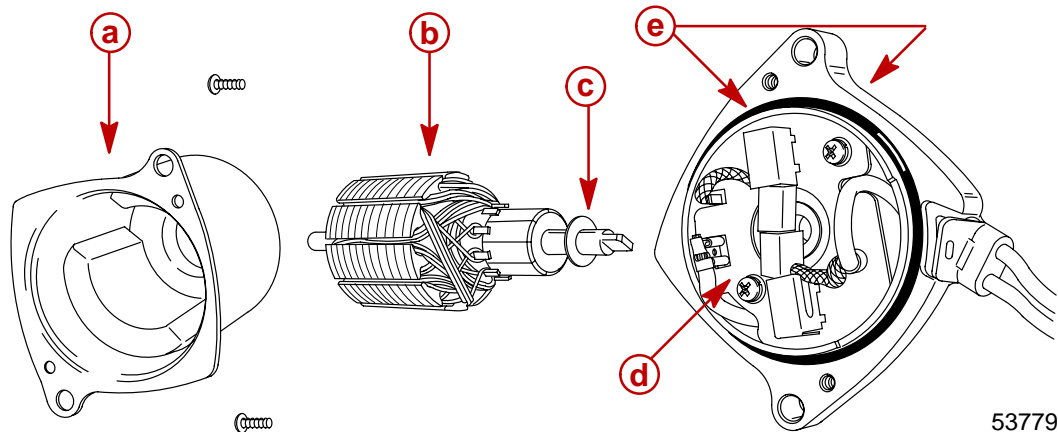
DISASSEMBLY

Refer to "**Motor Disassembly**" on page 5B-38 to disassemble motor from pump.



CLEANING AND INSPECTION

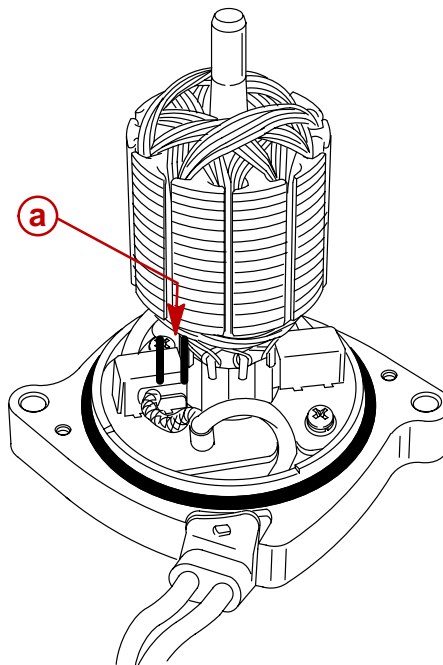
Inspect O-rings and replace if necessary. Carefully inspect power cord for cuts or tears which will allow water to enter motor. Replace cord if cut or torn. Clean, inspect, and test motor components. Refer to “**Brush Replacement**”, “**Armature Test**”, and “**Field Tests**” for inspection and test procedures.



- a** - Frame
- b** - Armature
- c** - Shim
- d** - Brush Card Assembly
- e** - O-rings

BRUSH REPLACEMENT

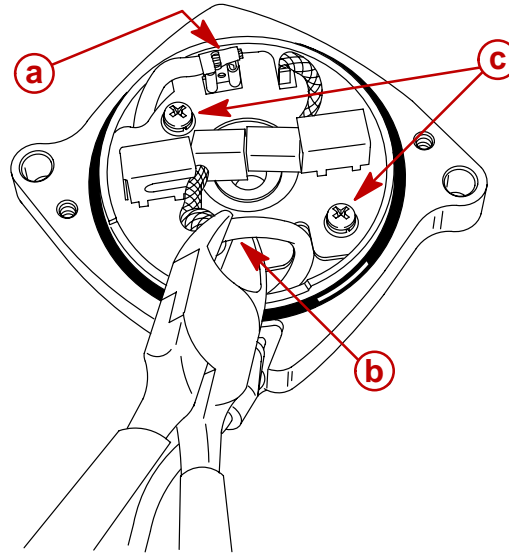
1. Brush replacement is required if brushes are pitted, chipped, or if distance (a) between the brush pigtail and end of brush holder slot is 1/16 in. or less. Check distance with armature installed.



- a** - 1/16 in.

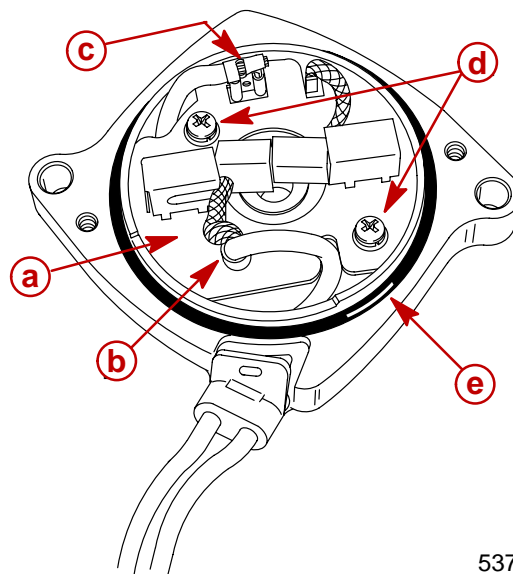


2. To replace brush card, disconnect spade terminal.
3. Cut crimped brush lead.
4. Remove 2 screws securing brush card to end cap.



- a** - Spade Terminal
- b** - Crimped Brush Lead
- c** - Screws

5. Install new brush card (BRUSH and SEAL KIT 828714A1).
6. Crimp metal connector onto motor lead and new brush lead.
7. Connect spade connector motor lead to brush card connector.
8. Secure brush card to end cap with 2 screws and lockwashers.
9. Inspect O-ring for cuts and abrasions. Replace O-ring as required (BRUSH and SEAL KIT 828714A1).



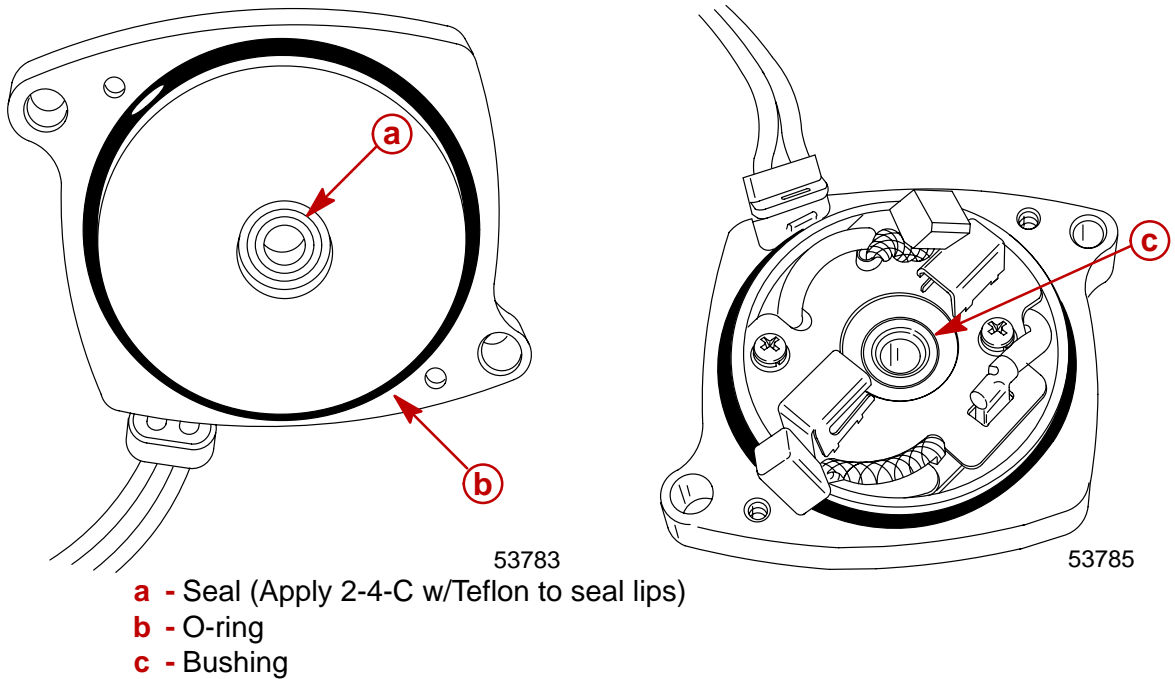
- a** - Brush Card
- b** - Metal Connector
- c** - Spade Connector
- d** - Screws and Lockwashers
- e** - O-ring

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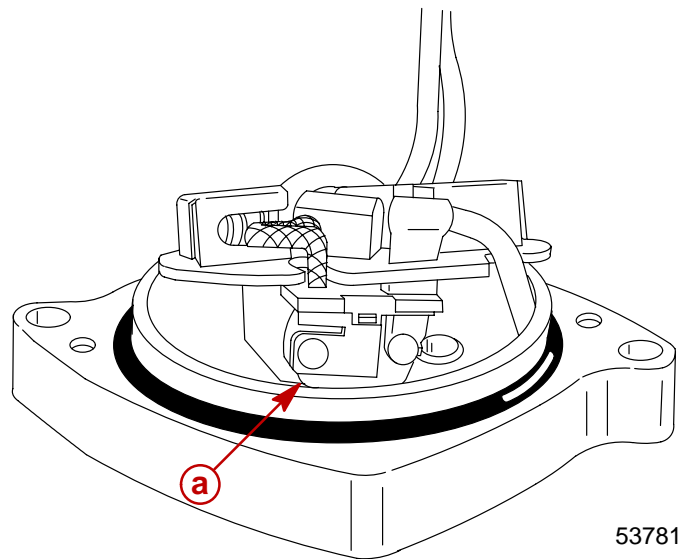


END CAP INSPECTION

1. Inspect seal and O-ring for cuts and abrasions. If replacement is required, install BRUSH and SEAL KIT 828714A1.
2. Inspect bushing for wear. If bushing appears to be excessively worn – grooves, scratches, etc. – install END FRAME ASSEMBLY (COMPLETE) 828715A1.



3. If trim motor is overheated, a thermoswitch located under brush card will open. Normally, this switch will reset itself within 1 minute.

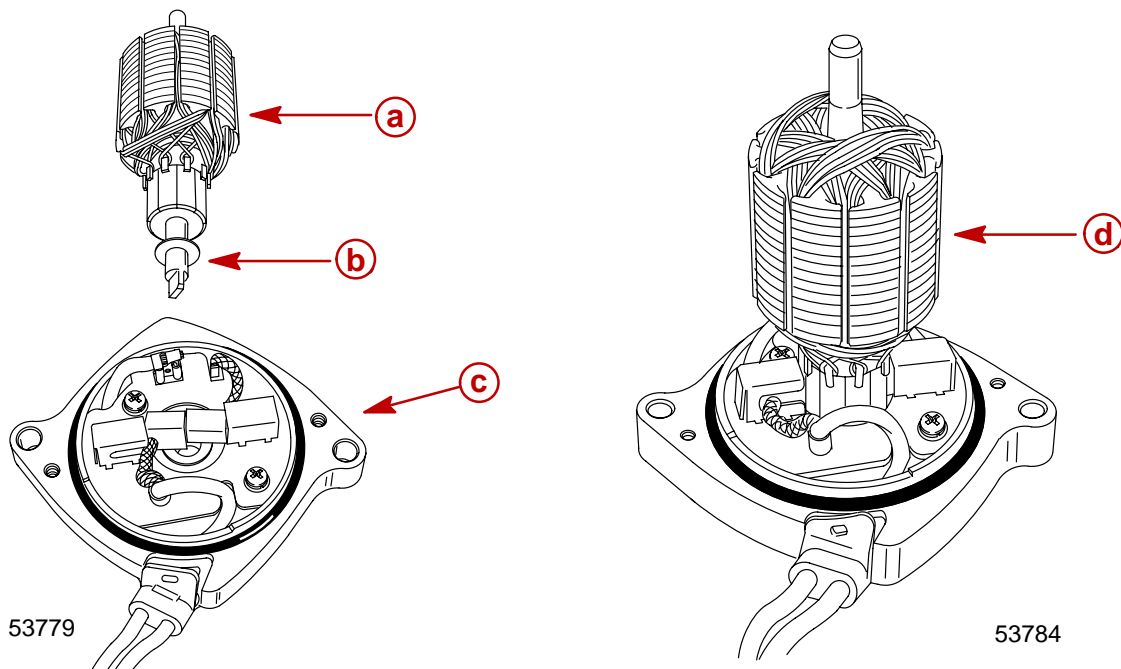




Reassembly

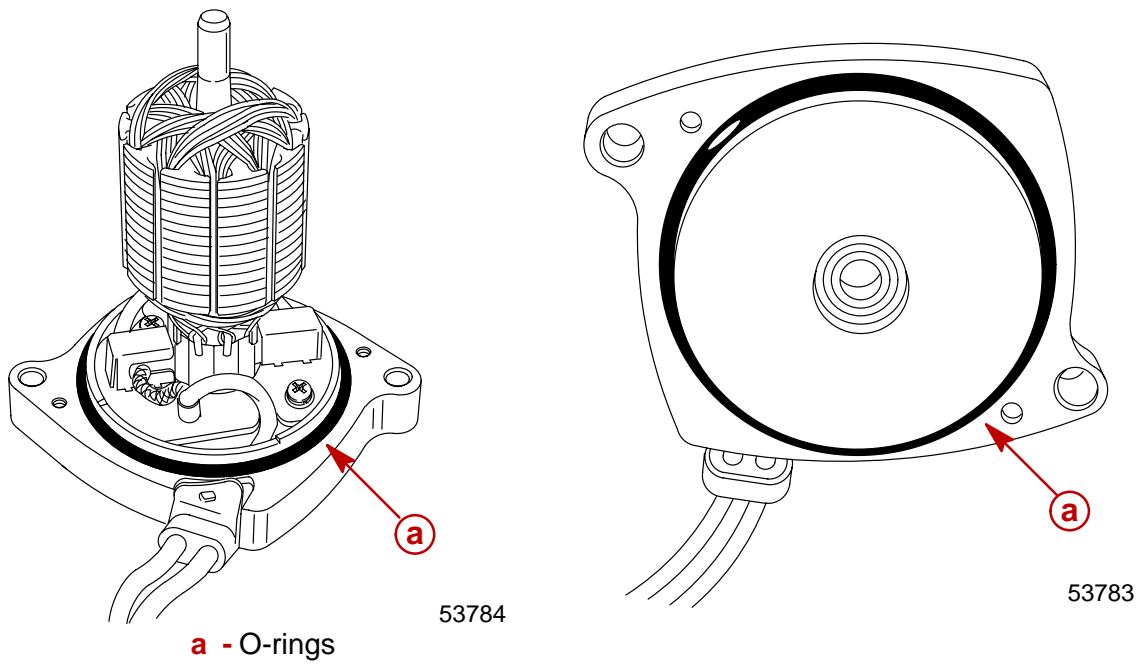
IMPORTANT: Components must be clean. Any debris in power trim system can cause system to malfunction.

1. Install armature into end cap/brush card assembly.



- a** - Armature
- b** - Shim
- c** - End Cap Assembly
- d** - Armature (Spread brushes to install armature into end cap)

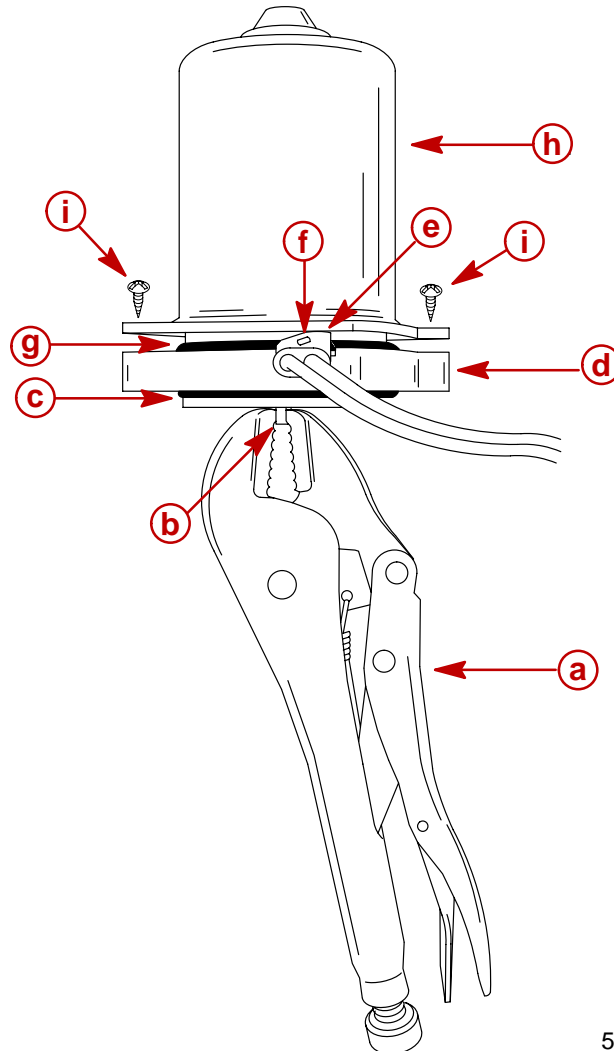
2. Install O-rings in end cap.





IMPORTANT: Attach Vise Grip® pliers to armature shaft before installing frame assembly. The Vise Grip® pliers will prevent the armature from being drawn out of the brush card assembly by the frame magnets while installing the frame assembly.

3. Install Vise Grip® pliers on armature shaft.
4. Carefully install can over armature.
5. Position harness retainer hole over tab in end cap.
6. Secure frame assembly to end cap with 2 screws.



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- a** - Vise Grip® Pliers
- b** - Armature Shaft
- c** - O-ring
- d** - End Cap
- e** - Harness Retainer
- f** - Retainer Hole
- g** - O-ring
- h** - Can
- i** - Screws

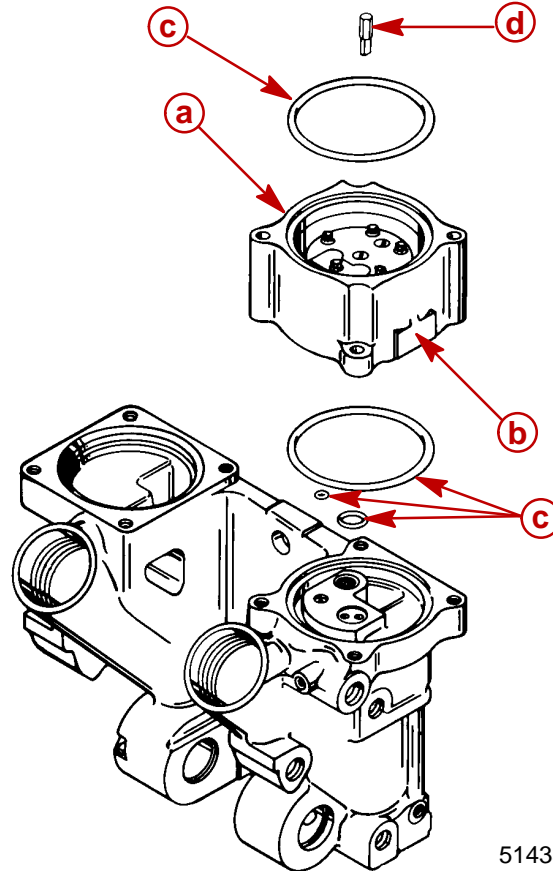


Reassembly - Motor and Pump

NOTE: Drive shaft is a loose part and may fall out of position.

1. Install pump onto power trim manifold. Insure O-rings are in proper locations. Secure with two (2) screws. Torque screws to 80 lb. in. (9 N-m).

IMPORTANT: Install pump with location flat facing towards starboard transom bracket.

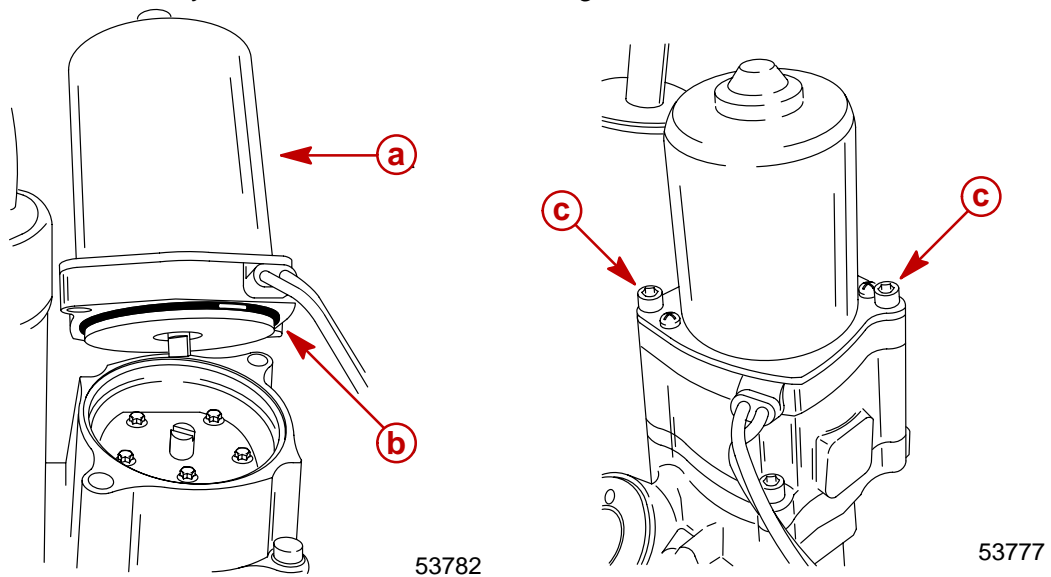


- a** - Pump (Flat Towards Starboard Transom Bracket)
- b** - Flat - Faces Starboard Transom Bracket)
- c** - O-rings (4)
- d** - Drive Shaft (Install in **Center** Hole in Pump)

2. Fill pump with ATF Dexron III or Quicksilver Power Trim and Steering Fluid prior to installing motor.
3. Install motor, secure with two (2) screws. Route wiring; refer to Wiring Diagrams in this service manual.



NOTE: Verify motor and drive shaft are aligned.



- a** - Motor
- b** - O-ring
- c** - Screw (2) Tighten securely.

4. Complete reassembly of Power Trim System as outlined in “**Installation**” on page 5B-21.

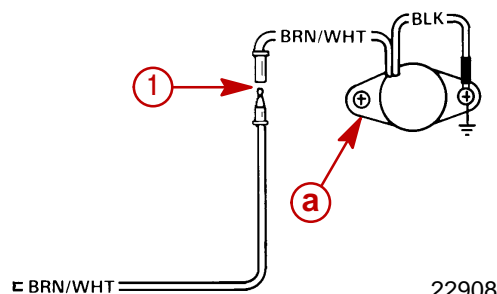
Priming Power Trim System

1. Fill system with Quicksilver Power Trim and Steering Fluid or Automatic Transmission Fluid (ATF) Type F,FA, Dexron II or Dexron III. Refer to “**Fill, Check, and Purge**” on page 5B-10.

IMPORTANT: Run Trim System in short “jogs” until pump motor primes and trim system moves. If trim motor is run without priming pump, drive shaft failure could result.

Trim Sender Test

1. Check trim sender black lead for proper ground.
2. Trim outboard to full “DOWN” position.
3. Place ignition switch to “ON” position.
4. Disconnect BRN/WHT trim sender wire from trim sender harness.
5. Connect Ohmmeter (Rx1 scale) leads between outboard ground and Point 1 (trim sender end).
6. Depress “UP” button. Ohmmeter needle should move as the outboard is trimmed up. If needle does not move, trim sender is defective.

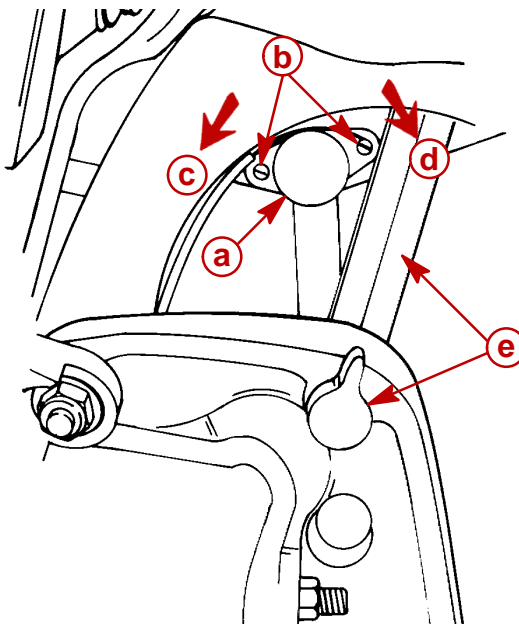


- a** - Trim sender



Trim Indicator Gauge Needle Adjustment

1. Turn ignition key to "RUN" position.
2. Tilt outboard to full "IN" position. Needle of trim indicator gauge should be in full "IN" position.
3. If not, tilt outboard to full "OUT" position to gain access to trim sender and engage tilt lock lever.
4. Loosen trim sender screws and reposition trim sender.
5. Tighten trim sender screws.



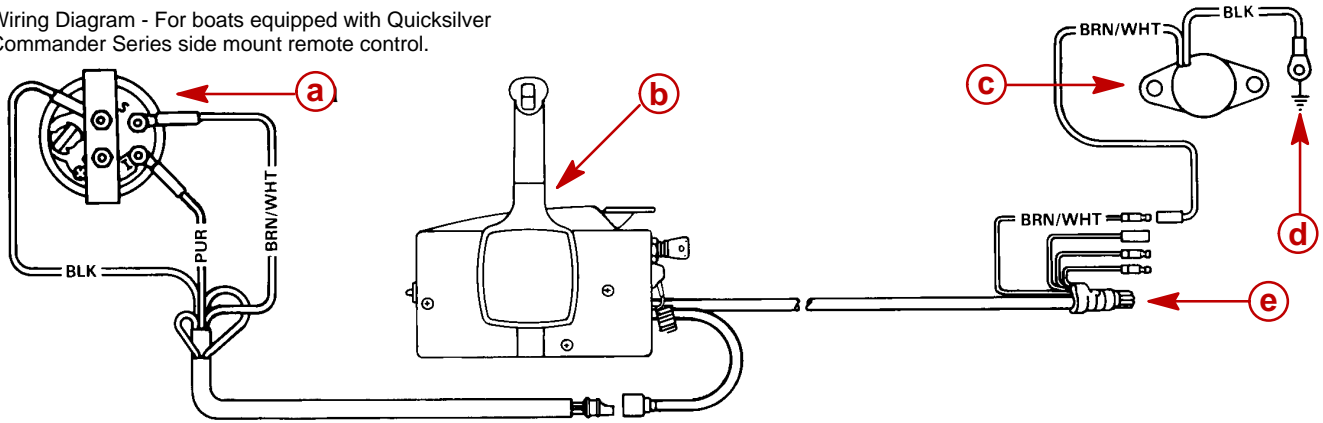
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- a** - Trim Sender
- b** - Screws, Loosen to Rotate Sender
- c** - Turn Sender **Counterclockwise** to raise needle reading
- d** - Turn Sender **Clockwise** to Lower Needle Reading
- e** - Tilt lock lever

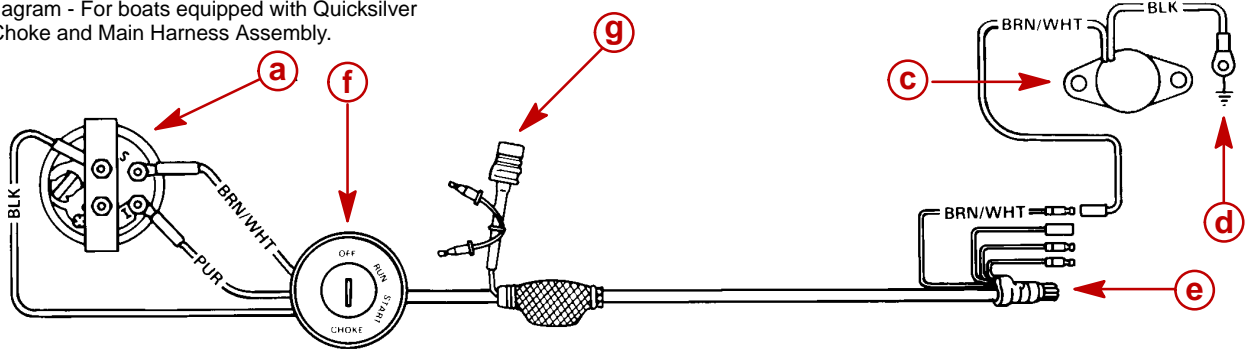


Trim Indicator Wiring Diagrams

Wiring Diagram - For boats equipped with Quicksilver Commander Series side mount remote control.



Wiring Diagram - For boats equipped with Quicksilver Ignition/Choke and Main Harness Assembly.



- a** - Trim Indicator
- b** - Remote Control
- c** - Trim Sender
- d** - Engine Ground
- e** - To Engine
- f** - Ignition Switch
- g** - Power Trim Harness

22908



MID-SECTION

Section 5C – Power Trim Design II (Oildyne)

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**5
C**

Power Trim Specifications Design II (Oildyne)

POWER TRIM	Design II (Oildyne) Trim “UP” Trim “DOWN”	2000 PSI (91kg/cm ²) Maximum Pressure 600 PSI (35kg/cm ²) Minimum Pressure
	Leak Down Design I & II	Maximum Acceptable Amount of Leak Down in 24 hours is 1 in. (25.4 mm)



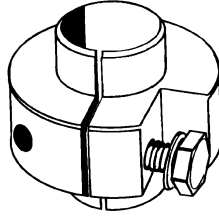
Special Tools

- 1. Alignment Tool 91-11230



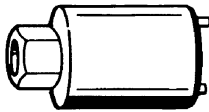
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- 2. Trim Rod Removal Tool 91-44486A1



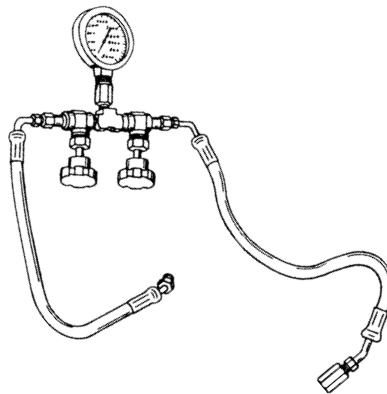
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- 3. Trim Rod Guide Removal Tool 91-44487A1



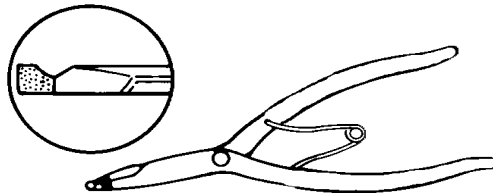
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- 4. Power Trim Test Gauge Kit 91-52915A6



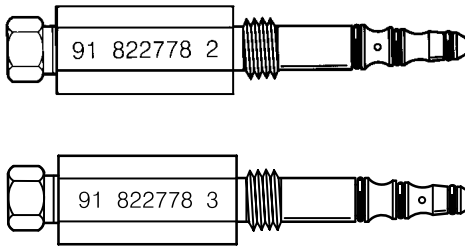
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- 5. Lock-Ring Pliers P/N SRP-4 (Snap-On)



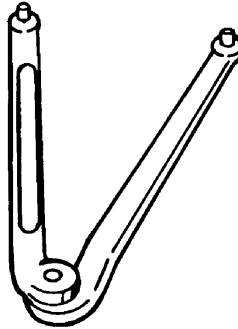


6. Adaptor Fitting 91-82278A2 and 91-82278A3



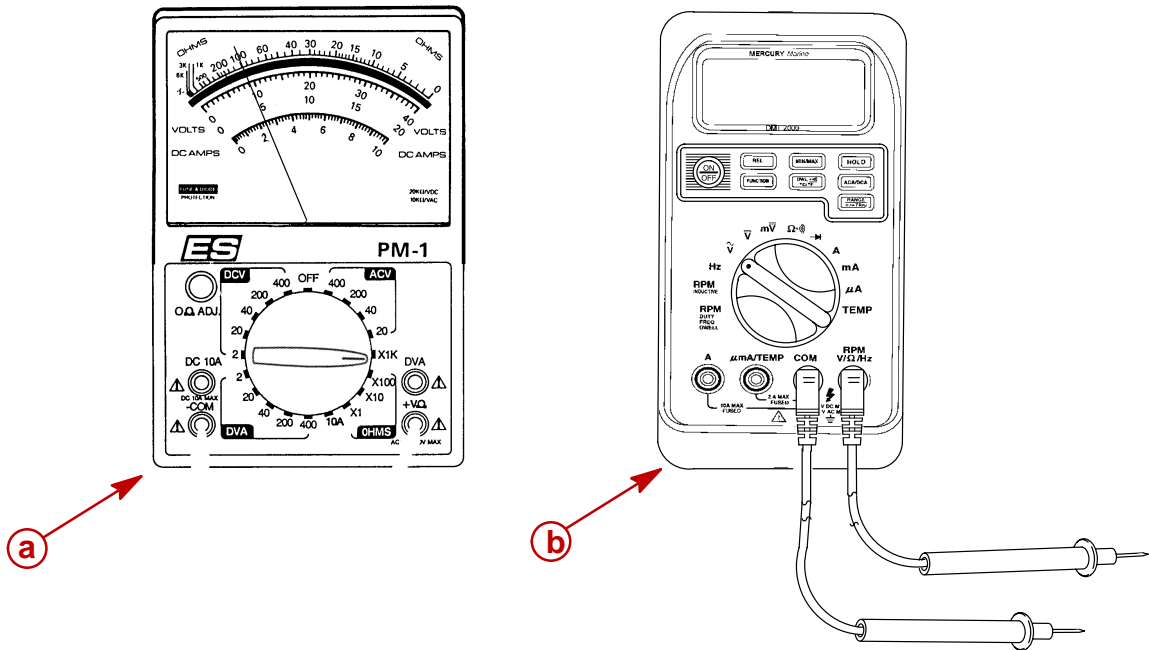
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7. Spanner Wrench 91-74951



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8. Multi-Meter DVA Tester 91-99750A1 or DMT 2000 Digital Tachometer Multi-meter 91-854009A1

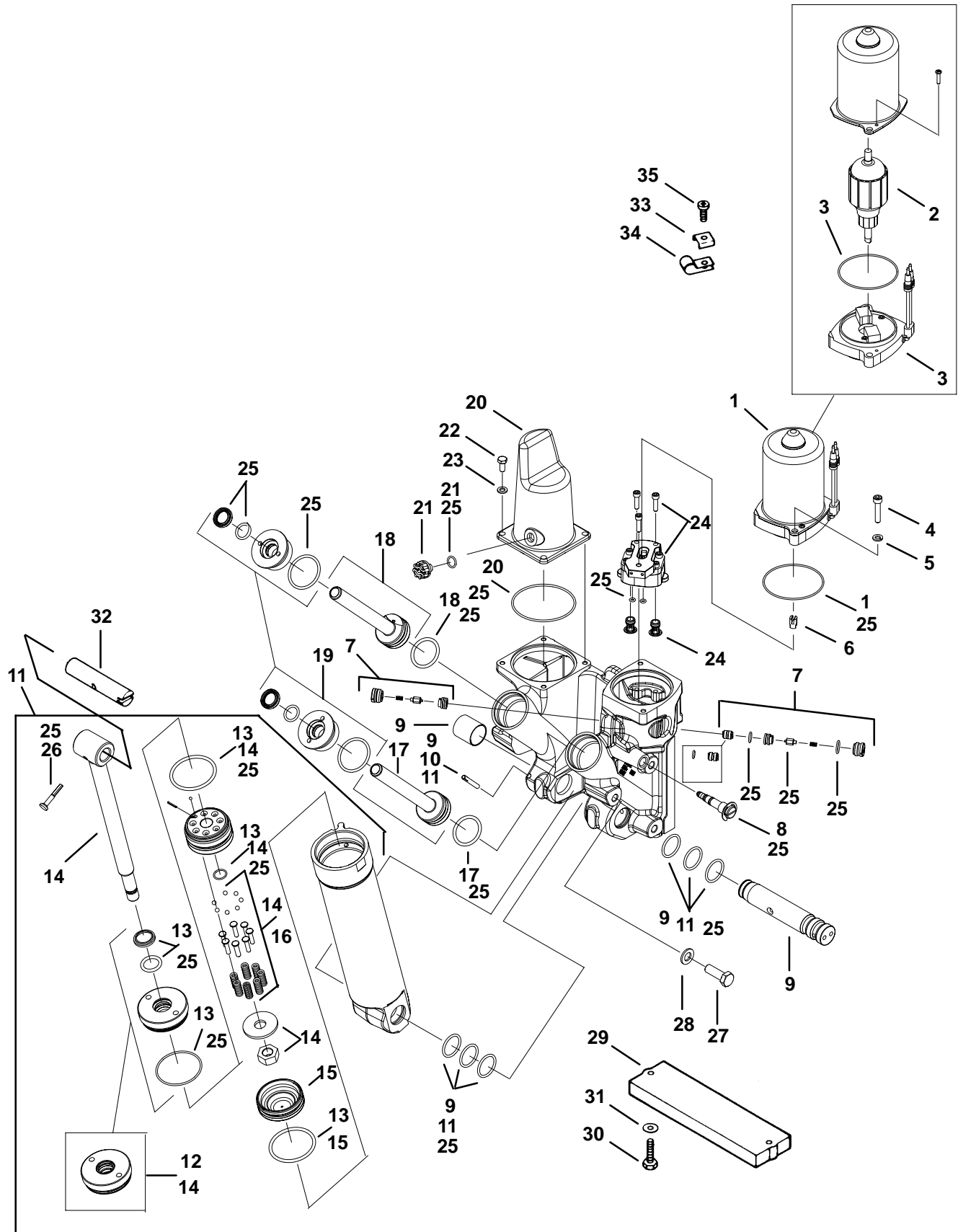


a - Multi-Meter DVA Tester 91-99750A1

b - DMT 2000 Digital Tachometer Multi-meter 91-854009A1



Power Trim Components





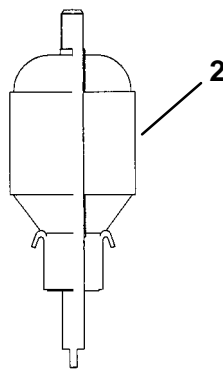
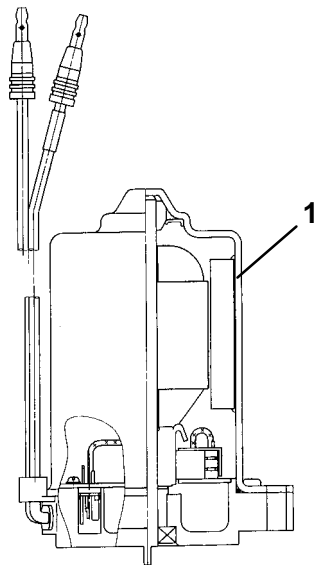
Power Trim Components

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
-	1	POWER TRIM ASSEMBLY—Complete			
1	1	TRIM MOTOR			
2	1	ARMATURE			
3	1	END FRAME			
4	2	SCREW (M6 x 30)	80		9
5	2	LOCKWASHER			
6	1	DRIVE SHAFT			
7	1	CHECK VALVE KIT	120		13.5
8	1	RELIEF VALVE ASSEMBLY	22		2.5
9	1	SHAFT KIT (Includes Ref. #26)			
10	1	GROOVE PIN			
11	1	TILT CYLINDER ASSEMBLY			
12	1	END CAP (Includes. Ref. #26)		45	61
13	1	O RING KIT (Includes. Ref. #26)			
14	1	SHOCK ROD KIT		95	129
15	1	MEMORY PISTON			
16	1	CHECK VALVE REPAIR KIT (Includes. Ref. #26)			
17	1	STARBOARD TRIM ROD			
18	1	PORT TRIM ROD			
19	2	END CAP TRIM ROD		70	95
20	1	RESERVOIR KIT			
21	1	PLUG KIT	22		2.5
22	4	SCREW (M6 x 14)	60		7
23	4	WASHER			
24	1	PUMP KIT			
25	1	POWER TRIM REPAIR KIT			
26	1	GROOVE PIN			
27	6	SCREW (M10 x 30)		45	61
28	6	WASHER			
29	1	ANODE			
30	2	SCREW (M6 x 25)	70		8
31	2	WASHER			
32	1	SHAFT			
33	1	C WASHER			
34	2	CLIP			
35	2	SCREW (10-16 x 5/8)			
			Drive Tight		

NOTE: Lubricate all o-rings with ATF Dexron III or Power Trim and Steering Fluid.

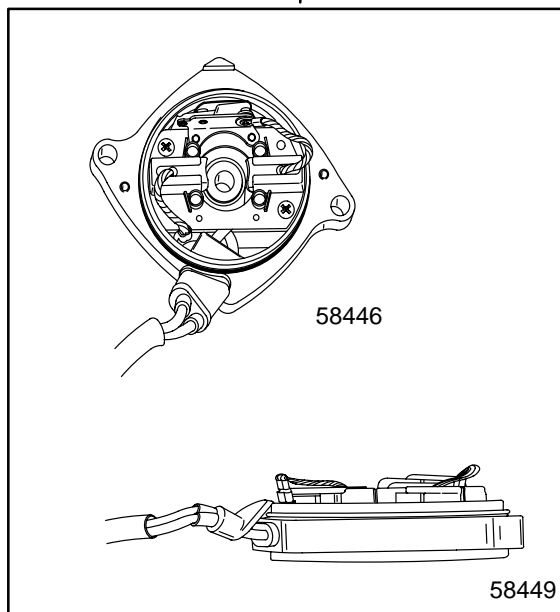
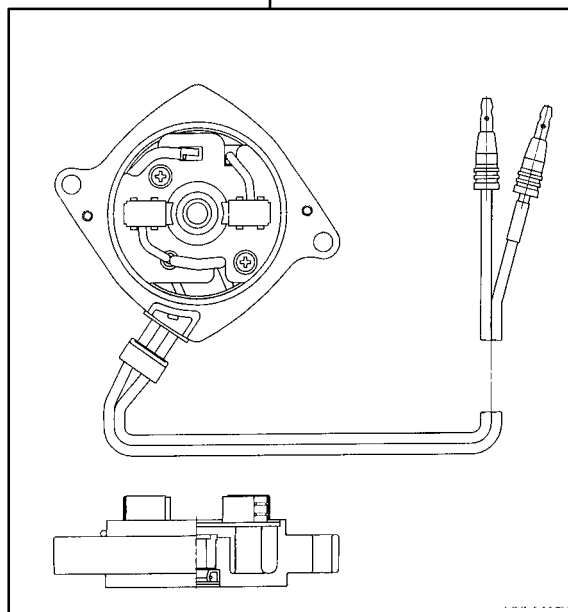


Power Trim Motor



3

4



REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb.in.	lb.ft.	N-m
-	1	POWER TRIM MOTOR			
1	1	BRUSH AND SEAL KIT			
2	1	ARMATURE KIT			
3	1	END FRAME (Complete)(MODEL YEAR 2000)			
4	1	END FRAME (Complete)(MODEL YEAR 2001)			



Power Trim - General Information

Description

The Power Trim System consists of an electric motor, pressurized fluid reservoir, pump, tilt cylinder, and two trim rams.

The remote control (or trim panel) has switches that trim the outboard “Up” or “Down” and tilt the engine for “Trailing”. The outboard can be trimmed and tilted under power or when the outboard is not running.

Trimming Characteristics

NOTE: Because hull designs react differently in varying water conditions, varying the trim position will often improve the ride and boat handling. When trimming from a mid-trim position (with outboard trim tab in a straight fore and aft position), expect the following:

TRIMMING OUTBOARD “UP” (OUT):

⚠ WARNING

Excessive trim “Out” may reduce the stability of some high speed hulls. To correct instability, reduce the power gradually and trim the outboard “In” slightly before resuming high speed operation. A rapid reduction in power will result in a sudden change of steering torque and may cause additional boat instability.

Will lift boat bow, increasing top speed.

Transfers steering torque harder to port (left) on installations below 23 in. (584.2 mm) transom height.

Increases gearcase clearance over submerged objects.

Excess trim can cause “porpoising” and/or ventilation.

⚠ WARNING

Excessive outboard trim angle will result in insufficient water supply causing water pump and/or powerhead overheating damage. Insure water level is above water intake holes whenever outboard is running.

The “Up” circuit actuates the up relay (under outboard cowl) and closes the motor circuit. The electric motor drives the pump, forcing fluid thru passageways into the up side of the trim cylinders.

The trim cylinders position the outboard at the desired trim angle in the 20 degree maximum trim range. The system will not allow the outboard to be trimmed above the 20 degree trim range as long as the engine RPM is above approximately 2000 RPM.

The outboard can be trimmed above the 20 degree maximum trim angle (for shallow water operation, etc.), by keeping the engine RPM below 2000. If the RPM increases over 2000, propeller thrust (if propeller is deep enough) will cause the trim system to return the outboard to the 20 degree maximum trim position.



TRIMMING OUTBOARD “DOWN” (IN):

⚠ WARNING

Excessive speed at minimum trim “In” may result in undesirable and/or unsafe steering conditions. Test for handling characteristics after any adjustment is made to the trim angle (and tilt pin location).

Aids planing, particularly with heavy loads.

Improves ride in choppy water conditions.

Excess trim “In” can cause “bow steer” (boat veers to left or right).

Transfers steering torque to starboard (right).

Improves acceleration to planing speed.

The “Down” circuit actuates the down relay (under engine cowl) and closes the motor circuit. The electric motor drives the pump in the opposite direction as the up circuit, forcing fluid thru passageways into the “down” side of the tilt ram. The tilt ram moves the engine down to the desired position.

Trailing Outboard

The “Up” circuit first moves the trim cylinders; when the trim cylinders extend fully, the tilt ram extends to tilt the outboard to the full up position for trailering.

Before the boat is trailered, the operator should check for clearance between the outboard skeg and pavement to prevent damage to skeg from striking pavement.

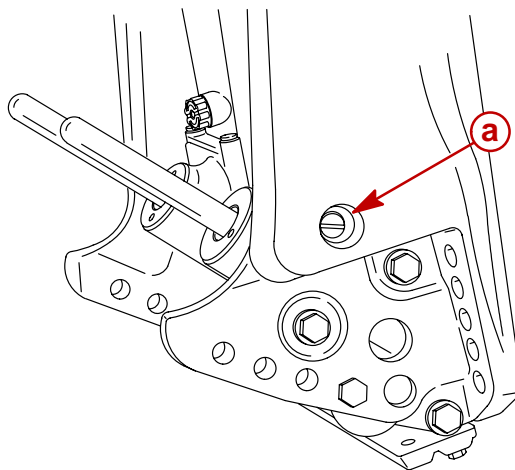
If the outboard must be tilted for clearance between skeg and pavement, a device such as a “Transom Saver” should be installed to prevent stress to boat transom from outboard weight while the boat/outboard are being trailered.

Tilting Outboard Manually

⚠ WARNING

Before opening the manual release valve, insure all persons are clear of outboard as outboard will drop to full “Down” when valve is opened.

The outboard can be raised or lowered manually by opening the manual release valve 3 to 4 turns counterclockwise. Close manual release valve to hold outboard at the desired tilt position.



a - Manual Release Valve

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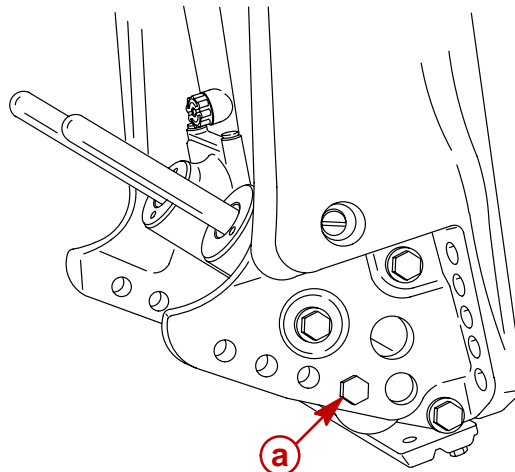


Trim “In” Angle Adjustment

⚠ WARNING

Boat operation with outboard trimmed to the full “In” trim angle [not using the trim angle adjustment bolt (a)] at planing speed may result in undesirable and/or unsafe steering conditions. A water test for handling/steering conditions is required after any trim angle adjustments.

IMPORTANT: Some boat/motor combinations not using the trim angle adjustment pin (a) and trimmed to the full “In” trim angle position may not exhibit any undesirable and/or unsafe handling and/or steering characteristics at planing speed. If so, not using the trim angle adjustment bolt may be advantageous to acceleration and planing. A water test is required to determine if these characteristics apply to a particular boat/motor combination.

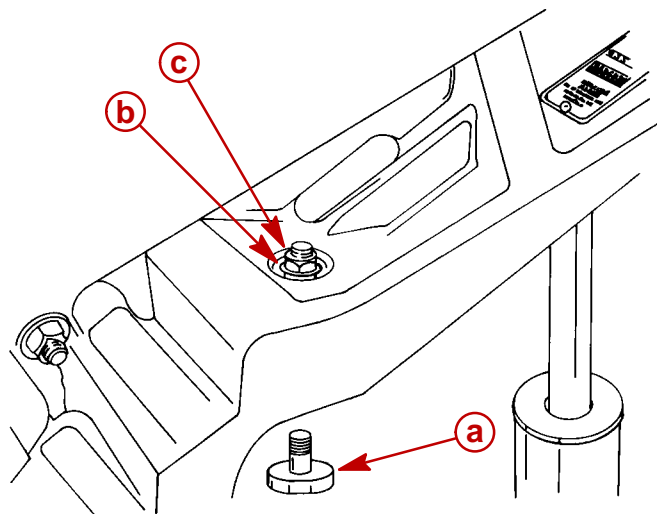


a - Trim Angle Adjustment Bolt

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Striker Plate Replacement

Visually inspect striker plates and replace if worn excessively.



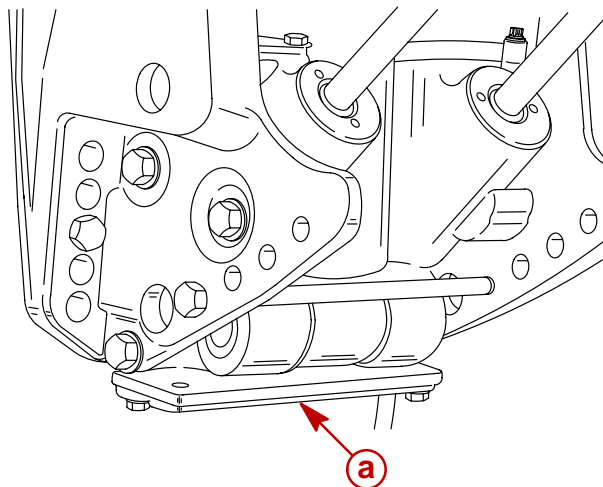
- a** - Striker Plate (2)
- b** - Lockwasher
- c** - Locknut. Torque to 80 lb. in. (9 Nm)

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Anode Plate

Anode plate is a self-sacrificing alloy plate that is consumed gradually by corrosion while providing protection to the midsection and power trim from galvanic corrosion. Replace anode plate when it is 50% consumed.



58445

a - Anode Plate

IMPORTANT: Do not paint or place protective coating on anode plate, or corrosion protection function will be lost.

Trim Indicator Gauge

A Quicksilver Trim Indicator Gauge accessory kit is available for the power trim sender (if not previously installed).

Check, Fill and Purge - Power Trim System

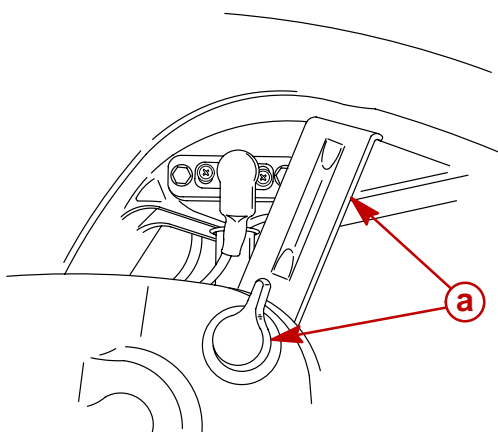
TO CHECK:

CAUTION

Tilt outboard to full "Up" position and engage tilt lock lever before checking fluid level. System is pressurized. Extend trim and tilt rams fully to depressurize system.

Remove fill plug and O-ring. System is full when oil level is present at filler hole. Tighten fill plug securely.

NOTE: Automatic Transmission Fluid (ATF) Type F, FA, Dexron II or Dexron III may be used.

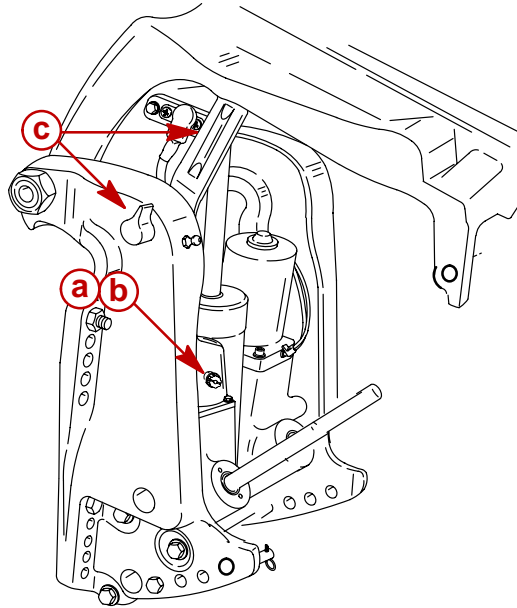


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a - Tilt Lock Lever

**TO FILL:**

IMPORTANT: This trim system is pressurized. Remove “Fill” plug only when outboard is tilted to the full “Up” position or the trim/tilt rams are fully extended. Retighten “Fill” plug before tilting outboard down or retracting tilt/trim rams. Remove “Fill” plug and O-ring. System is full when oil level is present at fill hole. Tighten “Fill” plug securely.



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- a** - Fill Plug and O-ring (remove to fill system, tighten securely)
- b** - Fill system with Quicksilver Power Trim and Steering Fluid
- c** - Tilt Lock Lever (engage to support engine in “Up” position)

TO PURGE:

IMPORTANT: Fill plug and O-ring must be tightened securely before purging system.

IMPORTANT: Run Trim System in short “jogs” until pump is primed and trim system moves. If trim motor is run without priming pump, driveshaft failure could result.

Cycle outboard through entire trim/tilt range 4 times. Check fluid level after purging system.

Push down on outboard when trim rams are slightly extended. If rams retract more than 1/8 in. (3.2 mm), air is present in system. Cycle system again and check fluid level.



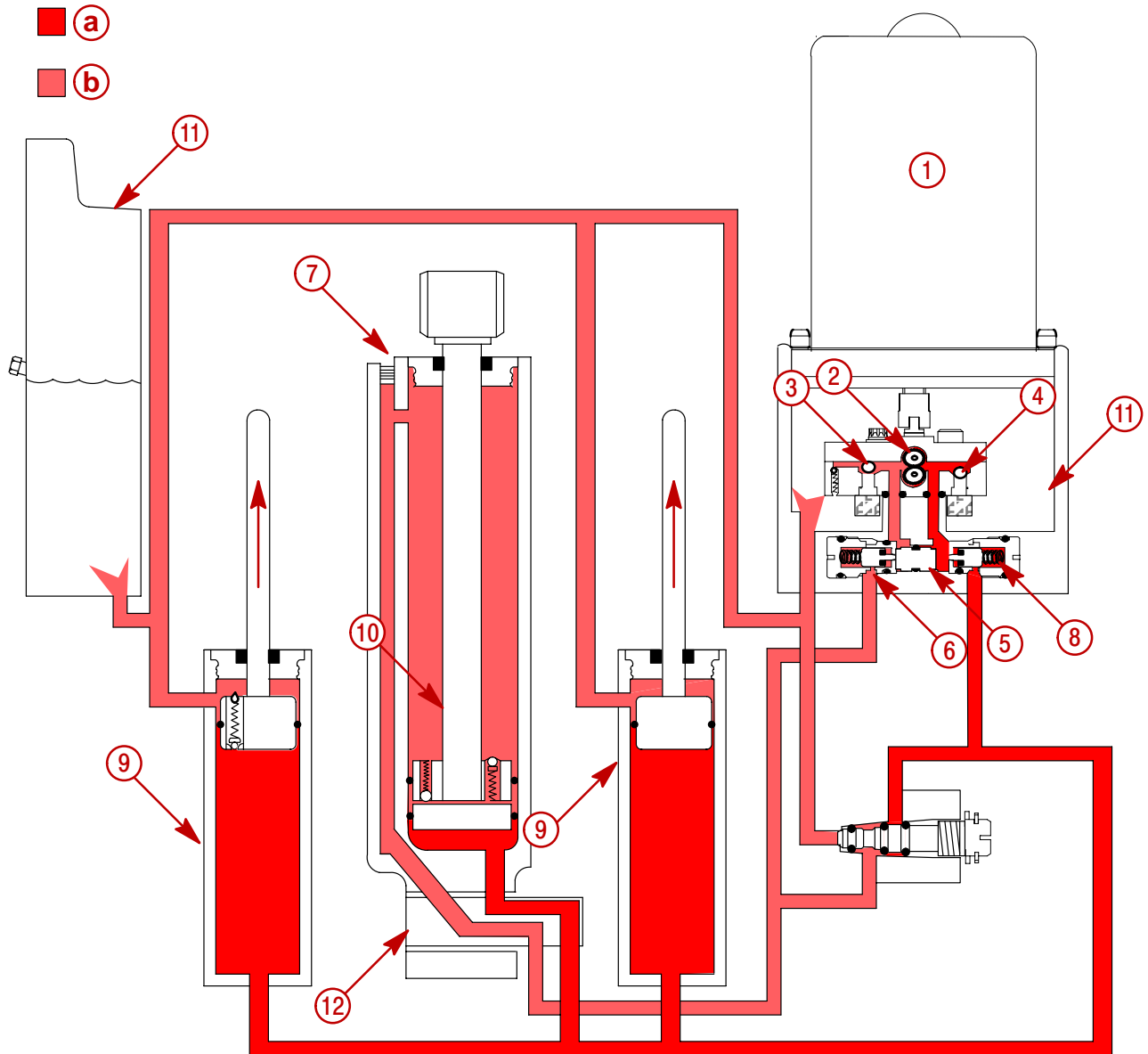
Trim Circuit

When the up button is activated the electric motor (1) will rotate the oil pump gears (2). As the oil pump gears begin to rotate, oil is drawn through the up circuit suction check valve (3) and into the pump, supplying flow for the up circuit. Oil under pressure opens the up circuit pressure operated valve (8), allowing oil enter the up pressure passages inside the manifold casting. The oil continues on through the up passages into the bottom of the cylinders below the pistons, pushing the trim (9) and tilt (10) rams up and out. Oil, from the pump, is blocked from returning into the reservoir by the closed down suction check valve (4). Oil, under pressure slides the shuttle spool (5) to the left, against the down circuit pressure operated valve (6). The shuttle spool will mechanically open the down pressure operated valve, allowing oil to return into the pump from top of the tilt cylinder (7). Oil returning from the top side of the tilt cylinder piston flows through an interconnecting passage on the side of the tilt cylinder, through the lower pivot pin (12), past the open down pressure operated valve, and into the pump, supplying some of the oil required for the up circuit. Oil returns into the reservoir (11), from the trim rams, through passages cast inside of the manifold.

Up pressure varies from 850 psi to 1150 psi unloaded to approximately 3000 psi against full engine thrust.



Trim Circuit



- a** - High Pressure
- b** - Low Pressure
- 1** - Electric Motor
- 2** - Oil Pump/Gears
- 3** - Up Circuit Suction Check Valve
- 4** - Down Circuit Suction Check Valve
- 5** - Shuttle Spool
- 6** - Down Circuit Pressure Operated Valve
- 7** - Tilt Cylinder
- 8** - Up Circuit Pressure Operated Valve
- 9** - Trim Cylinders
- 10** - Tilt Cylinder Piston
- 11** - Reservoir
- 12** - Lower Pivot Pin



Tilt Circuit

In the up mode, as the trim rams (1) reach the limit of their travel, the mechanical check valve (2) of the trim relief valve, in the port trim ram piston (3), contacts the cylinder cap. The “pin” contact with the cover mechanically opens the shut off valve, allowing the trim relief valve to bypass oil and perform the following functions.

- Trim Limit

While the engine is running under thrust (at high engine RPM), the high pressure develops below the pistons. The high pressure will open the check ball on the bottom of the trim relief valve (850-1150 psi), allowing oil to flow through the port trim ram piston. If the operator continues to depress the “up” button, the up pressure will not be sufficient to overcome the propeller thrust, so the trim range is limited to the length of the trim rams. When the engine thrust falls (low engine rpms), the check ball in the trim relief valve closes, allowing oil flow to extend the tilt cylinder ram into the tilt range.

- Over Trim At High Thrust

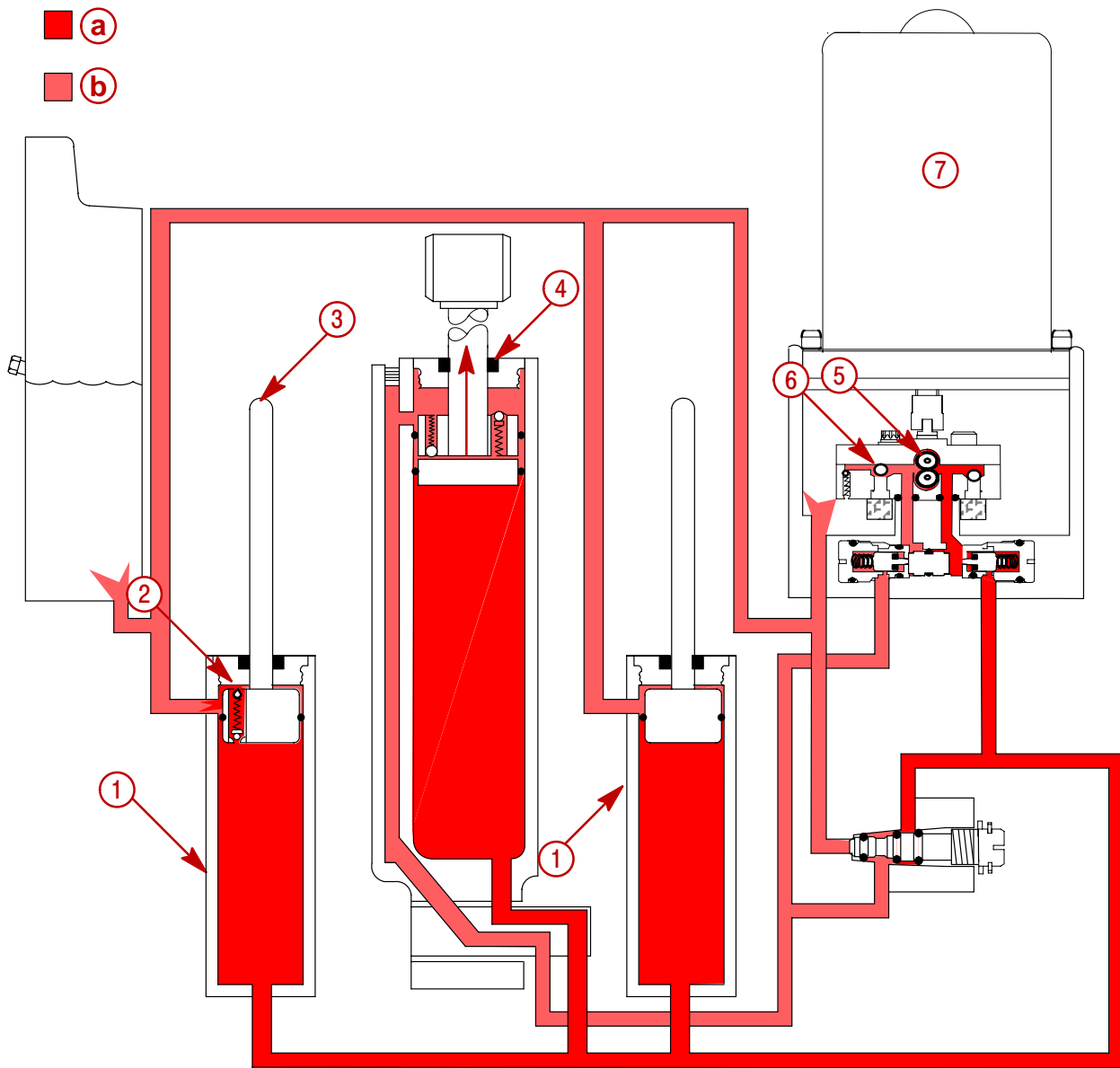
As the operator increases the engine rpms when the engine is raised beyond the trim range, the pressure below the pistons begin to rise. When the pressure is sufficient, the high pressure will open the check ball on the bottom of the trim relief valve (850-1150 psi), allowing oil to flow through the port trim ram piston. Oil will continue to flow through the valve until either the engine contacts the trim rams and the mechanical shut off valve closes or the engine rpm's are reduced.

- Maximum Up Pressure Reduction

As the tilt ram extends to its limit, the up pressure below the pistons will increase and open the trim relief check valve to relief the up pressure. If the up button is not released, the up flow will continue to dump over relief causing the electric motor to heat up. The thermal overload switch inside the motor will open, stopping the motor.



Tilt Circuit



- a** - High Pressure
- b** - Low Pressure
- 1** - Trim Cylinders
- 2** - Trim Relief Valve
- 3** - Port Trim ram
- 4** - Tilt Cylinder
- 5** - Pump/Gears
- 6** - Up Circuit Suction Check Valve
- 7** - Electric Motor

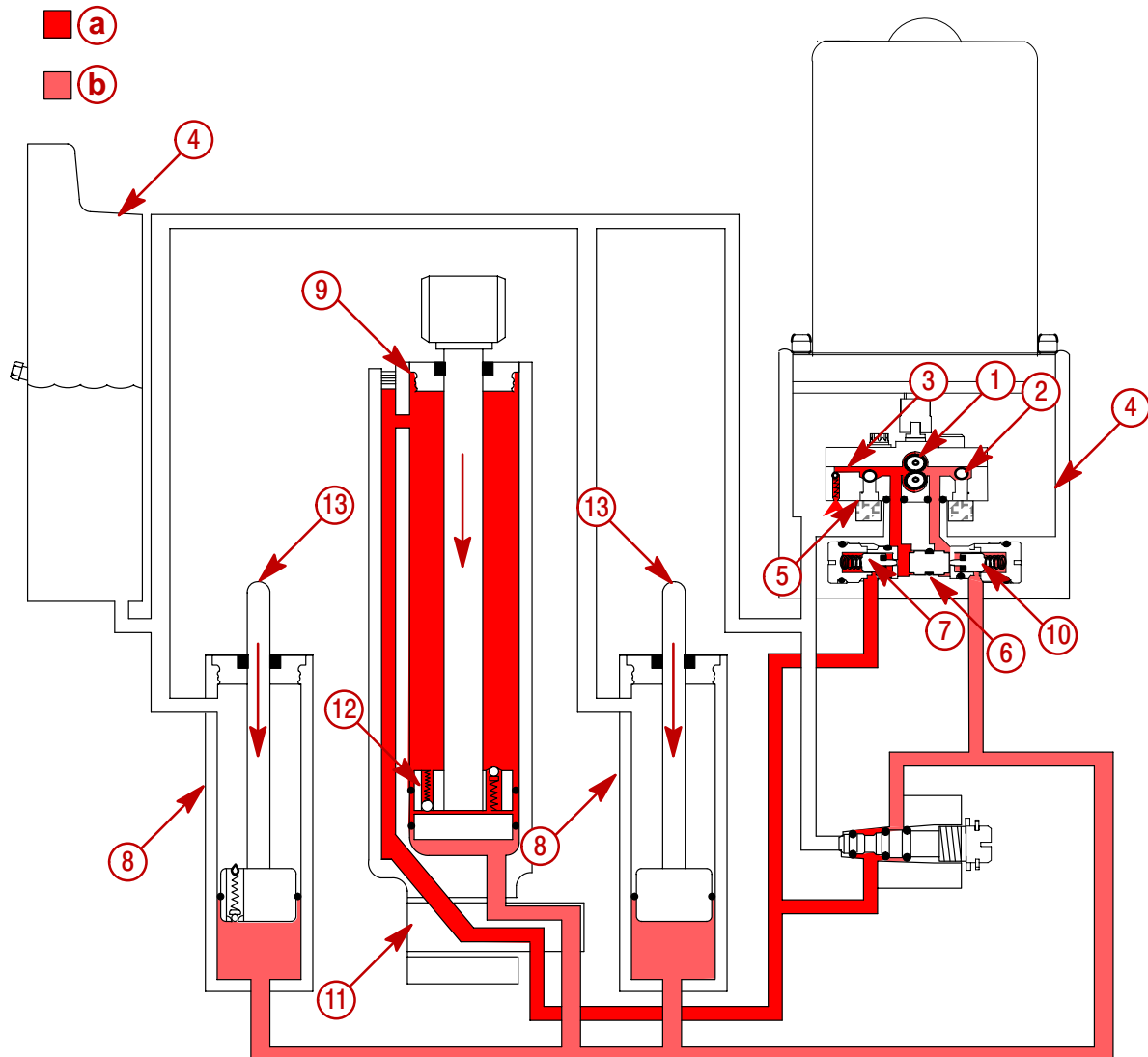


Down Circuit

When you depress the down button, the power trim pump (1) is activated in the opposite direction. As the oil pump gears begin to rotate, oil is drawn through the down circuit suction check valve (2) and into the pump, supplying flow for the down circuit. Down circuit oil pressure is lowered by the down pressure regulating valve (3) (640 psi to 1050 psi) allowing excess oil to return into the reservoir (4). Oil is blocked from returning into the reservoir by the closed up circuit suction check valve (5). Oil under pressure then moves the shuttle spool (6) to the right, mechanically opening the “up” pressure operated valve (7), allowing oil from the bottom of the trim (8) and tilt cylinders (9) to supply oil to the trim pump for the down circuit. At this same time, oil under pressure opens the down circuit pressure operated valve (10) allowing oil to exit through the down pressure port. The oil then continues through the down pressure passage, through the pivot pin (11), and into the interconnecting passage of the tilt cylinder leading to the cavity above the shock piston (12), and pushes the piston and ram assembly in (down). As the outboard engine contacts the extended trim rams (13), the weight of the motor, propeller thrust and pump down pressure will force the trim rams to retract.



Down Circuit



- a** - High Pressure
- b** - Low Pressure
- 1** - Pump/Gears
- 2** - Down Circuit Suction Check Valve
- 3** - Down Pressure Regulating valve
- 4** - Reservoir
- 5** - Up Circuit Suction Check Valve
- 6** - Shuttle Spool
- 7** - Up Circuit Pressure Operated Valve
- 8** - Trim Cylinders
- 9** - Tilt Cylinder
- 10** - Down Circuit Pressure Operated Valve
- 11** - Pivot Pin
- 12** - Shock Piston
- 13** - Trim Ram



Trail Over System

Should the outboard motor strike a submerged object with light steady pressure, while in forward motion, oil will build up sufficient pressure in the top of the tilt cylinder (4) to open the piston trail over relief valve (7) (600 psi). Oil on the bottom side of the cylinder is locked in by the up circuit pressure operated valve (1) and manual tilt valve (3). Therefore, the piston trail over relief valve allows the oil from the down side cavity of the trim cylinder to pass through the piston trail over relief valve, into the area between the tilt ram piston (5) and the memory piston (6). The return valve (8) allows the oil to return through the piston, back to the down side cavity as the outboard returns to its normal running position. Propeller thrust and the weight of the outboard provides the return motion for the engine.

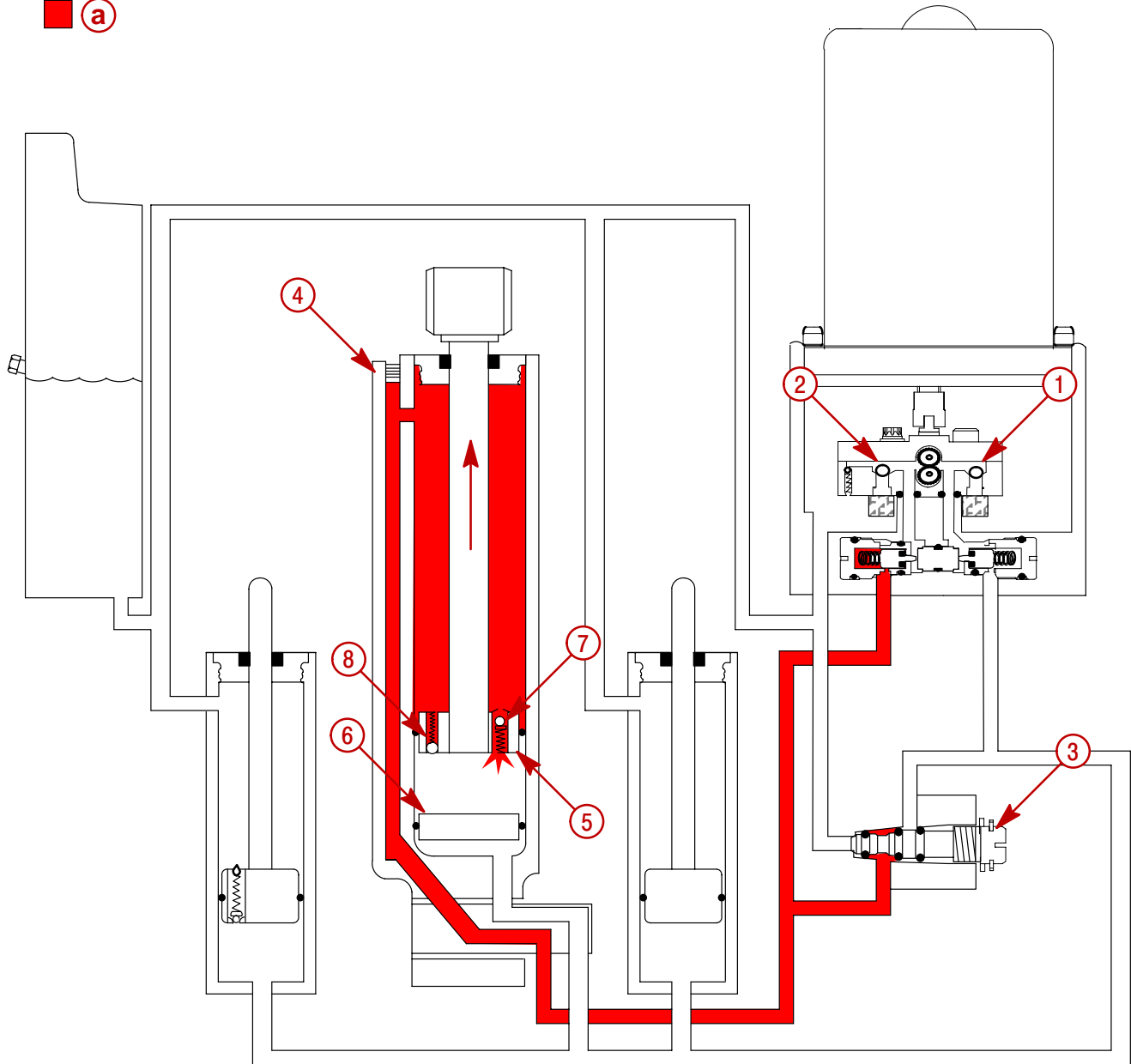
Shock System

When a submerged object is hit with great force, oil will build up sufficient pressure in the top of the tilt cylinder (4) to open both the trail over valve and the piston impact relief valves (7) (3200 psi). Oil on the bottom side of the cylinder is locked in by the up circuit pressure operated valve (1) and manual tilt valve (3). Therefore, the piston impact relief valve allows the oil from the down side cavity of the trim cylinder to pass through the piston impact relief valve, into the area between the tilt ram piston (5) and the memory piston (6). The return valve (8) allows the oil to return through the piston, back to the down side cavity as the outboard returns to its normal running position. Propeller thrust and the weight of the outboard provides the return motion for the engine.



Trail Over and Shock Absorber

■ a



- a - High Pressure
- 1 - Up Circuit Pressure Operated Valve
- 2 - Down Circuit Pressure Operated Valve
- 3 - Manual Tilt Valve
- 4 - Tilt Cylinder
- 5 - Shock Piston
- 6 - Memory Piston
- 7 - Impact Relief & Trail over Valves
- 8 - Return Valve



Manual Tilt System

If the outboard motor is to be raised or lowered manually, turn the manual release (tilt) valve (1) counterclockwise approximately 3 turns to the full out position. When in the full (out) position, oil in the tilt cylinder (2) can flow freely from the up side to the down side or from the down side to the up side. The oil return line into the reservoir (3) is also open, allowing free oil flow to either side of the tilt cylinder to accommodate the differential oil capacities between the tilt cylinder up side and down side cavities.

When trimming the outboard in either the up or down position, with the manual tilt valve open or leaking, little or no movement will occur. Oil pressure from the pump (4) will move to both, the up cavity and through the manual tilt valve into the down cavity, each cavity would have equal pressure resulting in little or no movement.

Reverse Operation

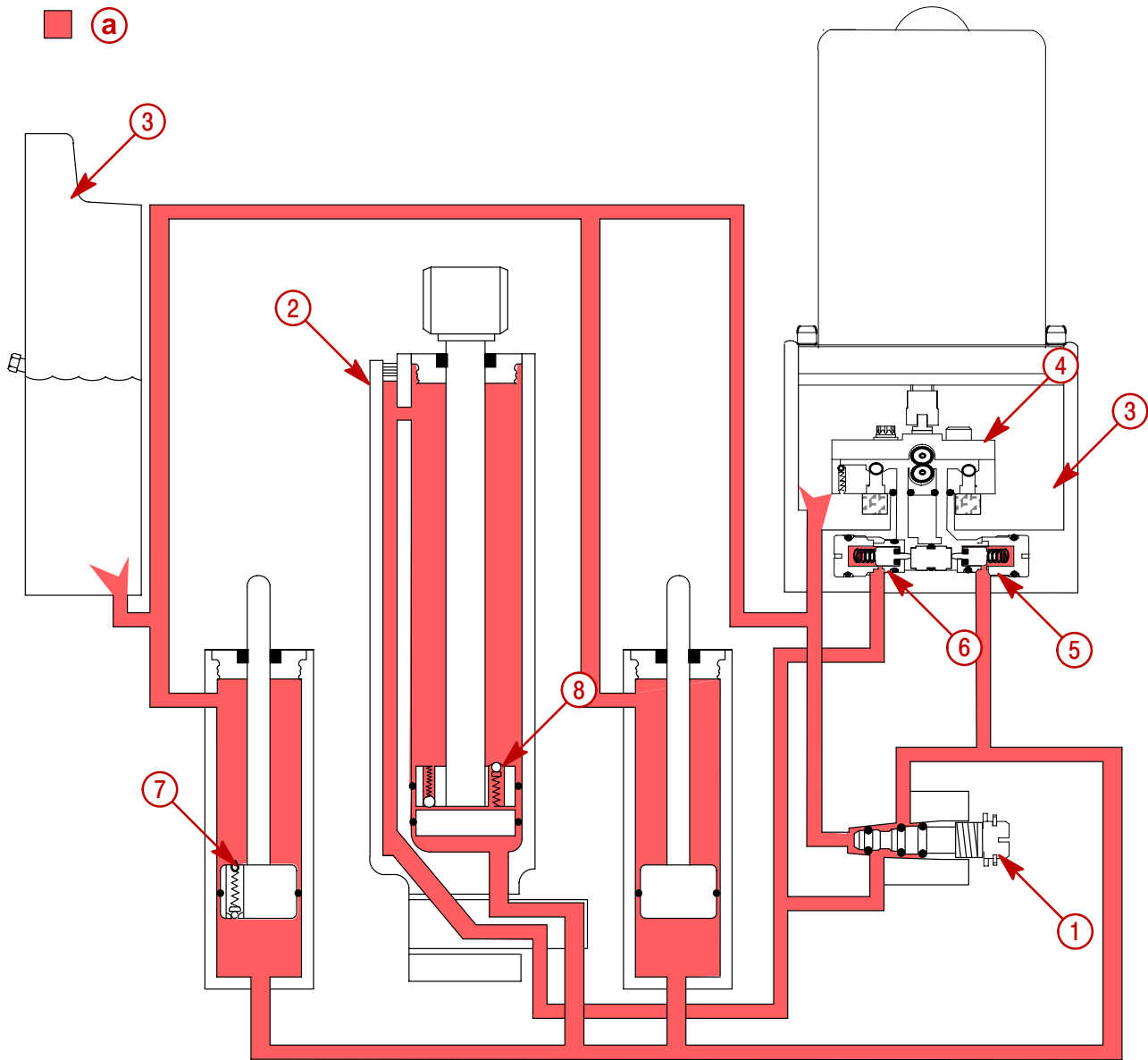
To prevent the outboard from coming up or trailing out, when shifted into reverse and/or throttling back rapidly, oil in the trim system must be locked in a static position. This is accomplished by closing the:

- up (5) pressure operated valve
- down (6) pressure operated valves
- trim relief valve (7)
- trail over valve (8)
- impact relief valves (8)
- manual release valve (1)

Thus, not allowing oil in the system to move in either direction.



Manual Tilt



- a** - Low Pressure
- 1** - Manual Release Valve
- 2** - Tilt Cylinder
- 3** - Reservoir
- 4** - Pump
- 5** - Up Pressure Operated Valve
- 6** - Down Pressure Operated Valve
- 7** - Trim Relief Valve
- 8** - Impact Release Valves



Troubleshooting

IMPORTANT: Determine if Electrical or Hydraulic problem exists.

IMPORTANT: Acceptable power trim leak down should not exceed 1 in. (25.4 mm) (when measured at the tilt ram) in a 24 hour period.

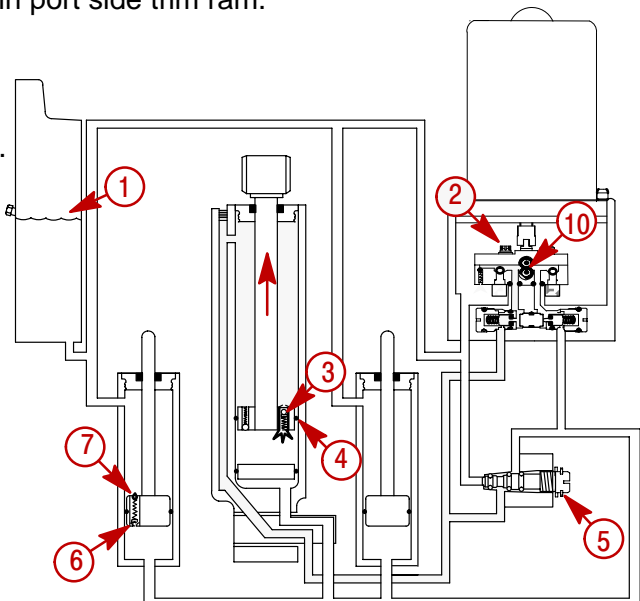
HYDRAULIC SYSTEM TROUBLESHOOTING

CONDITION OF TRIM SYSTEM	PROBLEM
A. Trim motor runs; trim system does not move up or down.	1, 5, 10, 11
B. Does not trim full down. Up trim OK.	3, 4, 5
C. Does not trim full up. Down trim OK.	1, 5
D. Partial or "Jerky" down/up.	1, 3
E. "Thump" noise when shifting.	3
F. Does not trim under load.	5, 8, 9
G. Does not hold trim position under load.	5, 6, 7
H. Trail out when backing off from high speed.	3, 4
I. Leaks down and does not hold trim.	5, 6, 7
J. Trim motor working hard and trims slow up and down.	8, 9
K. Trims up very slow.	1, 2, 5, 6, 8, 9
L. Starts to trim up from full down position when "IN" trim button is depressed.	3, 4
M. Trim position will not hold in reverse.	3, 4

PROBLEM

1. Low oil level.
2. Pump assembly faulty.
3. Tilt ram piston ball not seated (displaced, dirt).
4. Tilt ram piston O-ring leaking or cut.
5. Manual release valve leaking (check condition of O-rings) (Valve not fully closed).
6. Lower check valve not seating in port side trim ram.
7. Upper check valve not seating in port side trim ram.
8. Check condition of battery.
9. Replace motor assembly.
10. Broken motor/pump drive shaft.
11. Air pocket under pump.

External Mounted Hydraulic System





ELECTRICAL SYSTEM TROUBLESHOOTING

CONDITION OF TRIM SYSTEM	PROBLEM
A. Trim motor does not run when trim button is depressed.	1, 2, 4, 5, 6, 7, 8
B. Trim system trims opposite of buttons.	3
C. Cowl mounted trim buttons do not activate trim system.	2, 4, 5, 6, 7

PROBLEM

1. Battery low or discharged.
2. Open circuit in trim wiring.
3. Wiring reversed in remote control, cowl switch or trim leads.
4. Wire harness corroded through.
5. Internal motor problem (brushes, shorted armature).
6. Blown fuse(s).
7. Trim switch failure.
8. Verify relays are functioning correctly.

POWER TRIM RELAY TEST PROCEDURE

The trim motor relay system used on permanent magnet trim systems connect each of the two wires from the trim motor to either ground or positive in order to allow the motor to run in both directions.

If the motor will not run in the UP direction, it could be either the UP relay is not making contact to 12 volts **OR** the DOWN relay is not making contact to ground. The opposite is true if the system will not run DOWN. When the system is not energized, both relays should connect the heavy motor leads to ground.

To test which relay is faulty if the trim system does not operate in one direction:

1. Disconnect the heavy gauge pump wires from the trim control relay.
2. Check for continuity between the heavy leads from the trim relays to ground.

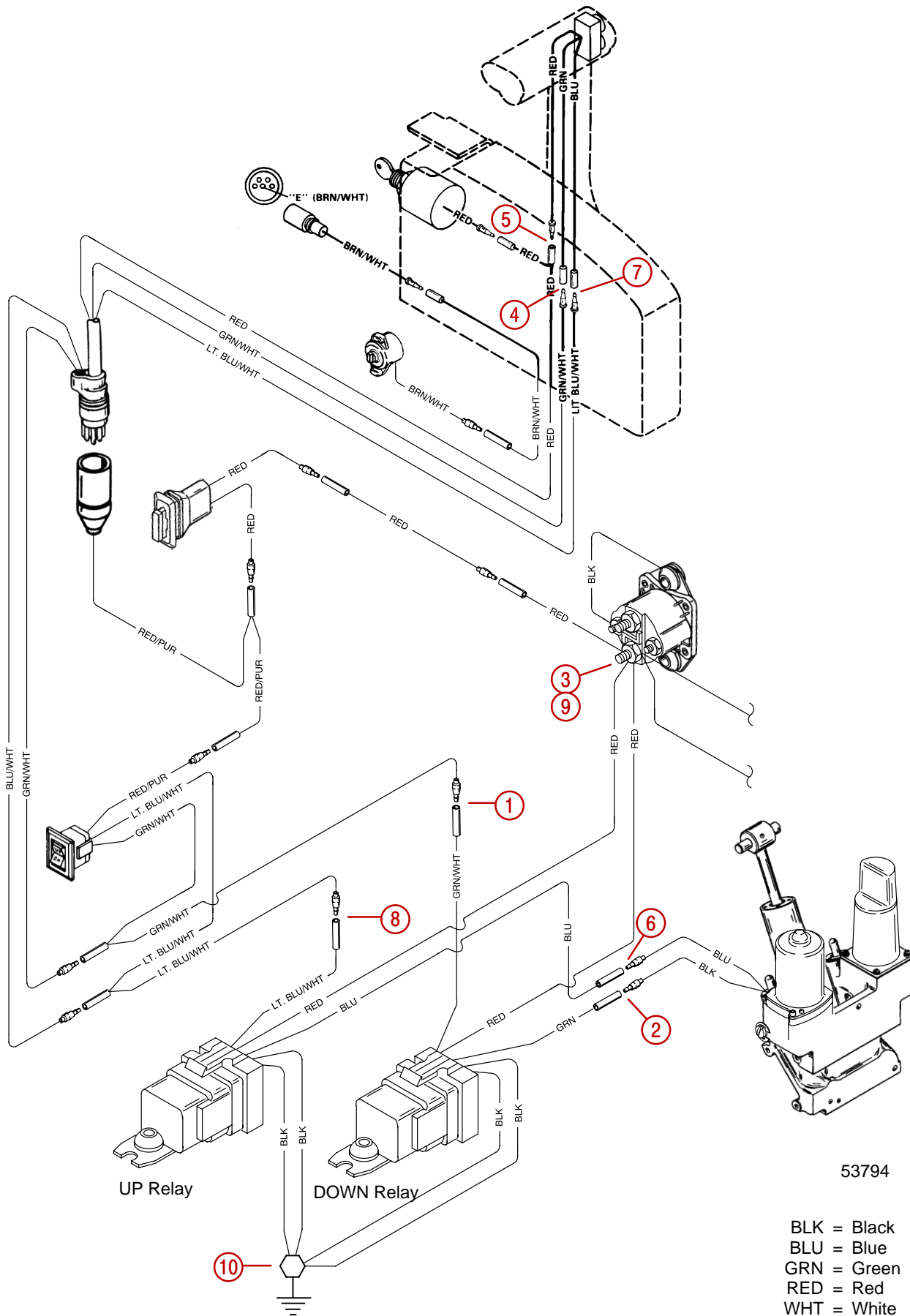
Ohmmeter Leads Between	Resistance (Ohms)	Scale Reading* (x _____)
GREEN and Ground	0	Full Continuity (Rx1)
BLUE and Ground	0	Full Continuity (Rx1)

Replace the relay that does not have continuity.

3. Connect a voltmeter to the heavy BLUE lead and to ground. You should have 12 volts on the BLUE lead when the UP switch is pushed. You should also have 12 volts on the GREEN lead when the DOWN switch is pushed. Replace the relay that does not switch the lead to positive.



Power Trim System with Relays and 2 Wire Trim Motor



53794



Electrical System Troubleshooting

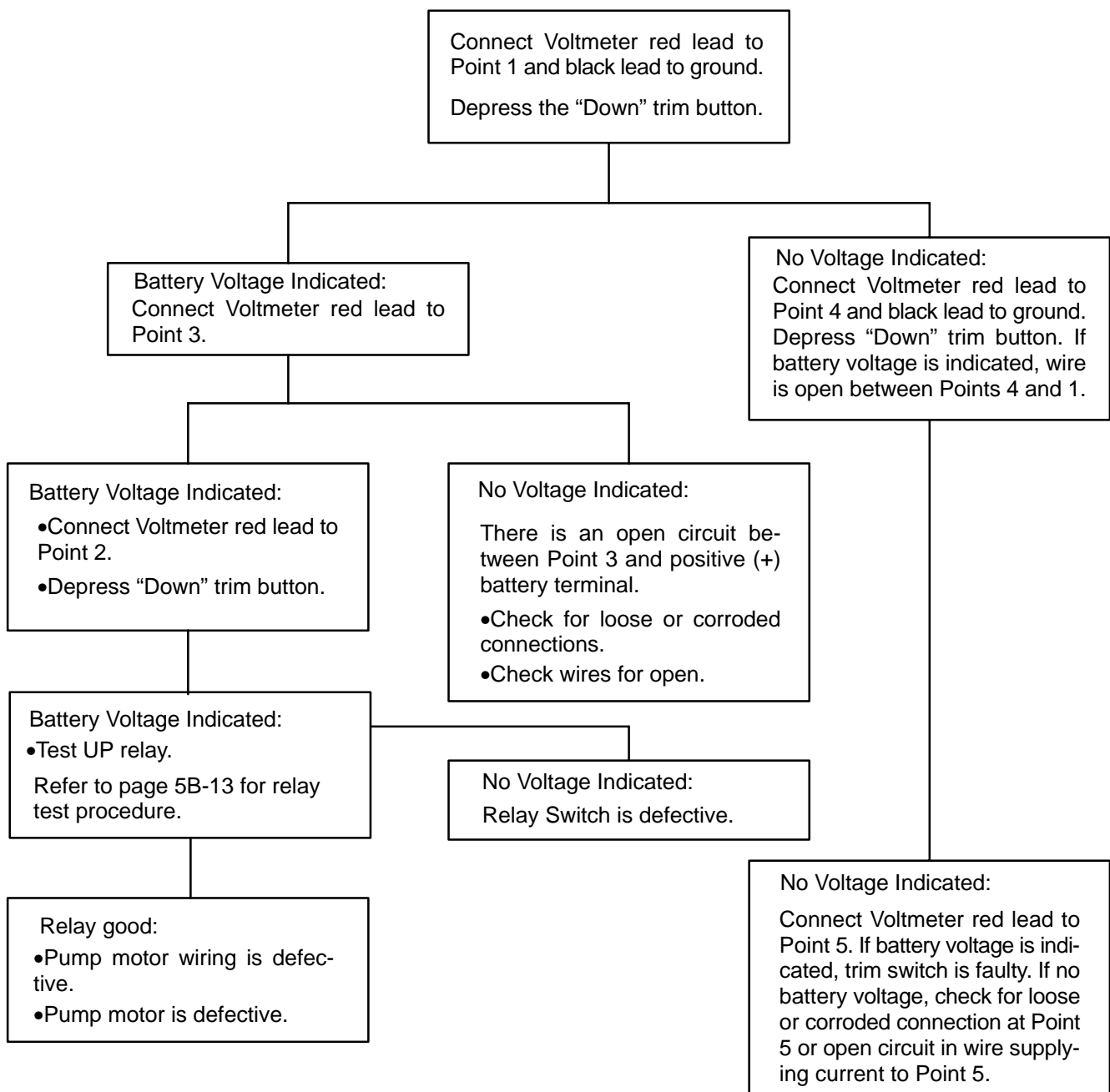
General Checks

Before troubleshooting the Power Trim electrical system, check the following:

1. Check for disconnected wires.
2. Make certain all connections are tight and corrosion free.
3. Check that plug-in connectors are fully engaged.
4. Make certain battery is fully charged.

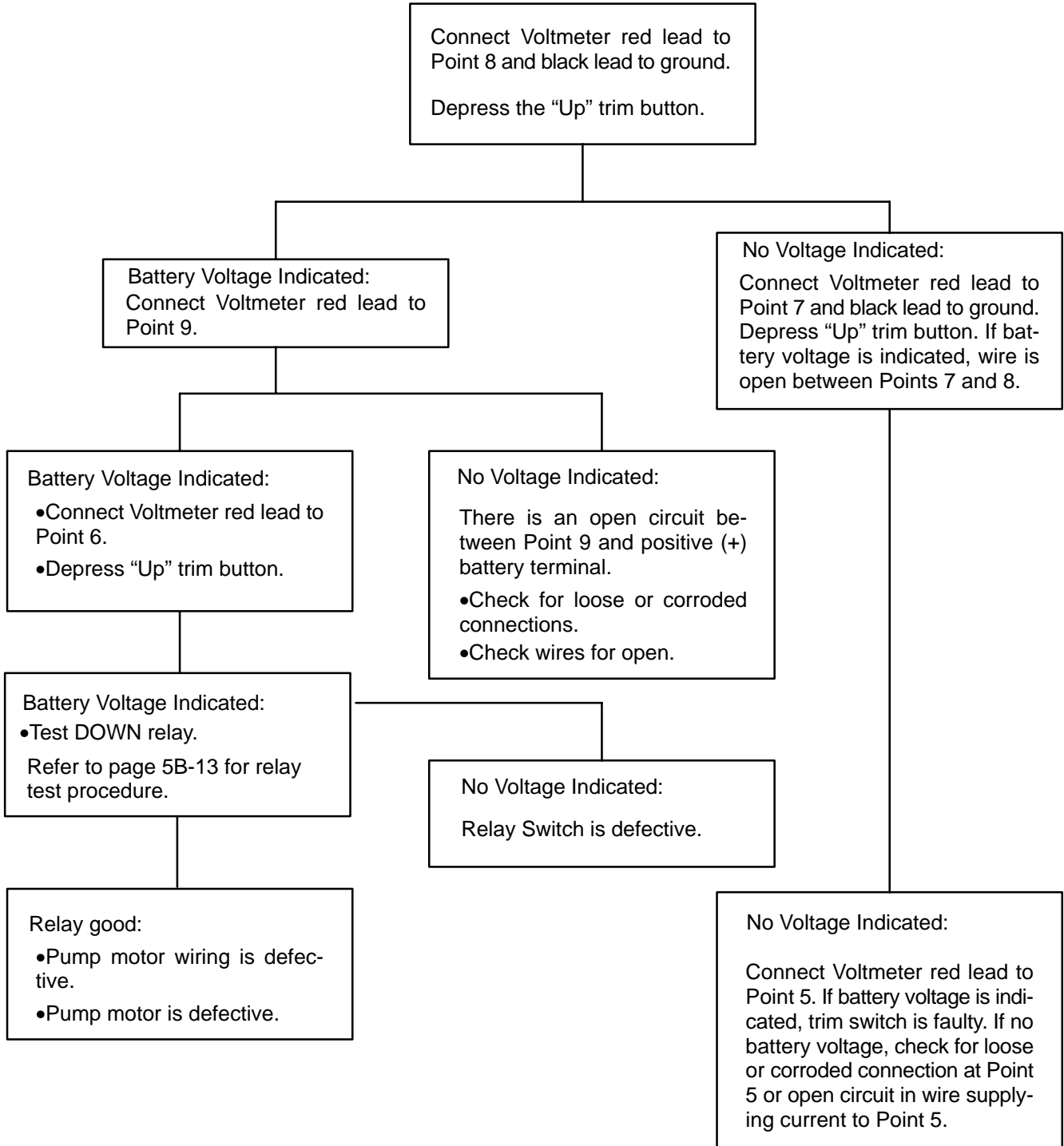
Refer to the preceding four wiring diagrams for connection points when troubleshooting the electrical systems (Connection points are specified by number.)

Troubleshooting the “Down Circuit”



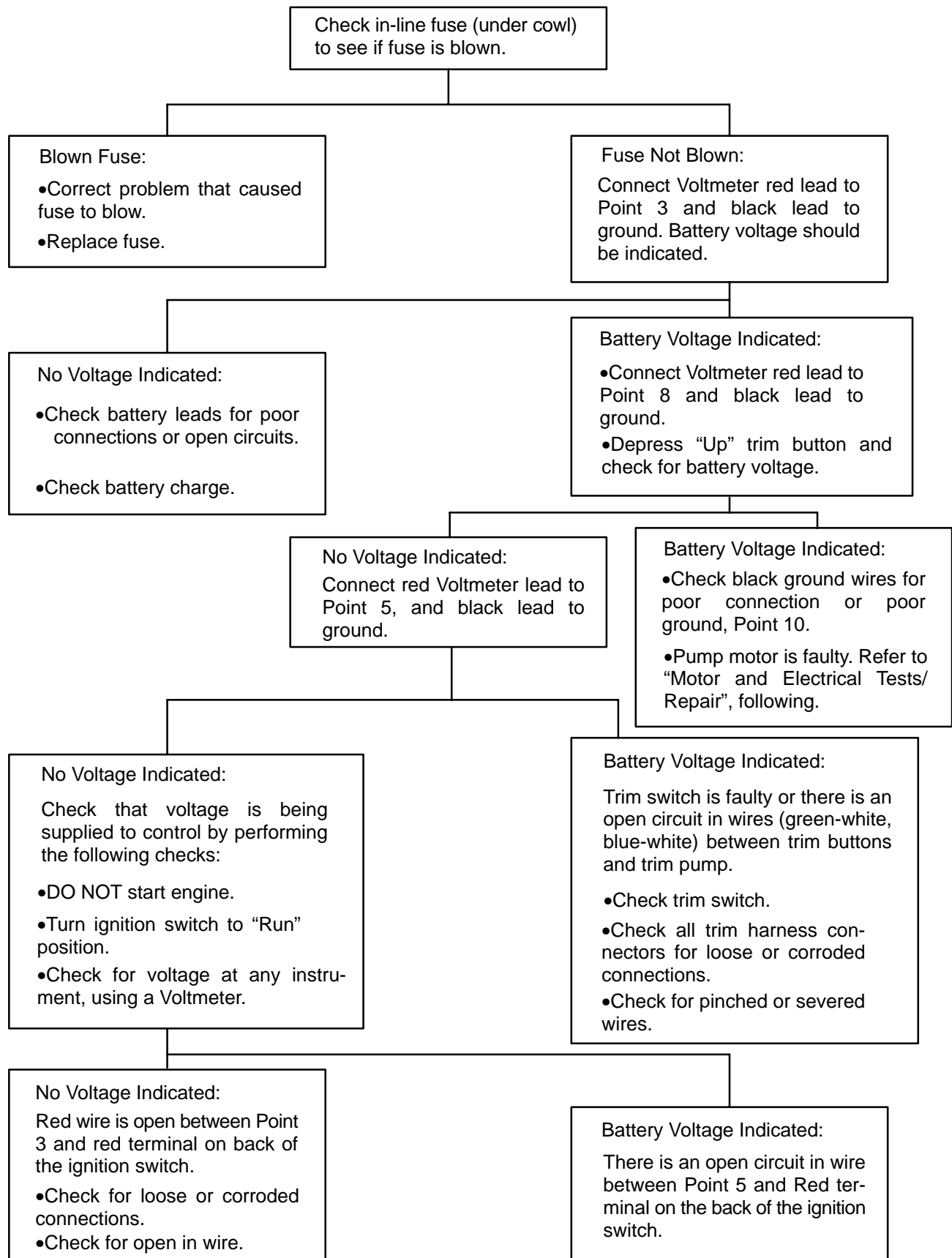


Troubleshooting the “Up” Circuit





Troubleshooting the “Down” and “Up” Circuits (All Circuits Inoperative)

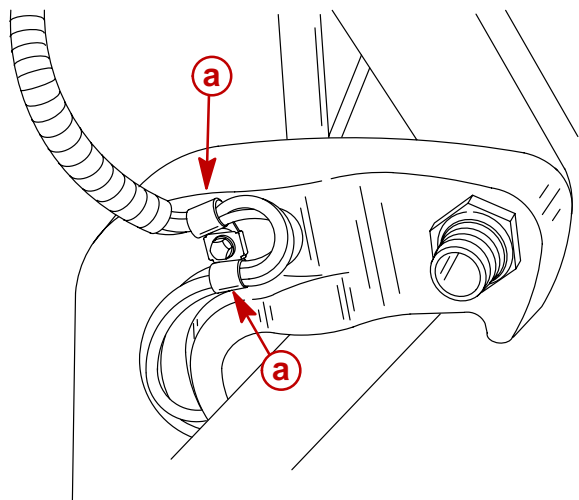




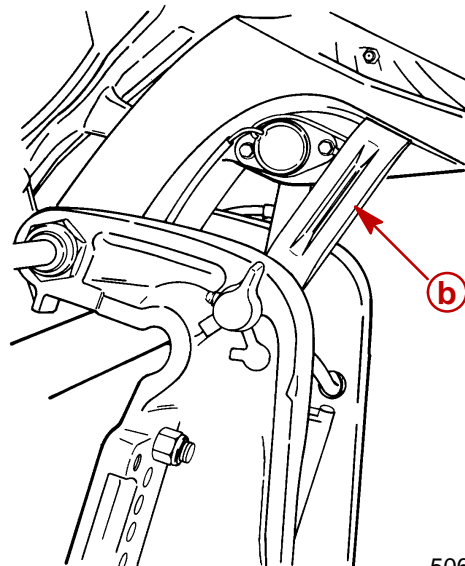
Power Trim Assembly Removal and Installation

Removal

1. Remove clamps on transom bracket to free power trim wiring.
2. Raise outboard to full "Up" position and engage tilt lock lever.
3. Remove trim indicator.



58448

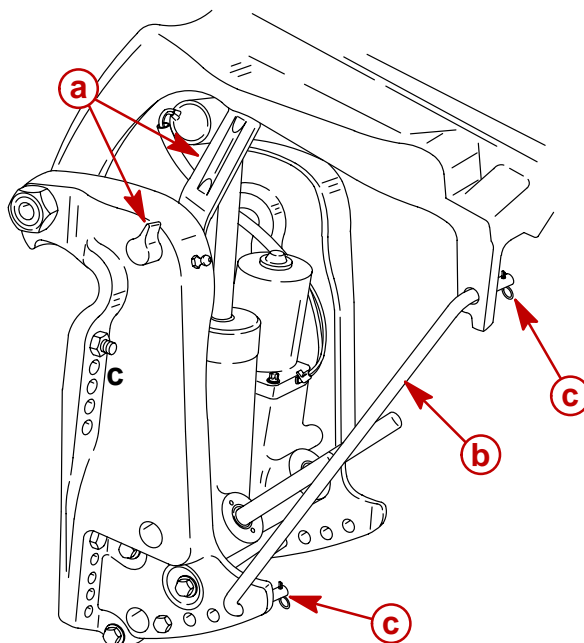


50605

- a** - Clamps
- b** - Tilt Lock Lever

⚠ WARNING

Failure to support outboard as shown could result in personal injury and/or damage to outboard or boat.



58447

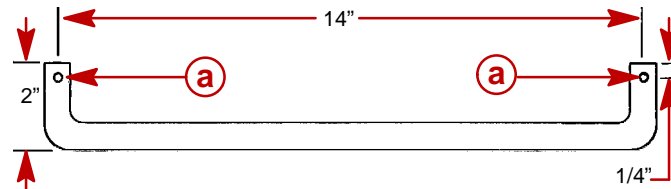
- a** - Tilt Lock Lever
- b** - Support Tool
- c** - Retaining Clips



IMPORTANT: Support outboard as shown above to prevent engine from tipping when power trim retaining pin is removed.

SUPPORT TOOL

3/8 in. diameter metal rod (a used shift shaft works well)



a - Drill holes for retaining clips

METRIC CONVERSION

14 in. = 35.56 cm.

2 in. = 50.8 mm

3/8 in. = 9.5 mm.

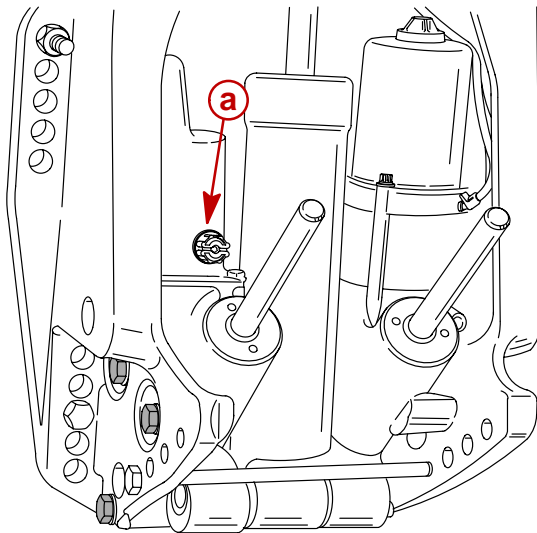
1/4 in. = 6.35 mm.

⚠ CAUTION

Disconnect battery cables at battery before removing power trim wires from solenoids.

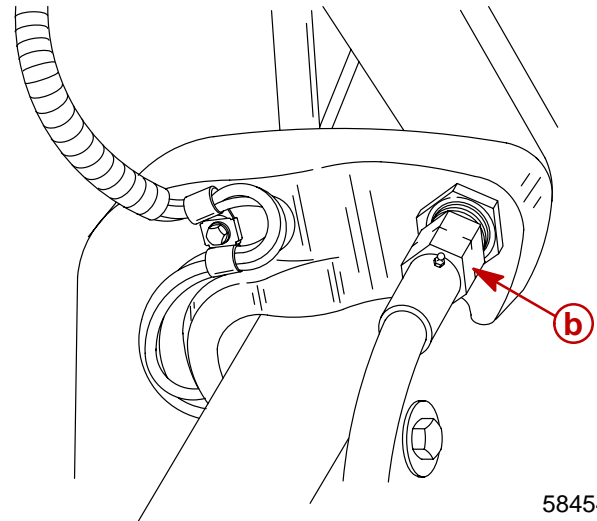
4. Disconnect (BLUE and GREEN) bullet connector harness.
5. Open filler cap and release any remaining pressure in the system.

IMPORTANT: Outboards equipped with thru-the-tilt-tube steering - remove steering link arm from end of steering cable and cable retaining nut from tilt tube.



58444

- a** - Filler Cap
b - Retaining Nut



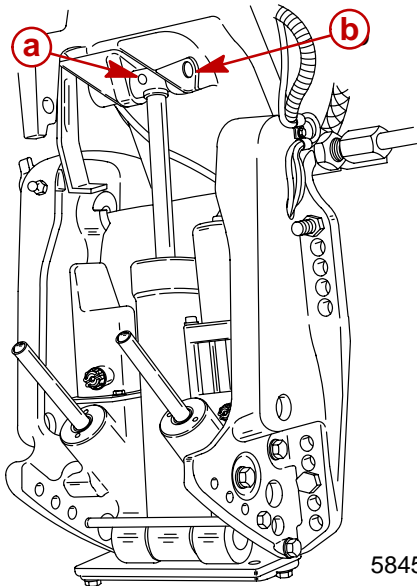
58454



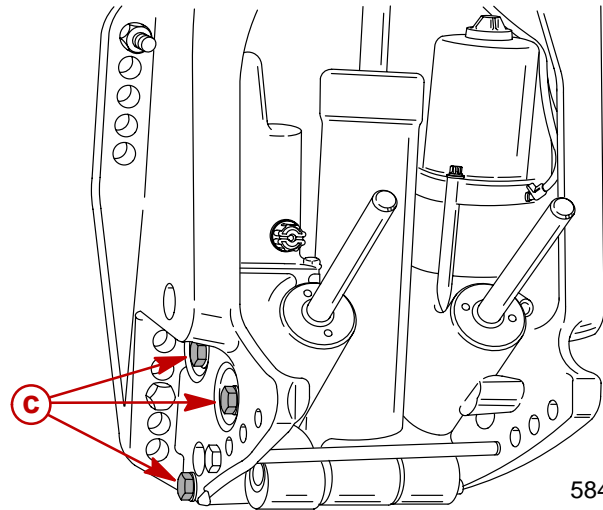
IMPORTANT: Cross pin (a) should not be reused. Replace with new cross pin.

NOTE: 6 trim mounting bolts should not be reused. Replace with new patch lock bolts.

6. Drive out cross pin, push out upper swivel pin, and remove 3 bolts and washers in port clamp bracket.

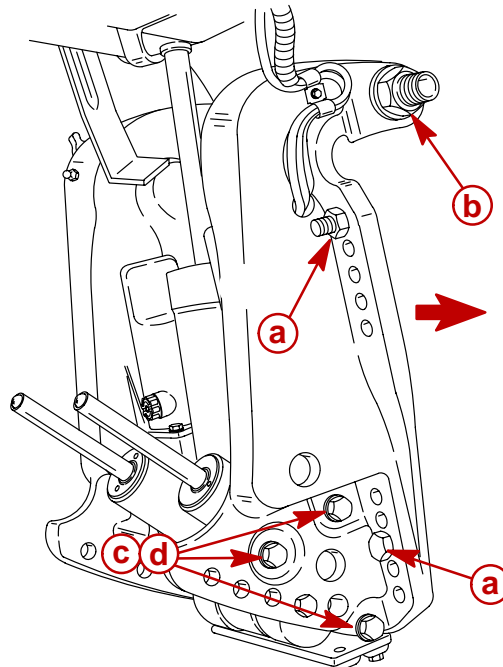


a - Cross Pin
b - Upper Swivel Pin



c - Port Transom Bracket Bolts and Washers (3). Remove to Release Trim System from Outboard.

7. Remove 3 bolts and washers and in starboard transom bracket.



a - Transom Mount Bolts (2)
b - Tilt Tube Nut (flush with end of thread)

c - Screws (3)
d - Washers (3)

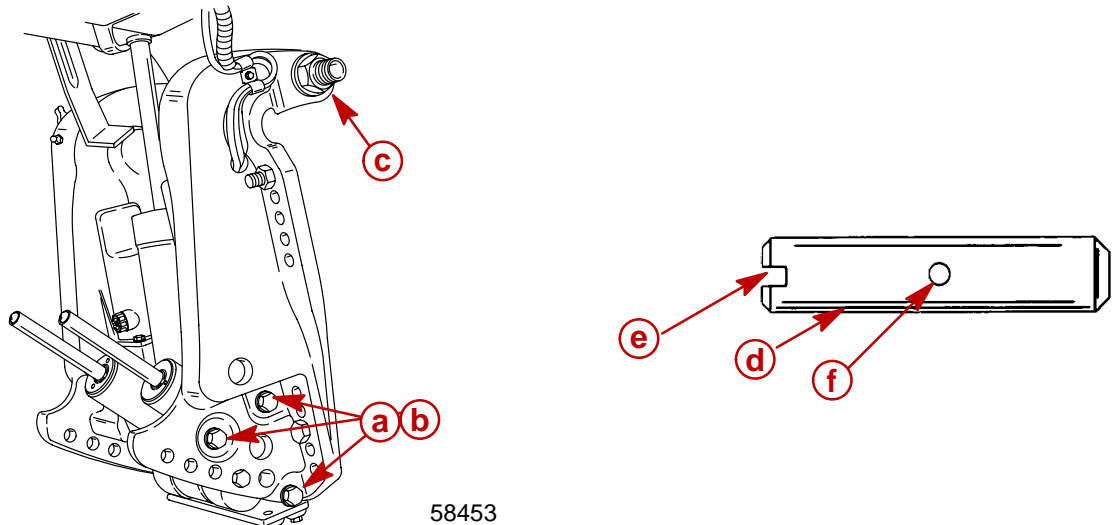
8. Remove outboard transom mounting bolts and loosen tilt tube nut until nut is flush with end of tilt tube thread. Remove system from outboard.



Installation

NOTE: Upper swivel pin bushings in swivel bracket should be inspected for wear and replaced as required. The trim rod shoes in the swivel bracket should also be replaced.

1. Paint any exposed metal surfaces to prevent corrosion.
2. Install trim system, starboard transom bracket, and tilt tube nut.
3. Use a 12 volt power source to extend tilt ram up to align upper swivel shaft hole and end of ram. Connect trim motor wires [BLUE wire to POSITIVE (+), GREEN wire to NEGATIVE (-)]. If ram extends too far, retract ram by connecting GREEN wire to POSITIVE (+) and BLUE wire to NEGATIVE (-).
4. Install Upper Swivel Pin with slotted end to left (port) side of engine.

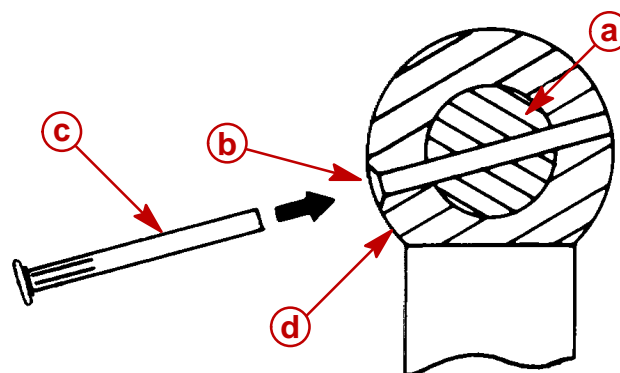


- a** - Screw (6) Torque to 45 lb. ft. (61.0 N-m)
b - Flat washer (6) Install one per screw
c - Tilt Tube Nut

- d** - Upper Swivel Pin
e - Slotted end
f - Cross hole (in line with slotted end)

IMPORTANT: Cross pin should not be reused. Install a new pin.

5. Position slot on end of swivel shaft in line with hole in tilt ram end. Insert a punch into tilt ram hole to align cross hole in upper swivel shaft. Tap new cross pin in until flush.

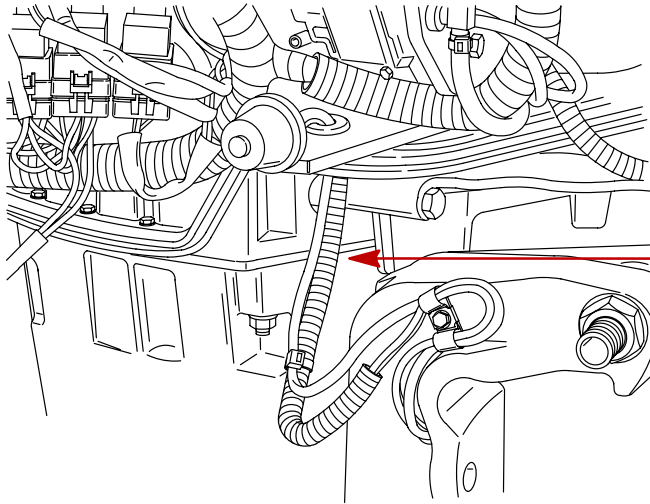


- a** - Upper Swivel Shaft (Slot is in line with cross hole)
b - Chamfered End of Hole (Faces away from transom)
c - Retaining Pin
d - Tilt Ram End

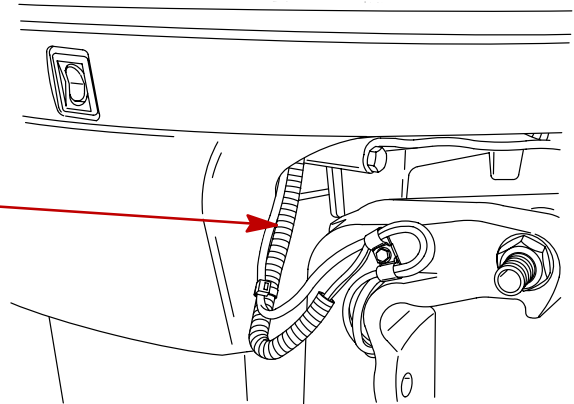
6. Connect trim motor wires to relays. Refer to Wiring Diagrams in this manual. Route trim wires as specified in this manual.



NOTE: The 2 power leads going to the trim motor should be encapsulated with conduit tubing.



56921



56922

a - Conduit Tubing

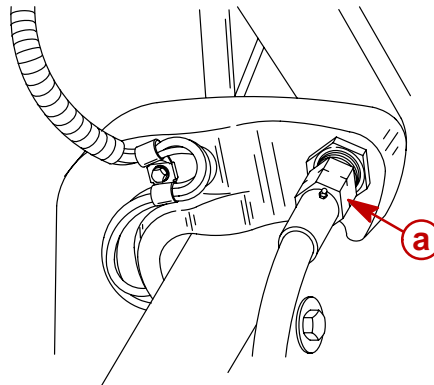
7. Apply marine sealer to shanks of mount bolts and install transom mount bolts.

IMPORTANT: Do not use an impact driver to tighten transom mount bolts.

Apply marine sealer to threads of mount bolts. Secure with flat washers and locknuts. Be sure installation is watertight.

8. Tighten tilt tube nut securely.

IMPORTANT: Outboards equipped with thru-the-tilt-tube steering: Tighten steering cable retaining nut securely to tilt tube.



58454

a - Steering Cable Retaining Nut

⚠ WARNING

Electrical wires passing through cowl openings must be protected from chafing or being cut. Follow the recommended procedures outlined in Section 1D of this Manual. Failure to protect wires as described could result in electrical system failure and/or injury to occupants of boat.

Testing Power Trim System With Test Gauge Kit (91-52915A6)

IMPORTANT: This test will not locate problems in the trim system. The test will show if the system is correct after a repair. If minimum pressures are not obtainable, the trim system requires additional repair.



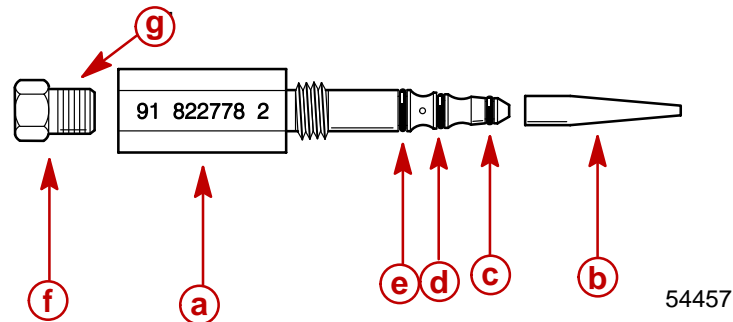
“UP” Pressure Check

IMPORTANT: Insure battery is fully charged before performing tests.

1. Tilt outboard to full “Up” position and engage tilt lock lever.
2. Slowly remove “Fill” plug to bleed pressure from reservoir.
3. Remove circlip securing manual release valve and unscrew release valve from trim assembly.

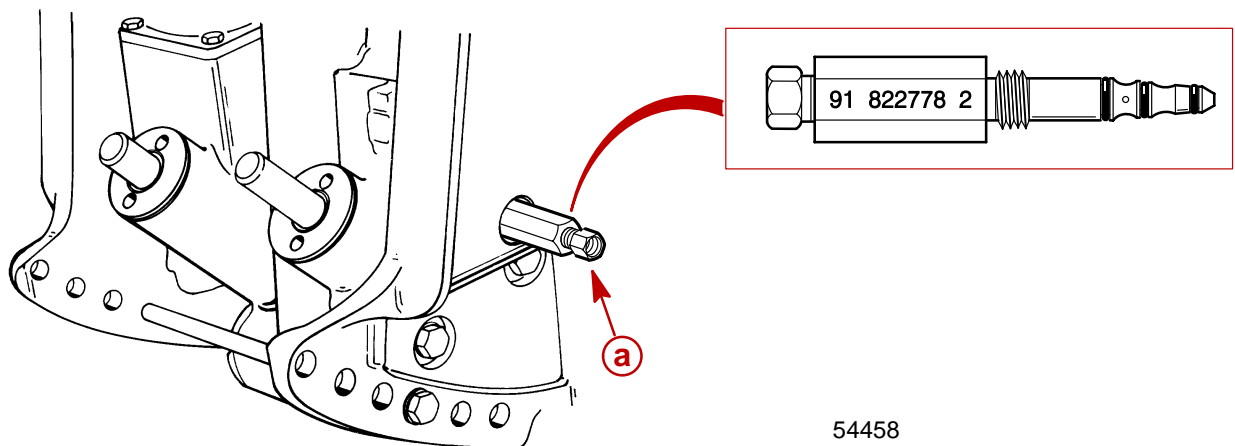
NOTE: A small amount of trim fluid may drip from manual release valve hole. Place a suitable container under trim assembly to collect any leakage.

NOTE: Assemble test adaptor by using O-ring installation tool to position small O-ring onto adaptor 1st, then install medium O-ring and lastly large O-ring. Thread brass fitting into test adaptor securely using teflon tape on threads.



- a - Test Adaptor (91-822778A2)
- b - O-ring Installation Tool
- c - Small O-ring (Install 1st)
- d - Medium O-ring (Install 2nd)
- e - Large O-ring (Install Last)
- f - Brass Fitting
- g - Apply Teflon Tape

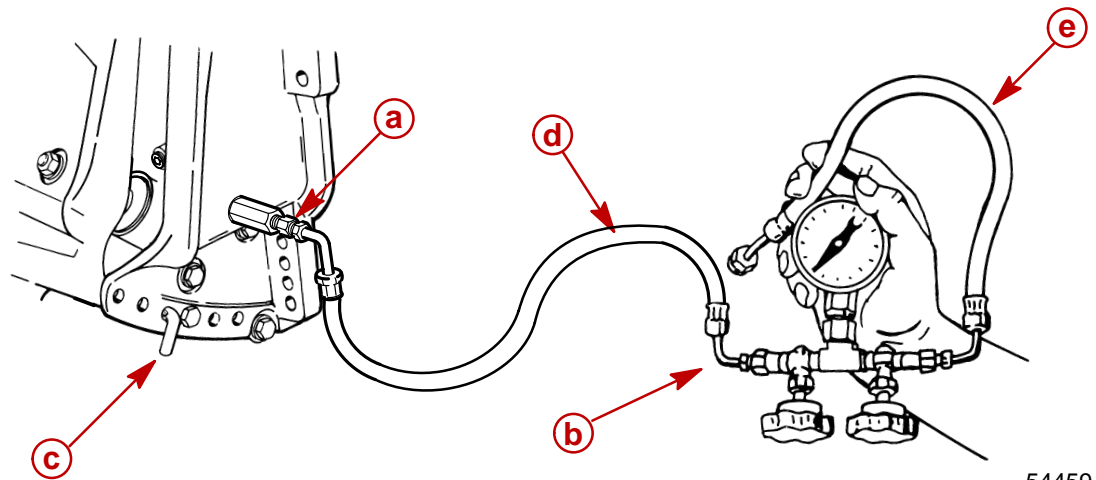
4. Install test adaptor 91-822778A2 into manual release valve hole.



- a - Test Adaptor (91-822778A2)



5. Thread hose from Test Gauge Kit (91-52915A6) into brass fitting on adaptor.



54459

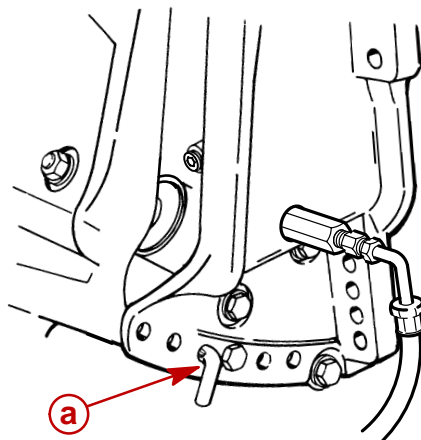
- a** - Brass Fitting
- b** - Test Gauge Assembly
- c** - Tilt Pin (Position in Hole Shown)
- d** - Hose
- e** - Hose (Not Used)

6. Reinstall fill plug.
7. Run trim "UP".
8. Disengage tilt lock lever.

**⚠ CAUTION**

Failure to install spare tilt pin (or hardened bolts and nuts) in hole shown could result in transom bracket failure and possible injury.

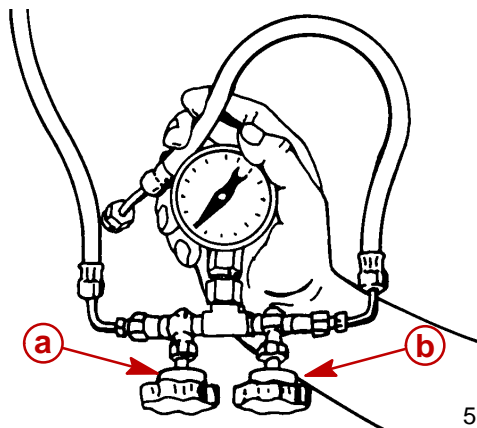
9. Move outboard "IN" until hole in swivel bracket "ear" aligns with the 3rd tilt hole in transom bracket. Lock engine in trim range by installing a 3/8 in. (9.5 mm) diameter tilt pin or two 3/8 in. (9.5 mm) hardened bolts and nuts thru the transom brackets and swivel bracket in the hole shown.



54460

a - Tilt Pin Hole (Install Spare Tilt Pin or Hardened Bolts and Nuts)

10. Open valve (a) and close valve (b).



51374

11. Run trim "UP". The minimum pressure should be 2000 P.S.I. (140.6 kg/cm²).
12. Run trim "DOWN" to release pressure and remove spare tilt pin or bolts and nuts.
13. Tilt outboard full "UP" and engage tilt lock lever.
14. Slowly remove "Fill" plug to bleed pressure.
15. Remove test gauge hose and adapter.
16. Reinstall Manual Release Valve and secure valve with circlip.
17. Retighten "Fill" plug.

NOTE: If pressure is less than 2000 PSI (140.6 kg/cm²), troubleshoot system per instructions on page 5B-16.



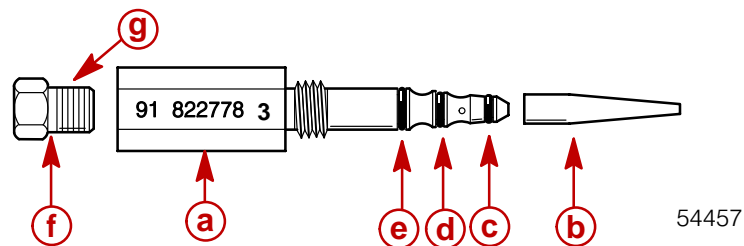
“DOWN” Pressure Check

IMPORTANT: Insure battery is fully charged before performing tests.

1. Tilt outboard to full “Up” position and engage tilt lock lever.
2. Slowly remove “Fill” plug to bleed pressure from reservoir.
3. Remove circlip securing manual release valve and unscrew release valve from trim assembly.

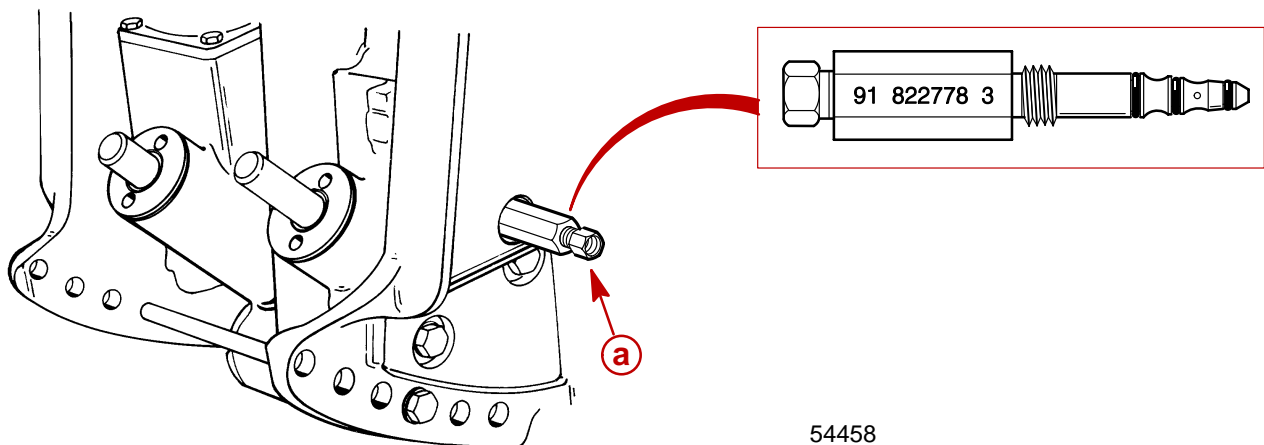
NOTE: A small amount of trim fluid may drip from manual release valve hole. Place a suitable container under trim assembly to collect any leakage.

NOTE: Assemble test adaptor by using O-ring installation tool to position small O-ring onto adaptor 1st, then install medium O-ring and lastly large O-ring. Thread brass fitting into test adaptor securely using teflon tape on threads.



- a** - Test Adaptor (91-822778A3)
- b** - O-ring Installation Tool
- c** - Small O-ring (Install 1st)
- d** - Medium O-ring (Install 2nd)
- e** - Large O-ring (Install Last)
- f** - Brass Fitting
- g** - Apply Teflon Tape

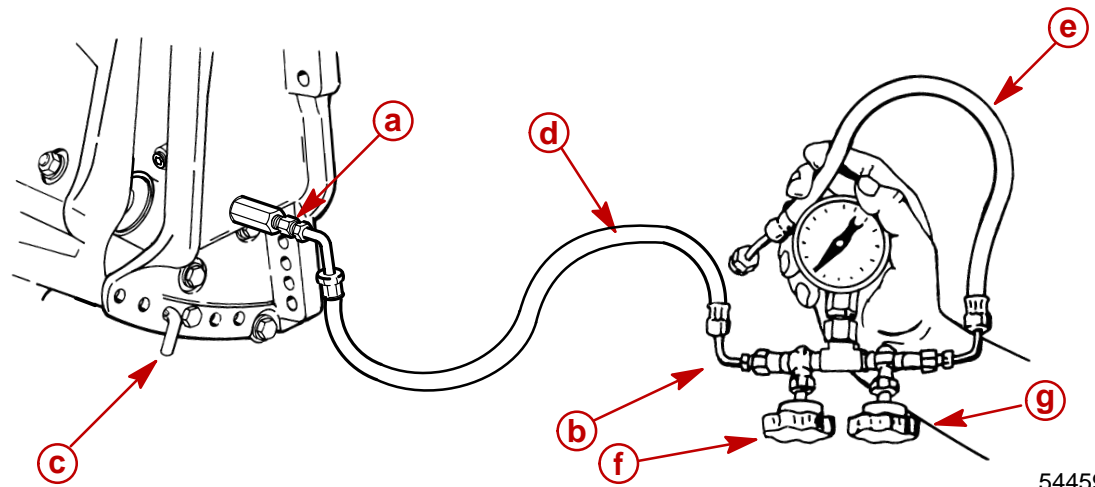
4. Install test adaptor 91-822778A3 into manual release valve hole.



- a** - Test Adaptor (91-822778A3)



5. Thread hose from Test Gauge Kit (91-52915A6) into brass fitting on adaptor.



- a - Brass Fitting
- b - Test Gauge Assembly
- c - Tilt Pin (Position in Hole Shown)
- d - Hose
- e - Hose (Not Used)
- f - OPEN Valve
- g - CLOSE Valve

6. Reinstall fill plug.
7. Run trim "UP".
8. Disengage tilt lock lever.
9. Open valve (f) and close valve (g).
10. Run trim "DOWN". Minimum pressure should be 600 P.S.I. (42 kg/cm²).
11. Tilt outboard full "UP" and engage tilt lock lever.
12. Slowly remove "Fill" plug to bleed pressure.
13. Remove test gauge hose and adaptor.
14. Reinstall manual release valve and secure valve with circlip.
15. Retighten "Fill" plug.

NOTE: If pressure is less than 600 PSI (42 kg/cm²), troubleshoot system per instructions on Page 5B-15.



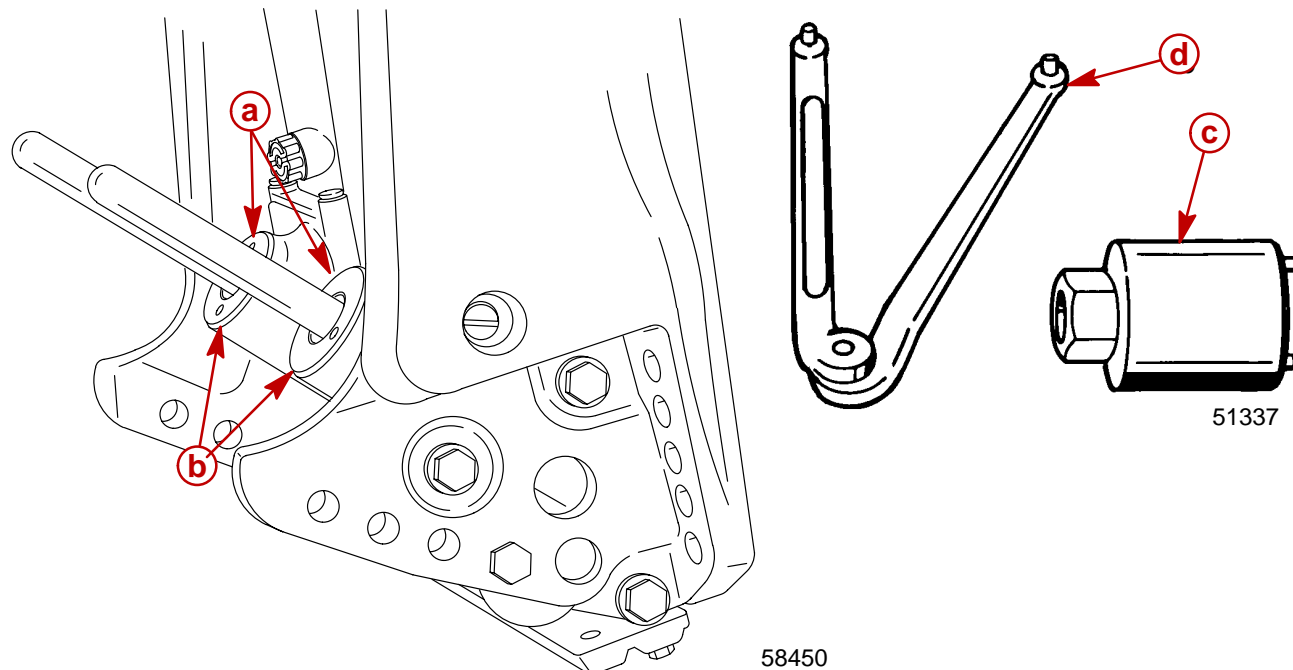
Hydraulic Repair

TRIM ROD REMOVAL AND REPAIR

NOTE: Power Trim does not have to be removed from outboard to remove trim rods.

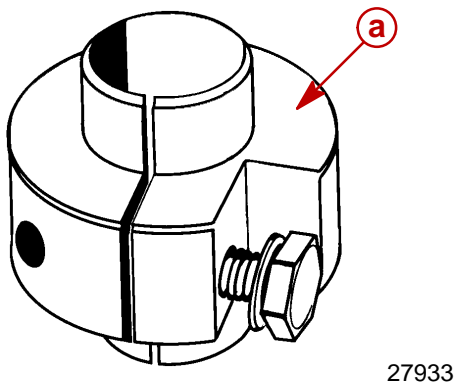
1. Tilt outboard to full "UP" position and engage tilt lock lever.
2. Slowly remove "Fill" plug to bleed reservoir pressure.
3. Turn Manual Release Valve 3 to 4 turns (counterclockwise) to bleed remaining pressure.
4. Remove trim rod cylinder caps.

NOTE: Place a clean pan under trim system to catch fluid.



- a** - Trim Rod Cylinder Cap
- b** - Turn Counterclockwise to Remove
- c** - Removal Tool (91-44487A1)
- d** - Spanner Wrench (91-74951)

5. Install trim rod removal tool and pull trim rod from cylinder.



- a** - Trim Rod Removal Tool (91-44486A1)



CLEANING AND INSPECTION - TRIM RODS AND CAPS

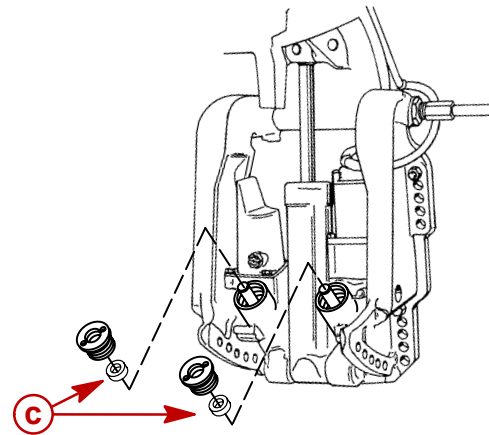
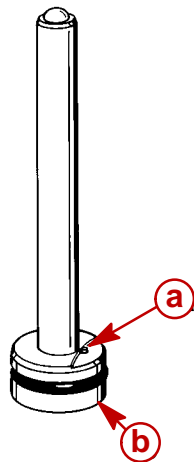
CAUTION

Do not remove check valve (a). Check valve is preset to operate at a specific pressure. Removal and installation of check valve could result in improper operating pressure and possible system damage.

NOTE: Check valve is in port side trim rod only.

NOTE: Certain models may have trim limit reducers installed on the trim rod to limit trim out angle. Each reducer limits the amount of total trim by 2°. A maximum of 5 reducers may be installed on each trim rod.

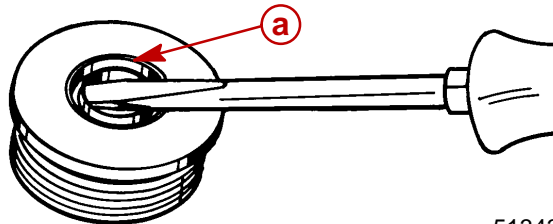
1. Inspect check valve and check valve screen for debris; if debris cannot be removed, replace trim rod assembly. Clean trim rod with parts cleaner and dry with compressed air.



- a - Check Valve
- b - Check Valve Screen
- c - Trim Limit Reducers

Trim Rod End Cap Seal

1. Inspect trim cap end seal and replace if damaged or if seal does not keep trim rod clean.
2. Inspect trim cap internal o-ring and replace if damaged or worn.
3. Inspect inner surface of the cap and if worn, replace trim cap.



- a - Seal (remove as shown)

4. Install new seal with seal lip up.

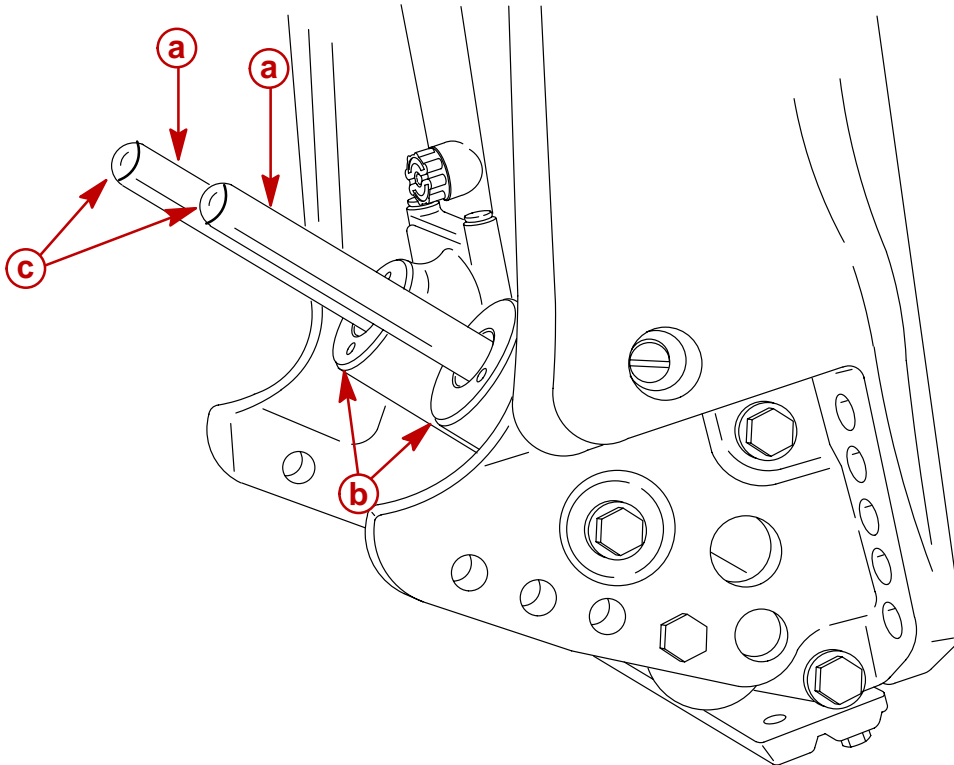


TRIM ROD INSTALLATION

IMPORTANT: Components must be free of dirt and lint. Any debris in the system can cause system to malfunction.

NOTE: Install trim rod with check valve in the port (left) cylinder.

1. Apply ATF Dexron III or Quicksilver Power Trim and Steering Fluid on all O-rings and seals before installation.
2. Install trim rods and caps. Use installation tool (91-44487A1) or spanner wrench (91-74951) to tighten caps securely – 70 lb. ft. (95 N m).



58450

- a** - Trim Rods
- b** - Cylinder End Caps
- c** - Rod End Rollers (lubricate with Quicksilver Anti-Corrosion Grease or Special Lubricant 101)

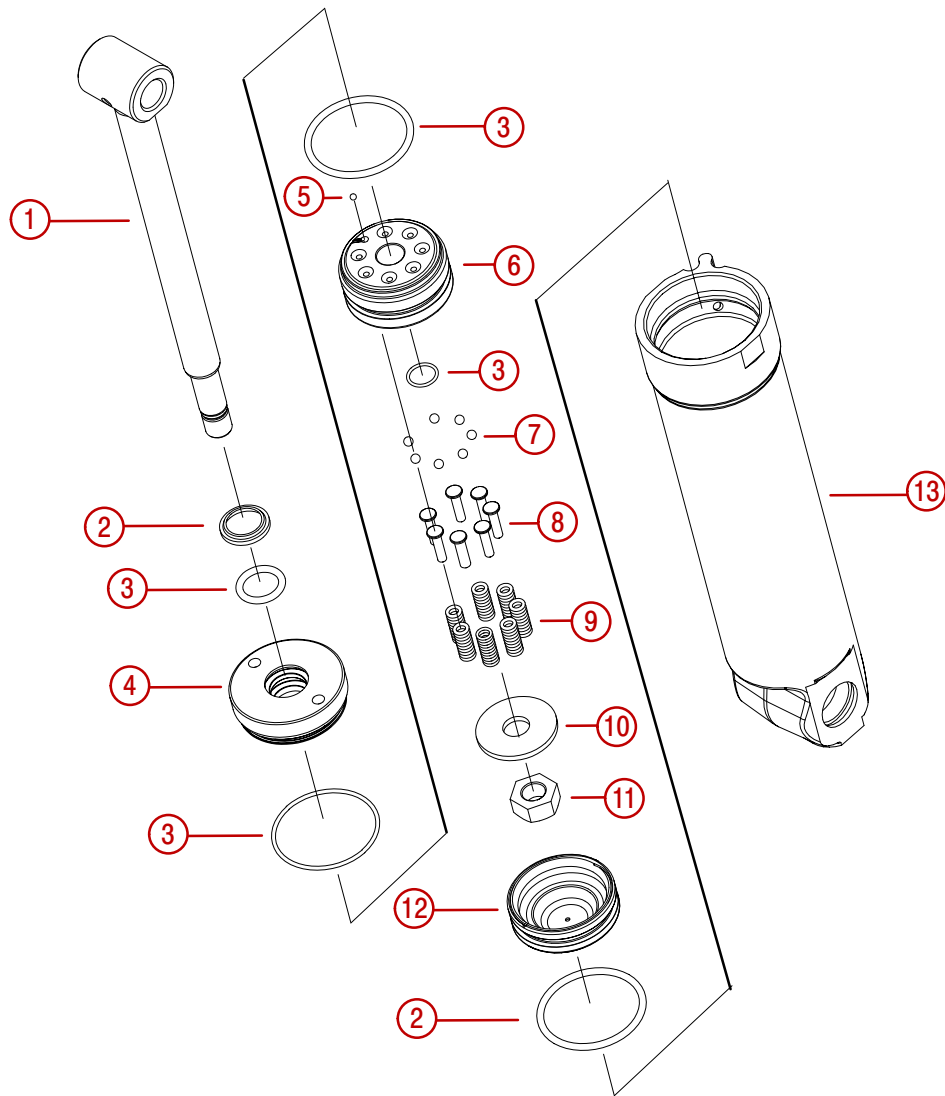


Tilt Ram

REMOVAL - TILT ROD ASSEMBLY ONLY

NOTE: Tilt Rod Assembly can be removed from cylinder without removing entire power trim system from outboard.

TILT RAM COMPONENTS



- 1 - Tilt Cylinder Rod
- 2 - Scraper Seal
- 3 - O-ring*
- 4 - Cylinder Cap
- 5 - Return Ball
- 6 - Shock Piston
- 7 - Shock Balls
- 8 - Spring Keepers – (1 is RED)

- 9 - Shock Springs – (1 is RED for low speed trail over)
- 10 - Washer
- 11 - Nut
- 12 - Memory Piston
- 13 - Housing

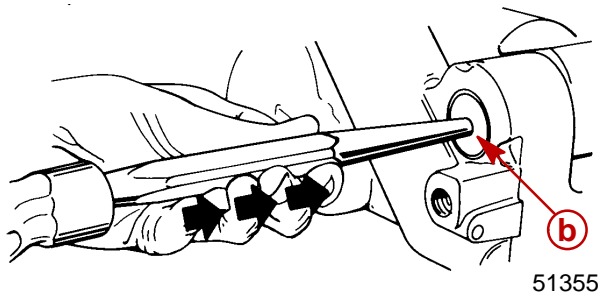
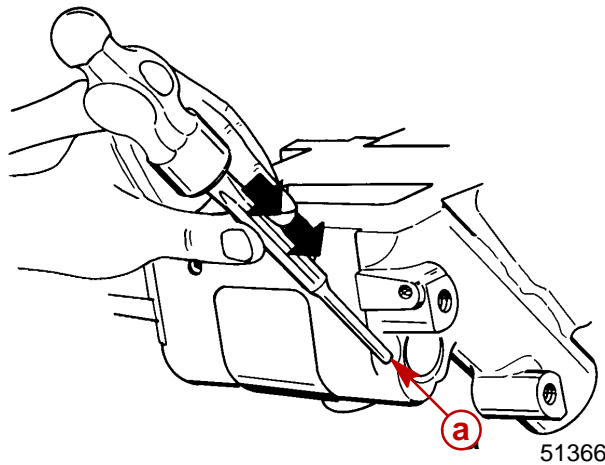
*O-ring Repair Kit Available, P.N. 811607A1 (Includes item 7, Oil Seal)



TILT RAM REMOVAL - POWER TRIM SYSTEM REMOVED FROM OUTBOARD

CAUTION
Insure trim system is depressurized prior to tilt ram removal.

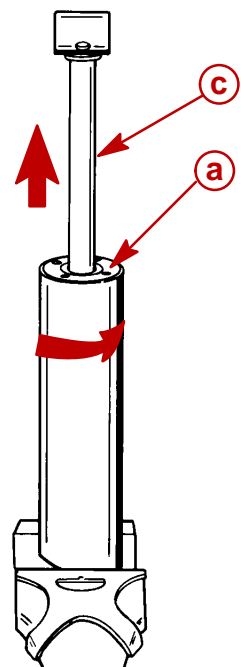
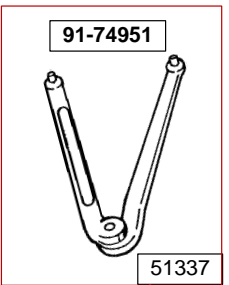
1. Remove cross pin.
2. Remove lower swivel pin.



- a** - Cross Pin (Remove as shown)
- b** - Lower Swivel Pin (Remove as shown)

Disassembly

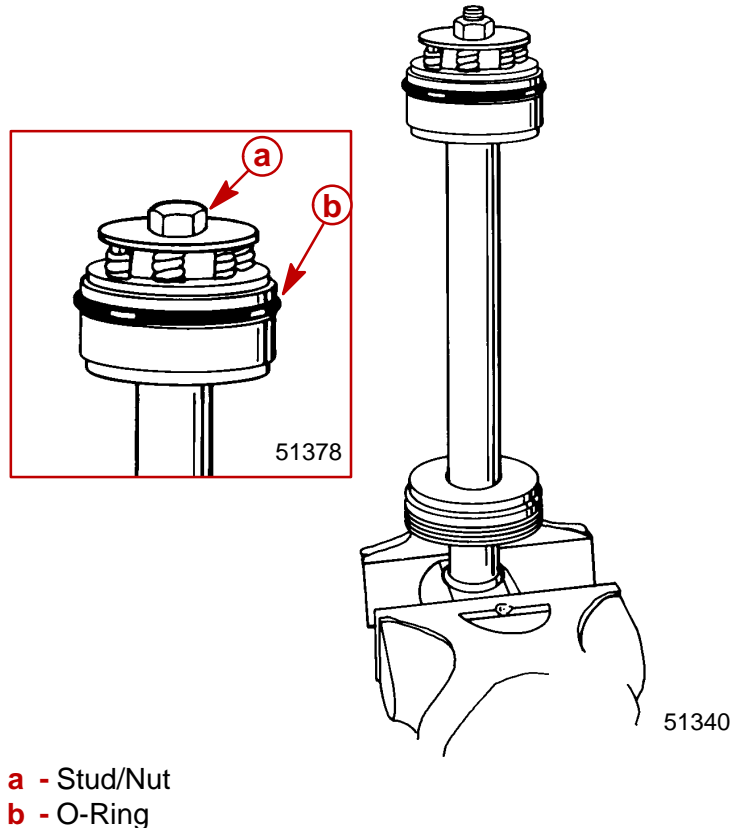
1. Secure tilt ram in a soft jawed vise. Remove tilt rod and cap.



- a** - Cap (Turn Counterclockwise to Remove)
- b** - Spanner Wrench (91-74951)
- c** - Tilt Rod - Pull to Remove



2. Clamp tilt rod in a soft jawed vise. Remove bolt or nut as applicable to disassemble rod assembly. Remove O-ring.

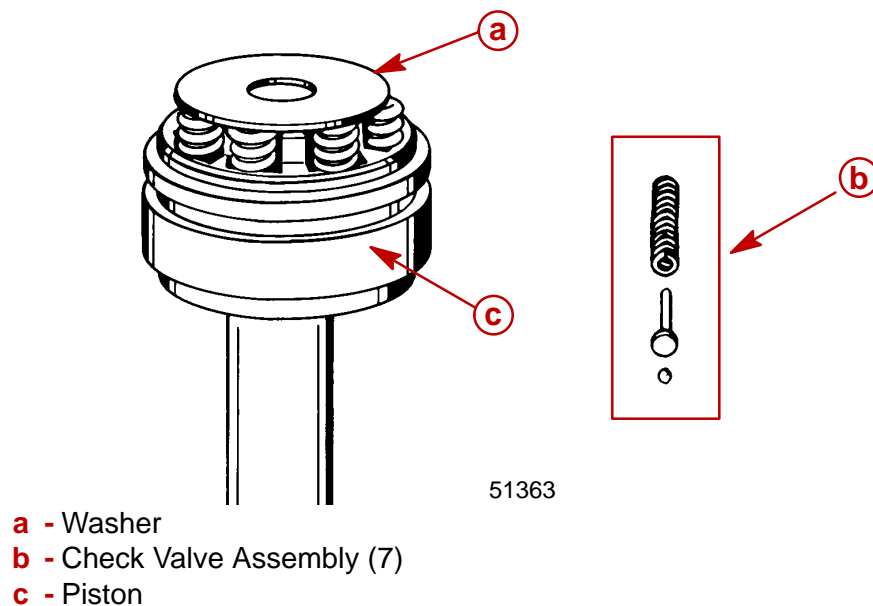


IMPORTANT: Note Design 1 and 2 on page 5B-30. Design 1 tilt rod assembly replaces either tilt rod assembly. Either design will fit as a (replace) cylinder assembly complete.

Design 2 will NOT fit a cylinder originally using a Design 1 tilt rod assembly. Memory Pistons for Design 1 and 2 differ also and must be used only on the cylinder the piston was removed from.

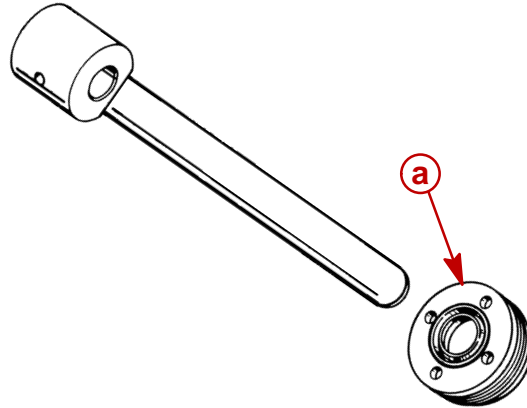
3. Remove washer, check valve assemblies, and piston.

NOTE: Check valve held in by roll pin can be cleaned but not removed.





4. Remove end cap from tilt rod.

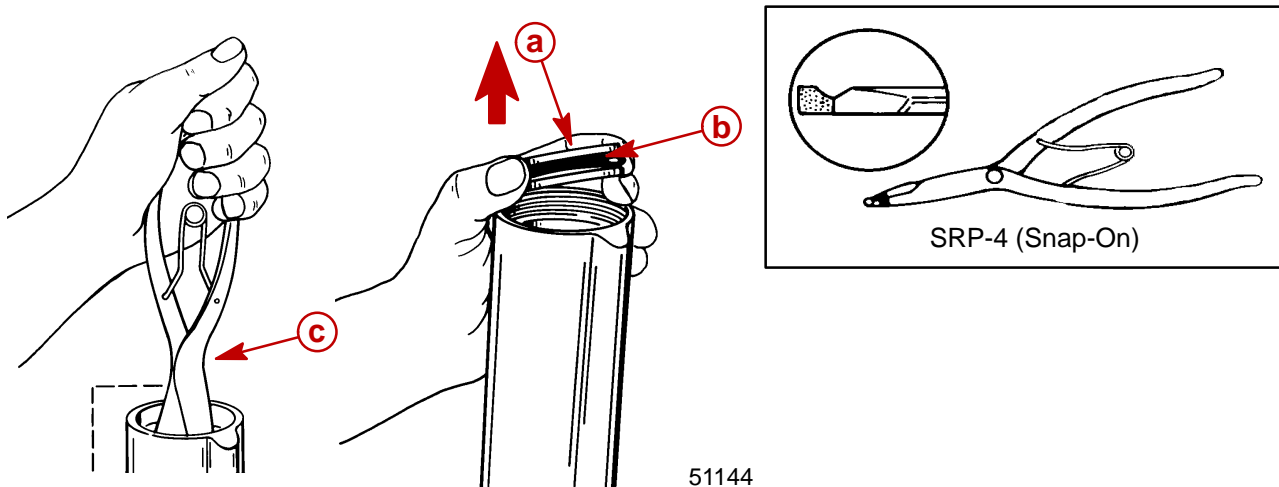


a - End Cap

51376

Memory Piston Removal

1. Remove memory piston from cylinder using Snap-On lock ring pliers SRP-4 or similar tool.
2. Remove o-ring from memory piston.



a - Memory Piston
b - O-Ring
c - Snap-On Pliers SRP-4

51144



Cleaning/Inspection/Repair

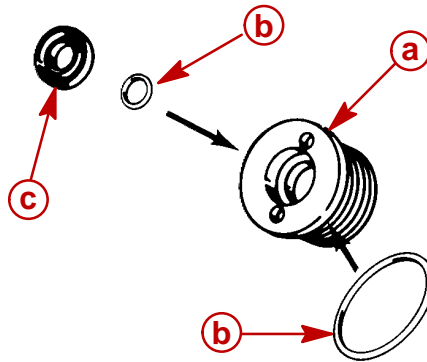
1. Inspect all internal parts for damage or wear. Clean and replace parts as necessary.
2. Inspect tilt rod for scratches. Replace scraper seal in rod end cap if tilt rod is scratched or worn.
3. Slight scratches or tool marks less than 0.005 in. (0.1 mm) deep in cylinder are acceptable.

IMPORTANT: Components must be dirt and lint free. Slightest amount of debris in Power Trim system could cause system to malfunction.

4. Clean shock rod and components with parts cleaner and dry with compressed air.
5. It is recommended that all O-rings in trim system be replaced.
6. Lubricate all o-rings with Quicksilver Power Trim Fluid (92-90100A12). If not available, use automotive (ATF) automatic transmission fluid.

Scraper Seal Replacement

1. Remove components from end cap.



- a - Cap
- b - O-ring (2)
- c - Scraper Seal

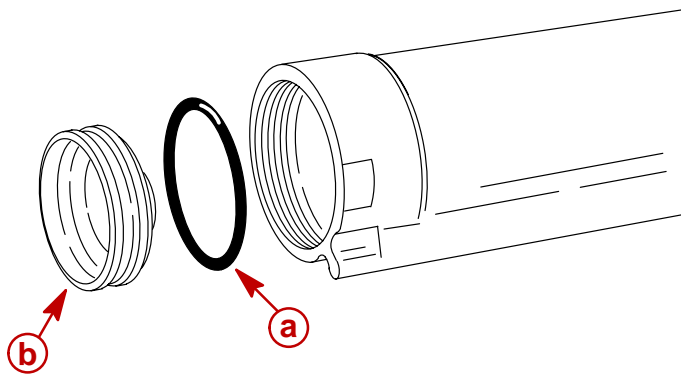


REASSEMBLY

IMPORTANT: Components must be clean for reassembly. Any debris in the system can cause the system to malfunction.

NOTE: Refer to "Tilt Ram Components" for proper O-ring sizes.

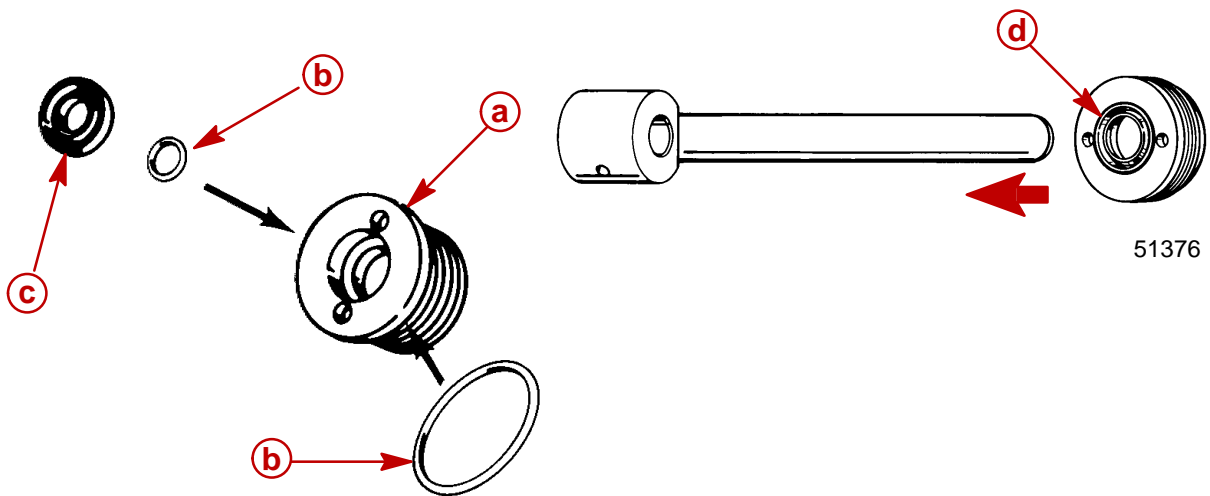
1. Apply ATF Dexron III or Quicksilver Power Trim and Steering Fluid on O-rings prior to reassembly.
2. Install O-ring on Memory Piston Cup and install in cylinder.
3. Inspect and replace as required 3 o-rings in the bottom of the tilt cylinder.
4. Inspect and replace as required 3 pivot pin o-rings in the manifold.



a - O-ring
b - Memory Piston Cup

58462

5. Assemble end cap.
6. Install end cap.

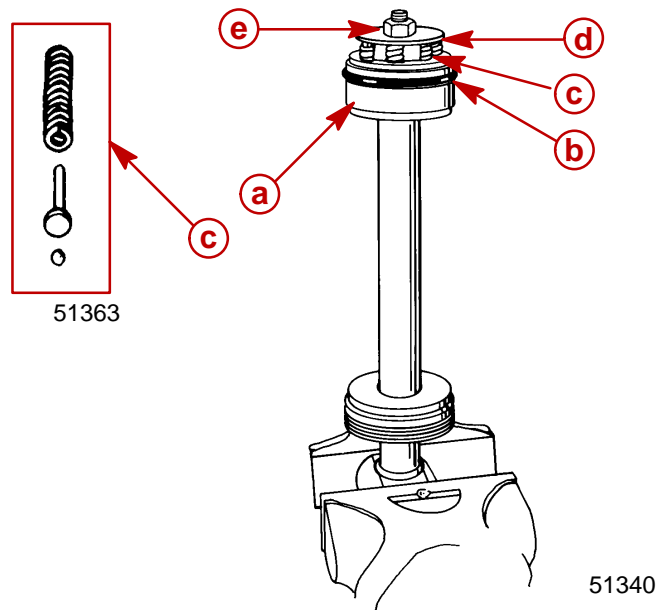


a - End Cap
b - O-ring (2)
c - Scraper seal
d - End Cap

51376

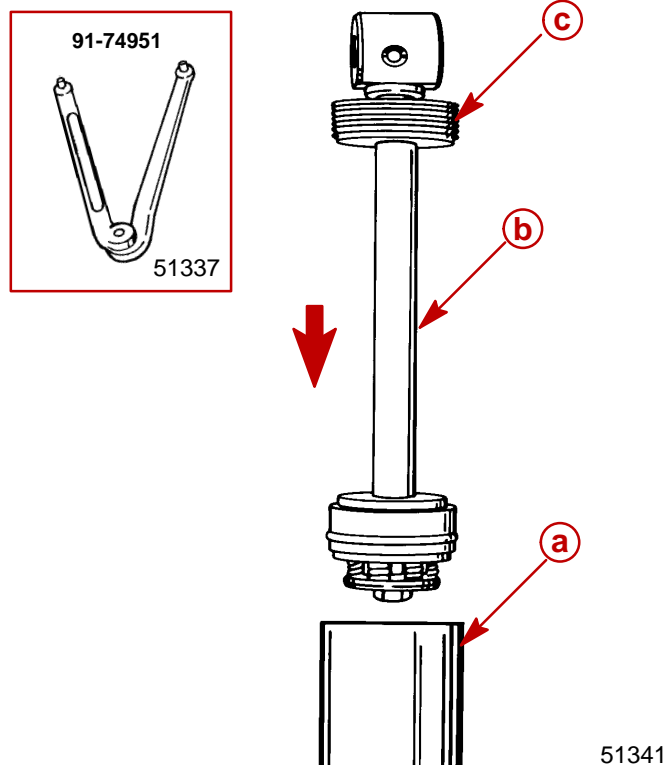


7. Install components on rod.



- a** - Piston
- b** - O-ring
- c** - Check Valve Assembly (7)
- d** - Washer
- e** - Locknut [Torque to 95 lb. ft. (129 N m)]

8. Clamp cylinder in a soft jawed vise and install tilt rod assembly. Use spanner wrench and tighten end cap securely. Torque end cap to 45 lb. ft. (61 N m).

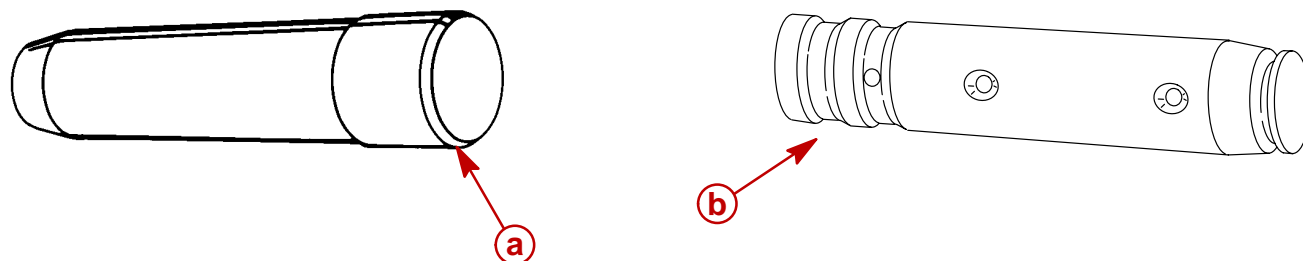


- a** - Cylinder
- b** - Tilt Rod Assembly
- c** - End Cap (Tighten Securely.) Use Spanner Wrench.



TILT RAM ASSEMBLY INSTALLATION

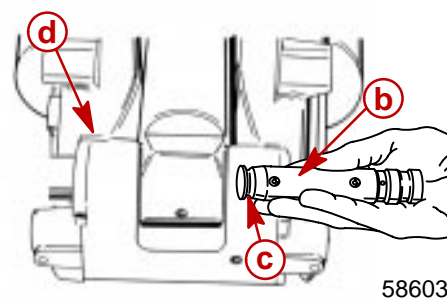
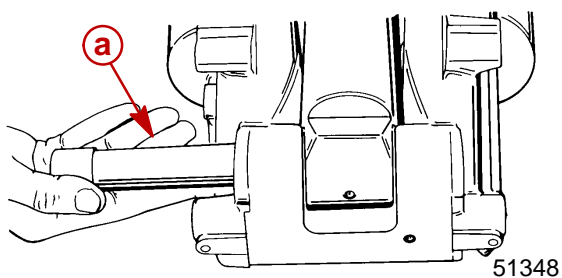
1. Lubricate alignment tool (91-11230) and shaft. Use ATF Dexron III or Quicksilver Power Trim and Steering Fluid.



a - Alignment Tool (91-11230)

b - Shaft

2. Align tilt ram and housing using alignment tool.
3. Install shaft.



a - Alignment Tool (91-11230)

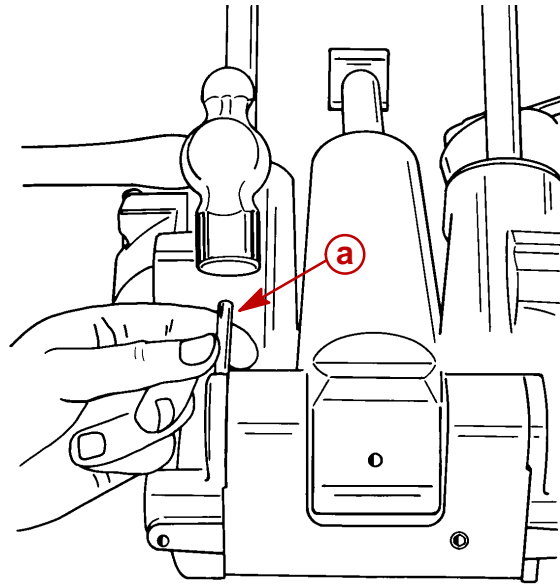
b - Shaft

c - Groove

d - Hole [Groove (c) will Align with this Hole]



4. Drive pin in until flush.



51356

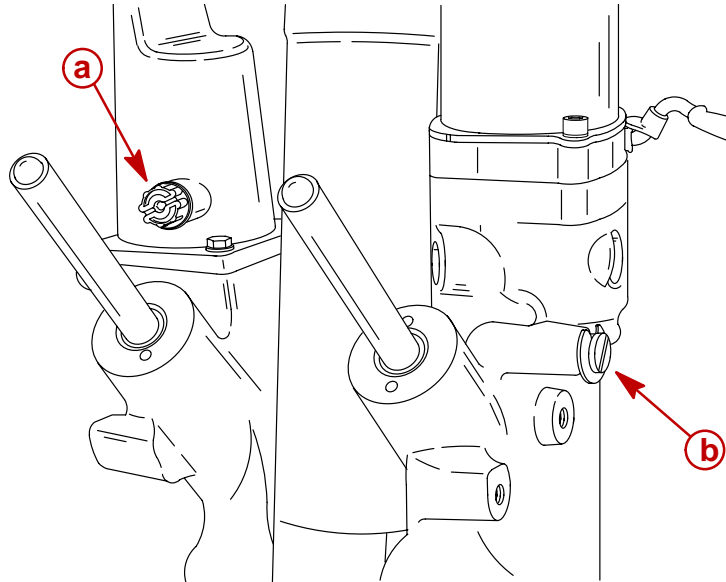
a - Pin (Drive Against Knurled End)



Power Trim Disassembly

IMPORTANT: Power trim is pressurized. Trim rams must be in the full up position (fully extended) prior to fill/drain plug or manual release valve removal.

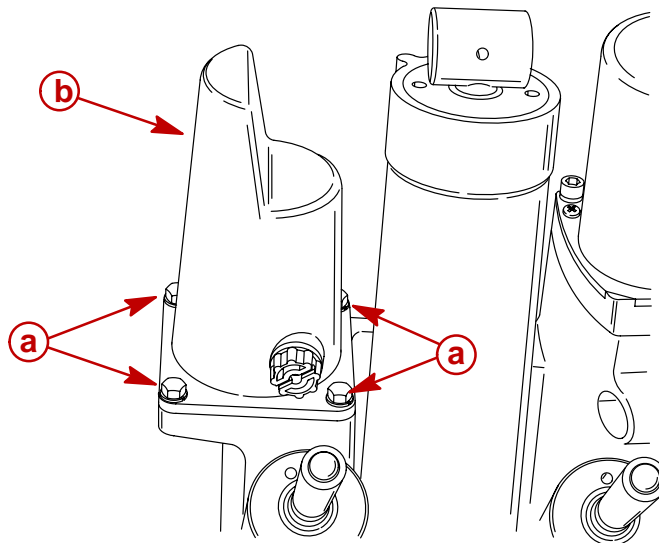
1. Remove reservoir cap to drain oil.
2. Remove manual release valve to drain any remaining oil.



58604

- a** - Reservoir Cap
- b** - Manual Release Valve

3. Remove 4 screws securing reservoir cover and remove cover.

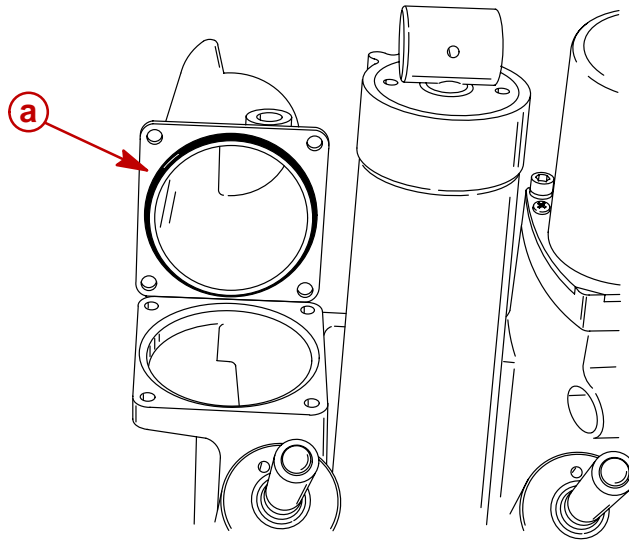


58606

- a** - Screws (4)
- b** - Reservoir Cover



4. Inspect reservoir cover o-ring for cuts or abrasions. Replace o-ring as required.

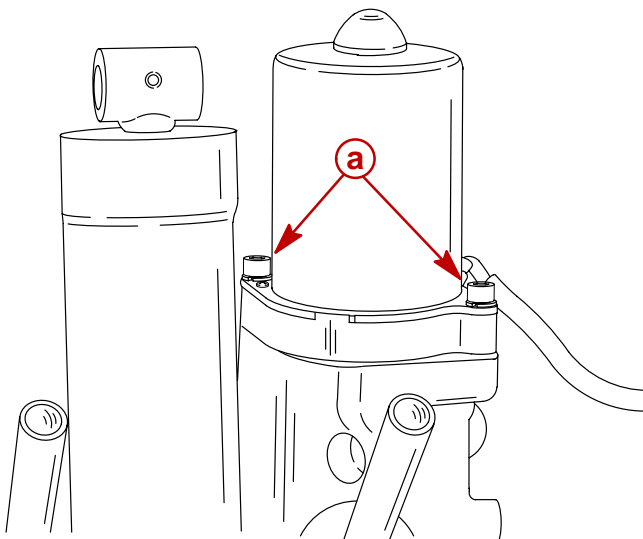


58605

a - O-Ring

Trim Motor Removal

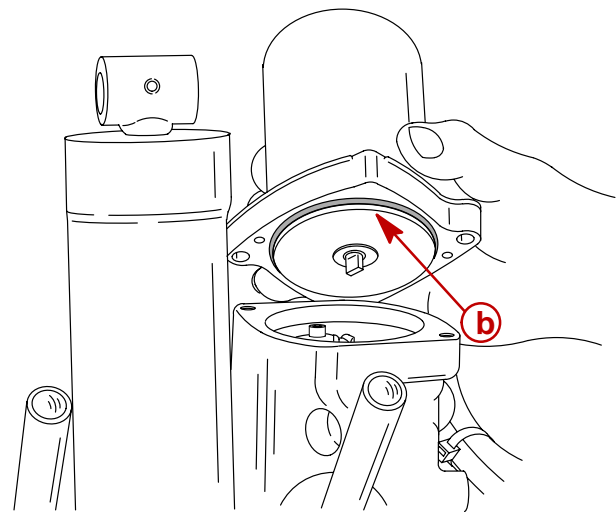
1. Secure power trim assembly in a soft jaw vise.
2. Remove 2 screws securing motor and remove motor. Remove motor o-ring (yellow) and coupler.
3. Inspect o-ring for cuts and abrasions. Replace o-ring as required.



58611

a - Screws and Washers

b - O-Ring (YELLOW)



58610

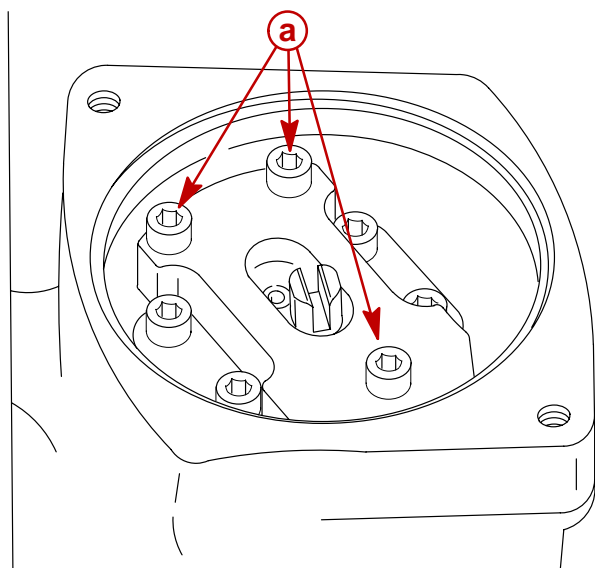


Pump and Component Removal

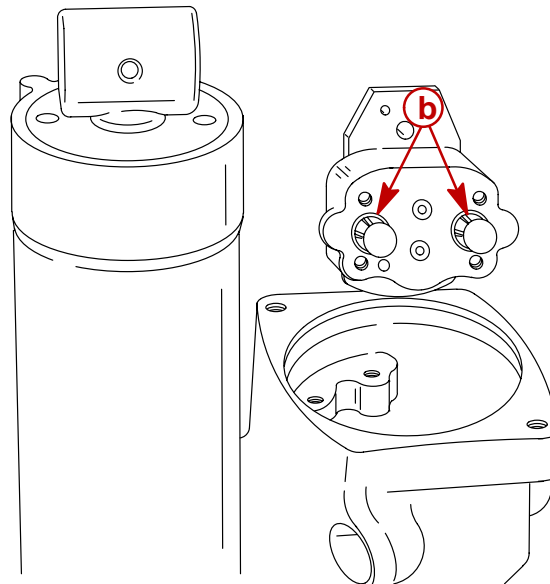
1. Remove 3 screws securing oil pump.

NOTE: There are no serviceable parts within the oil pump. Failure of or damage to internal components of the pump requires pump assembly replacement.

2. Inspect filter/o-ring assemblies on bottom of oil pump. Replace as required.



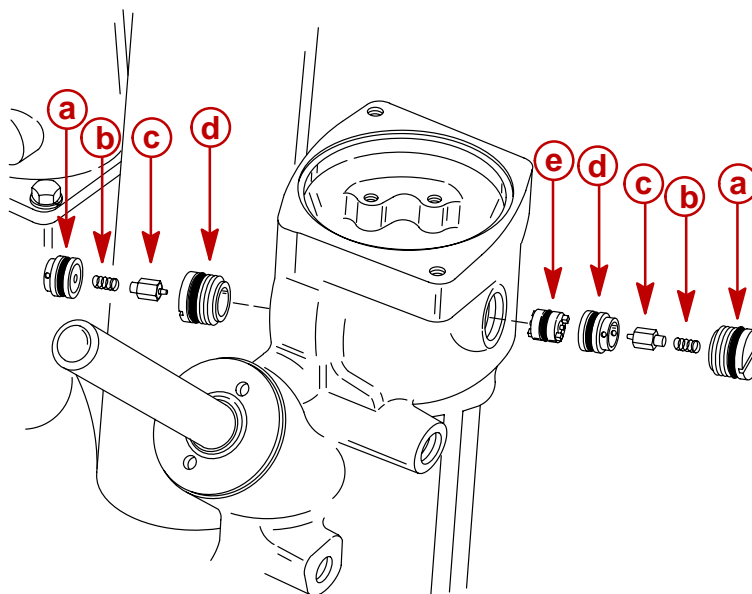
58609



58608

- a** - Screws
- b** - Filter/O-ring Assemblies

3. Remove both plugs in manifold. Remove springs, poppet/check valves and seats from both sides. Remove spool.

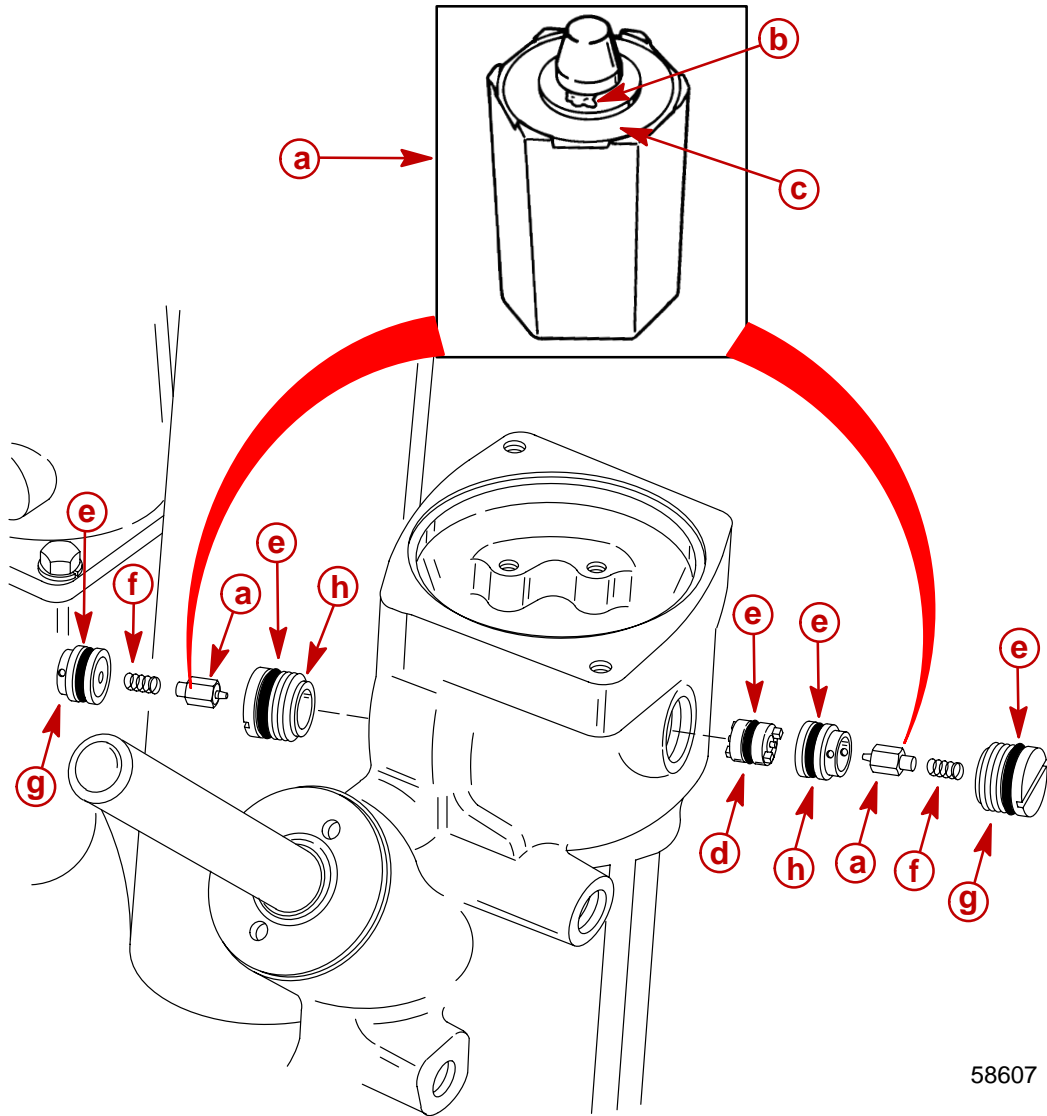


58607

- a** - Plugs
- b** - Springs (2)
- c** - Poppet/Check Valves (2)
- d** - Seats (2)
- e** - Spool



IMPORTANT: Inspect poppet assembly for debris in the area shown. If debris is found on poppet, replace poppet. Inspect o-rings on both seats and spool for cuts or abrasions. Replace o-rings as required.



58607

- a** - Poppet Assembly
- b** - Debris on Rubber Seat
- c** - Neoprene Seat
- d** - Spool
- e** - O-Rings
- f** - Spring
- g** - Cap
- h** - Seat



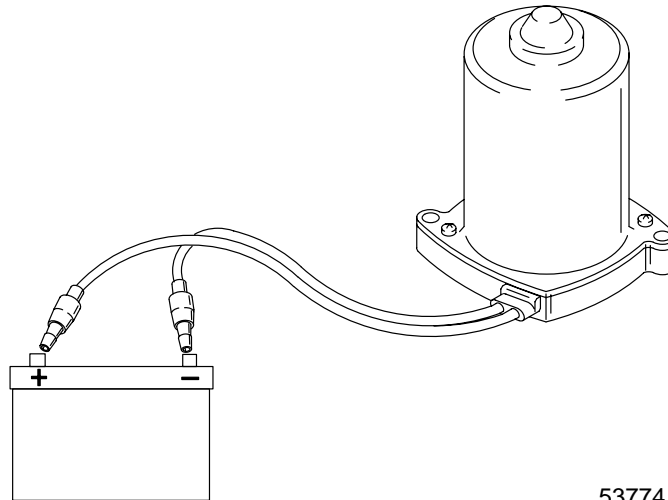
Motor and Electrical Tests/Repair

Trim Pump Motor Test

⚠ WARNING

Do not perform this test near flammable materials, as a spark may occur while making electrical connections.

1. Connect a 12 volt power supply to motor wires; one motor lead to POSITIVE (+) battery terminal and the other motor lead to the NEGATIVE (-) battery terminal. Motor should run. Reverse motor leads between battery terminals. Motor should run.

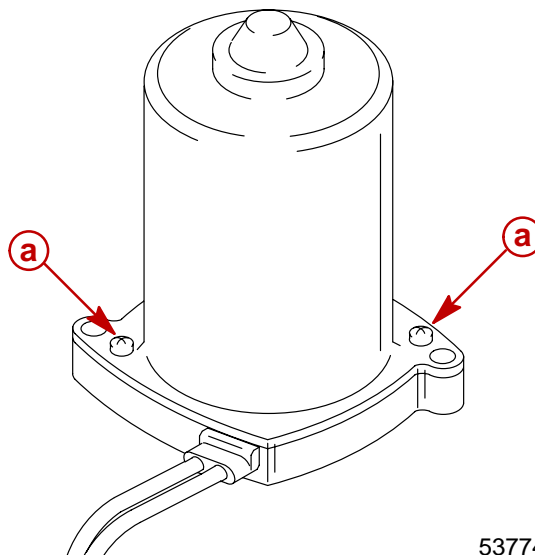


53774

2. If motor does not run, disassemble and check components.

Motor Disassembly

1. Remove 2 screws.

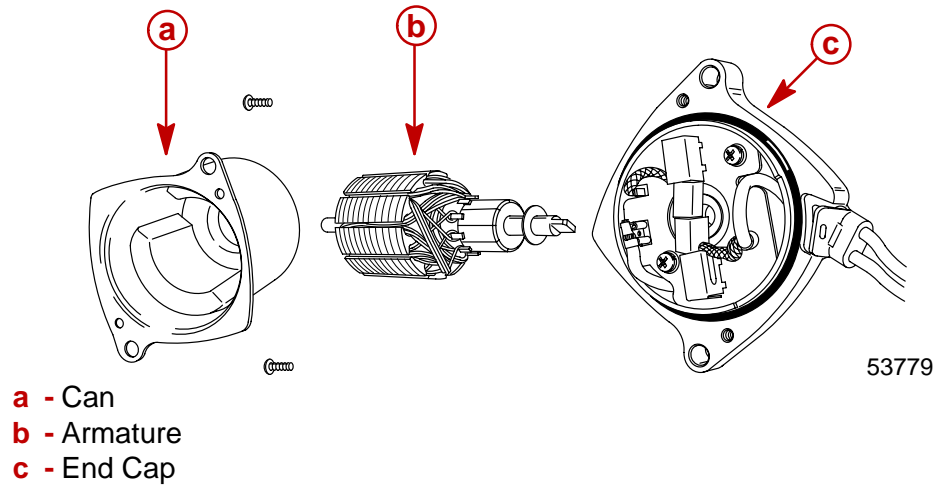


53774

a - Screw (2)



2. Remove frame and armature from end cap. Use care not to drop armature.



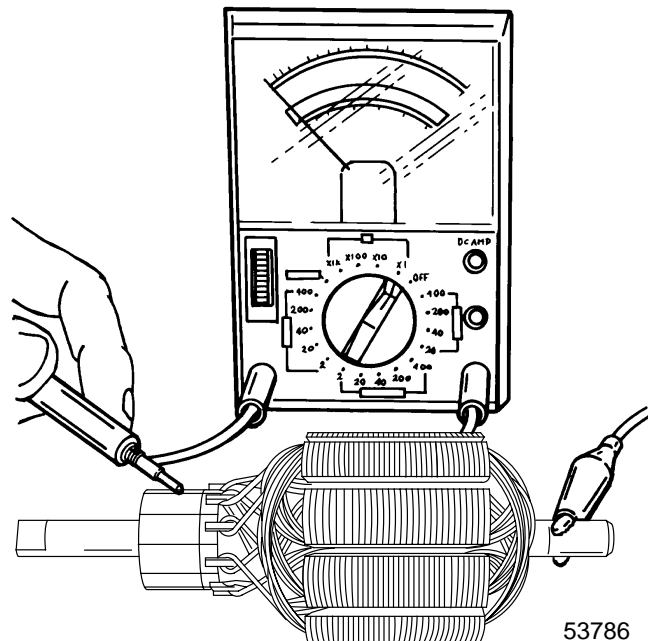
Armature Tests

TEST FOR SHORTS

Check armature on a Growler per the Growler manufacturer's instructions. Replace armature if a short is indicated.

TEST FOR GROUND

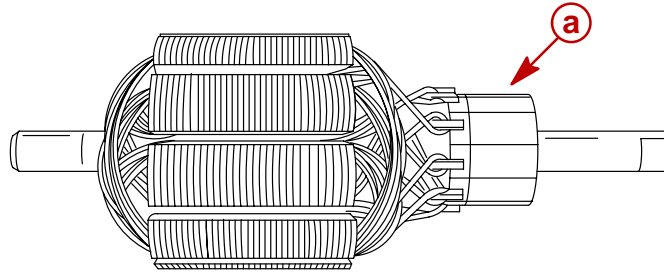
1. Use an Ohmmeter (Rx1 scale). Connect one lead on armature shaft and other lead on commutator. If continuity is indicated, armature is grounded. Replace armature.





CHECKING AND CLEANING COMMUTATOR

1. If commutator is worn, replace armature.



53775

a - Commutator

FIELD TESTS

IMPORTANT: Commutator end of armature must be installed in brushes when performing the following tests.

Ohmmeter Leads Between	Resistance (Ohms)	Scale Reading* (x _____)
BLUE and GREEN Motor Wires	0	(Rx1)
GREEN Motor Wire, and Frame (Motor Housing)	No Continuity	(Rx1)
BLUE Motor Wire and Frame	No Continuity	(Rx1)

*If specified readings are not obtained, check for:

- defective armature
- dirty or worn brushes
- dirty or worn commutator

If defective components are found, repair or replace component(s) and retest.

Motor Repair

REMOVAL

NOTE: Power Trim System does not have to be removed from outboard to repair/replace motor.

DISASSEMBLY

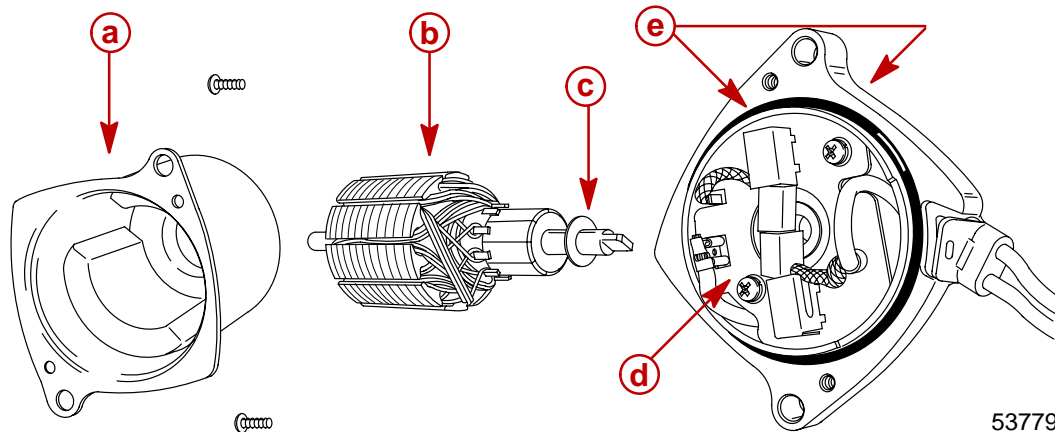
Trim outboard to the full "UP" position and engage tilt lock lever. Open reservoir plug to relieve pressure, then retighten. Use a SNAP ON [5 mm (FABLM5)] ball end allen bolt driver to remove the 2 motor mounting bolts.

Refer to "**Motor Disassembly**" on page 5B-39 to disassemble motor from pump.



CLEANING AND INSPECTION

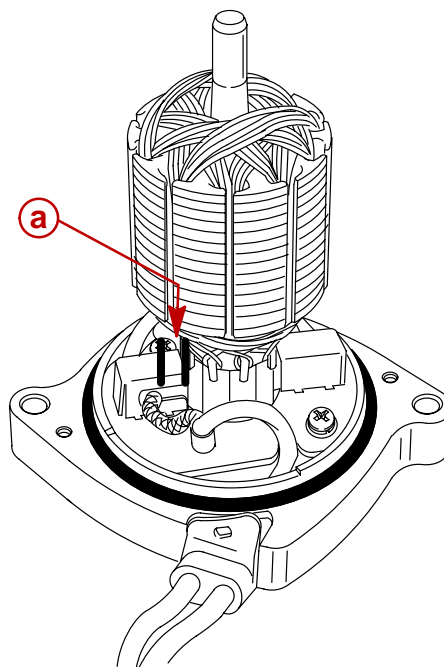
Inspect O-rings and replace if necessary. Carefully inspect power cord for cuts or tears which will allow water to enter motor. If cord is cut or torn, replace motor and power cord as an assembly. Clean, inspect, and test motor components. Refer to “**Brush Replacement**”, “**Armature Test**”, and “**Field Tests**” for inspection and test procedures.



- a** - Can
- b** - Armature
- c** - Shim
- d** - Motor End Frame Assembly
- e** - O-rings

BRUSH REPLACEMENT

If brushes are pitted, chipped, or if distance (a) between the brush pigtail and end of brush holder slot is 1/16 in. or less, complete motor end must be replaced (brushes are not available separately). Check brush distance with armature installed.



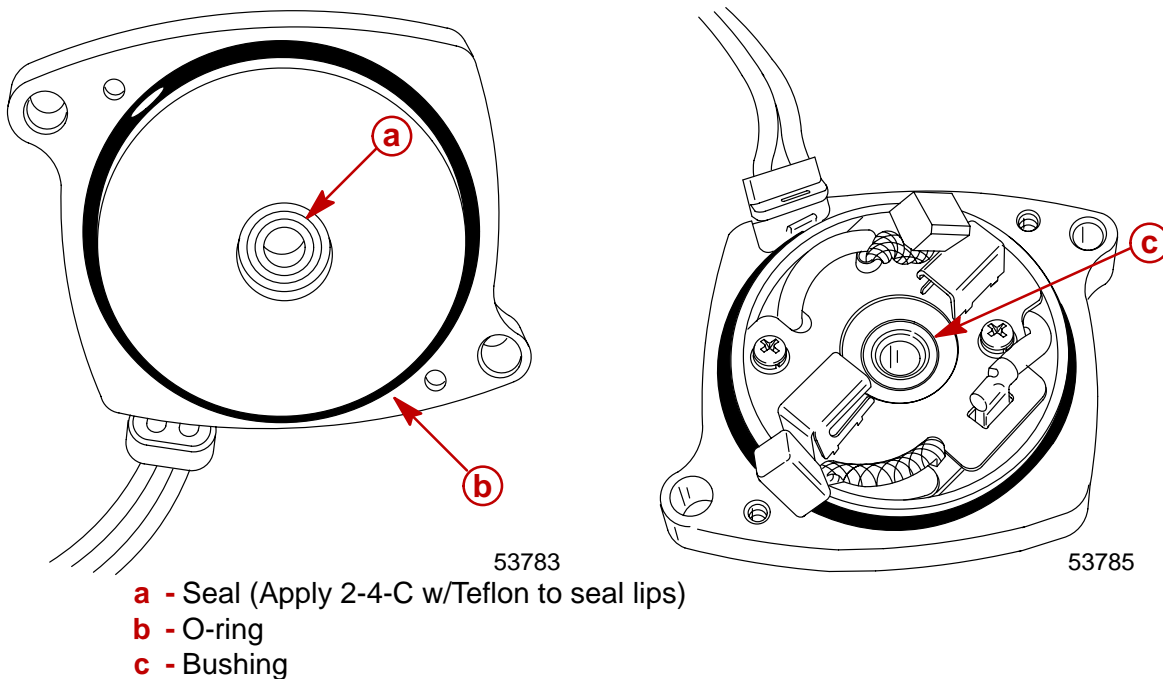
- a** - 1/16 in.

53784

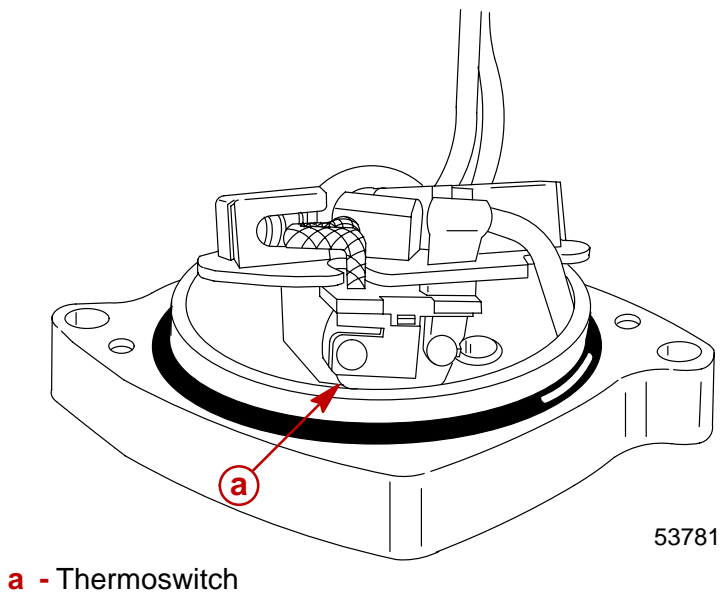


END CAP INSPECTION

1. Inspect seal and O-ring for cuts and abraisions.
2. Inspect bushing for wear. If bushing appears to be excessively worn – grooves, scratches, etc. – install END FRAME ASSEMBLY (COMPLETE).



3. If trim motor is overheated, a thermostwitch located on the brush card will open. Normally, this switch will reset itself within 1 minute.

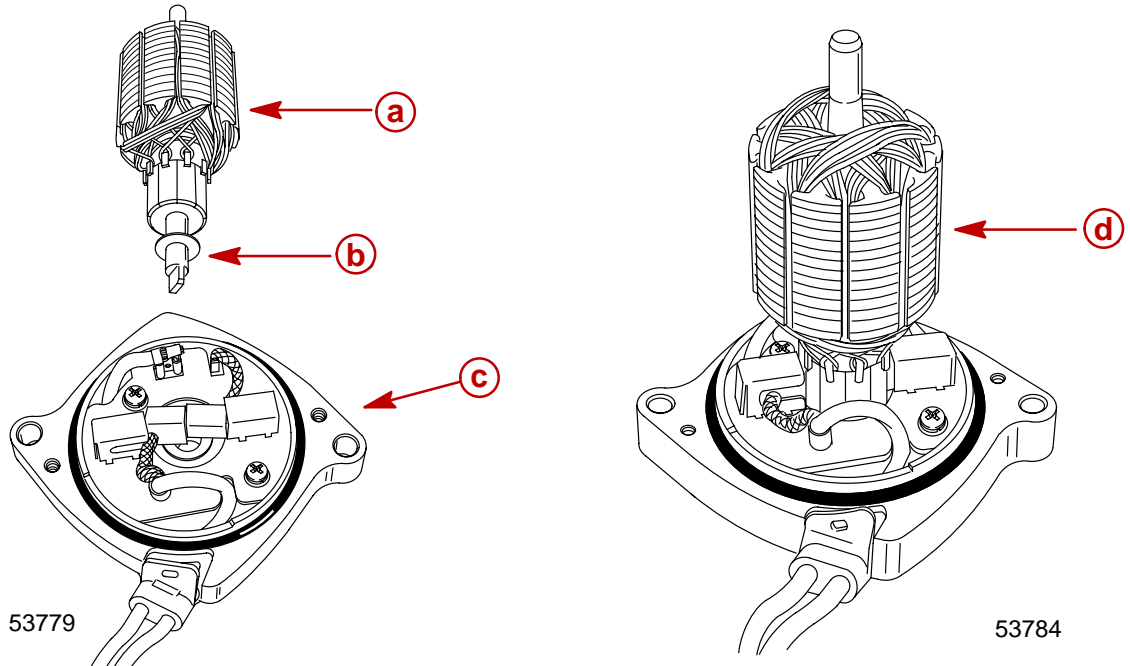




Reassembly

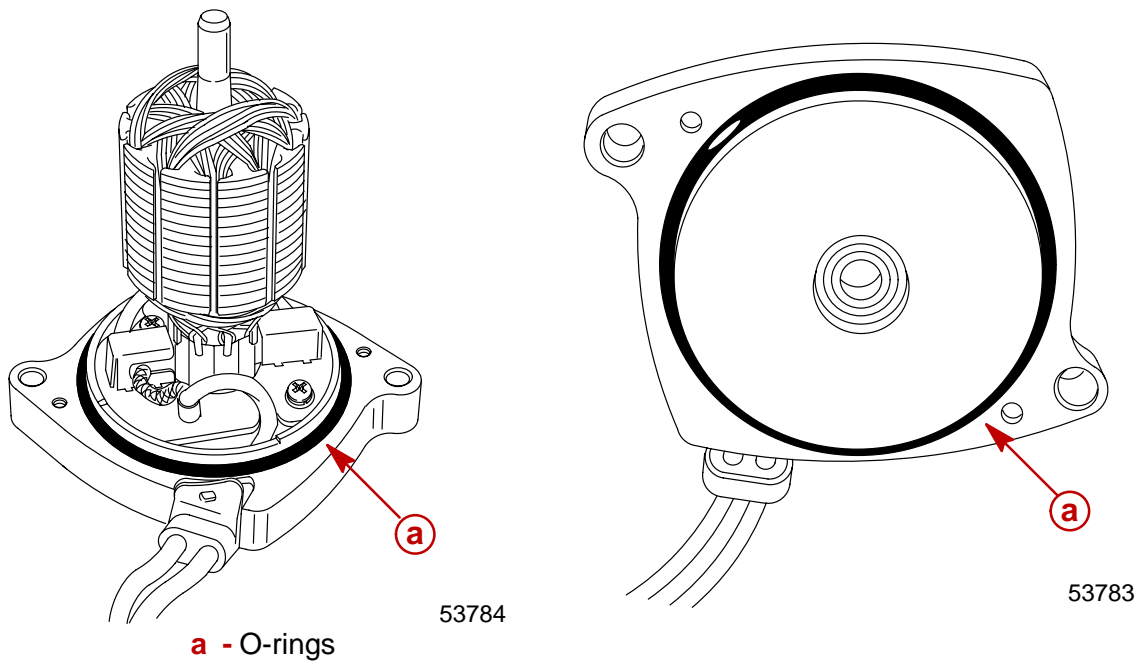
IMPORTANT: Components must be clean. Any debris in power trim system can cause system to malfunction.

1. Install armature into end cap/brush card assembly.



- a** - Armature
- b** - Shim
- c** - End Cap Assembly
- d** - Armature (Spread brushes to install armature into end cap)

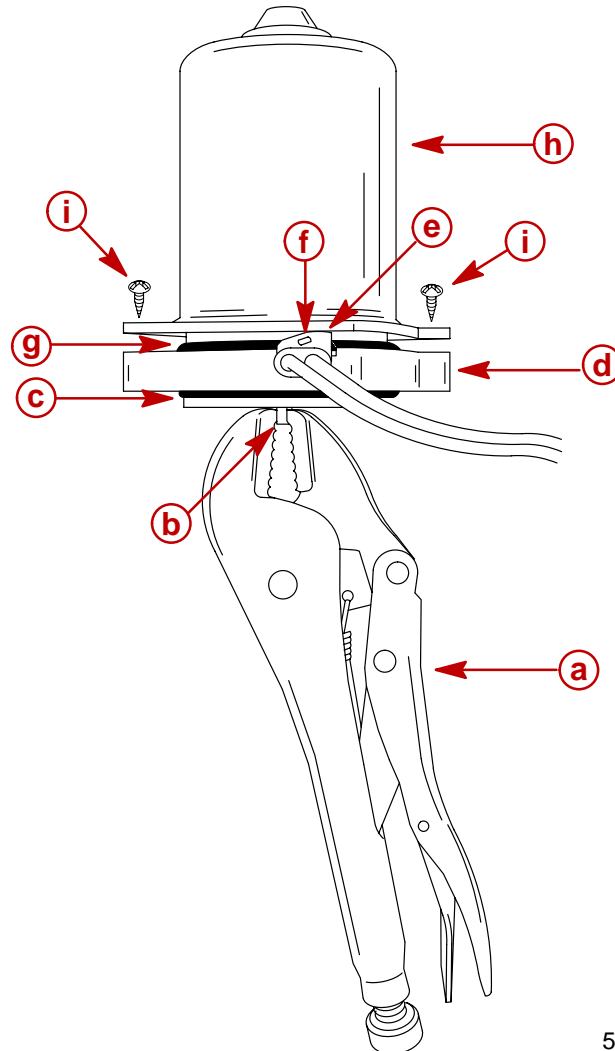
2. Install O-rings in end cap.





IMPORTANT: Attach Vise Grip® pliers to armature shaft before installing frame assembly. The Vise Grip® pliers will prevent the armature from being drawn out of the brush card assembly by the frame magnets while installing the frame assembly.

3. Install Vise Grip® pliers on armature shaft.
4. Carefully install can over armature.
5. Position harness retainer hole over tab in end cap.
6. Secure frame assembly to end cap with 2 screws.



53776

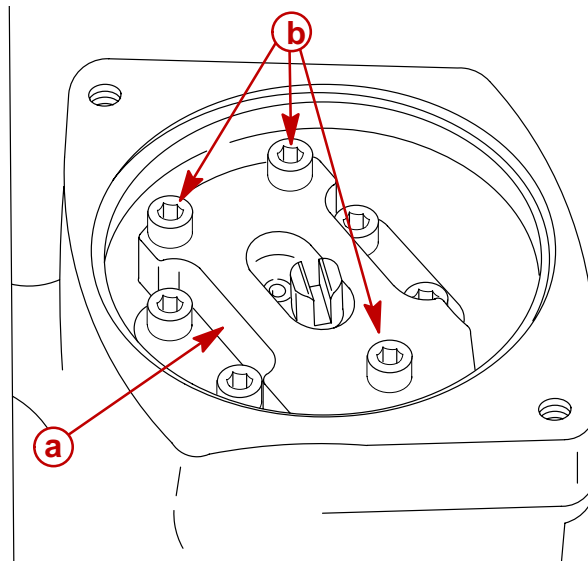
- a** - Vise Grip® Pliers
- b** - Armature Shaft
- c** - O-ring
- d** - End Cap
- e** - Harness Retainer
- f** - Retainer Hole
- g** - O-ring
- h** - Can
- i** - Screws (Drive Tight)



Reassembly - Motor and Pump

NOTE: Drive shaft is a loose part and may fall out of position.

1. Install pump into power trim manifold. Insure O-rings are in proper locations. Secure with 3 screws. Torque screws to 60 lb. in. (7 N-m).



58609

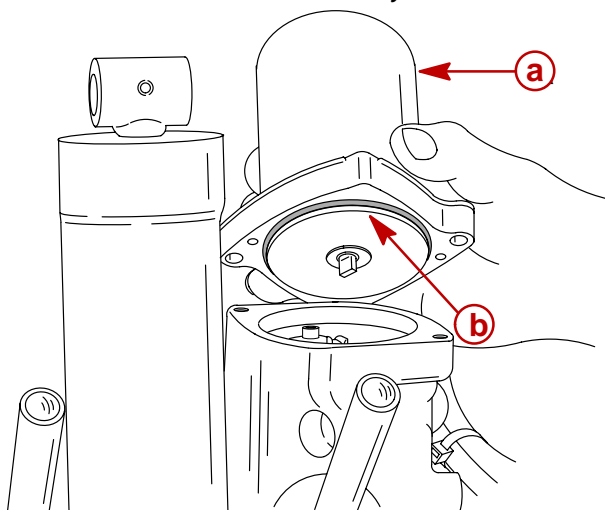
a - Oil Pump

b - Screws (3) Torque to 60 lb. in. (7 N m)]

IMPORTANT: Install pump with location flat facing towards starboard transom bracket.

2. Fill pump with ATF Dexron III or Quicksilver Power Trim and Steering Fluid prior to installing motor.
3. Install motor, secure with 2 screws. Torque screw to 80 lb. in. (9 N m). Route wiring; refer to Wiring Diagrams in this service manual.

NOTE: Verify motor and drive shaft are aligned.

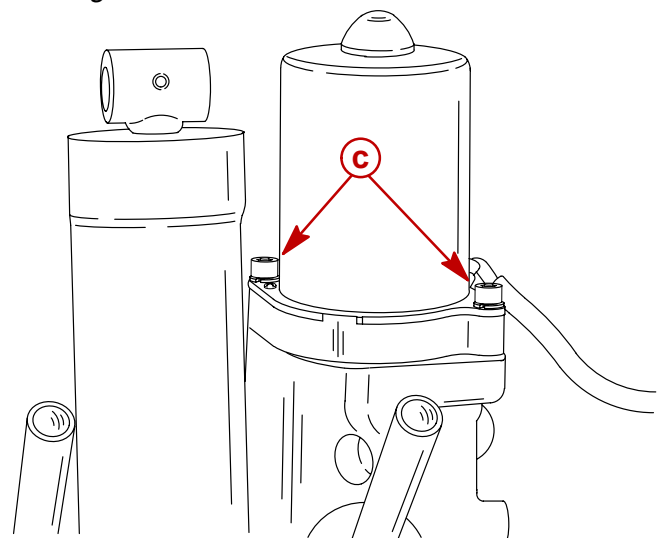


58610

a - Motor

b - O-ring

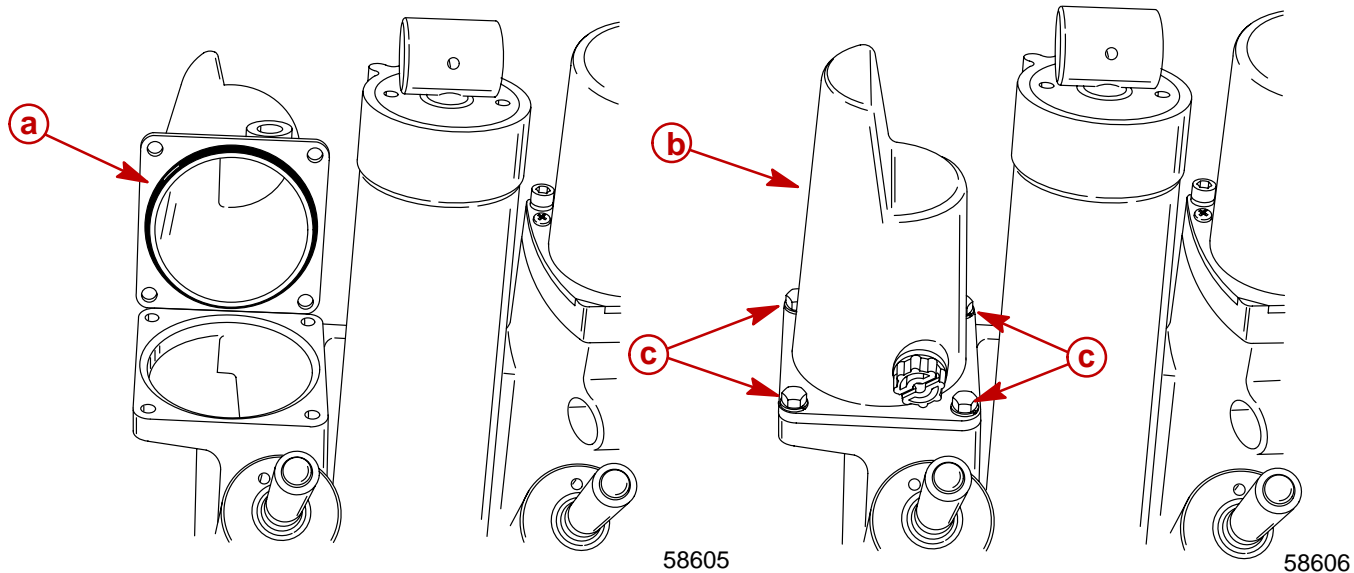
c - Screw (2) Torque to 80 lb. in. (9 N m).



58611



4. Reinstall reservoir cover. Verify cover o-ring is in place and in serviceable condition. Secure cover with 4 screws. Torque screws to 60 lb. in. (7 Nm).



- a** - O-Ring
- b** - Reservoir Cover
- c** - Screws [Torque to 60 lb. in. (7 Nm)]

5. Complete reassembly of Power Trim System as outlined in “**Installation**” on page 5C-31.



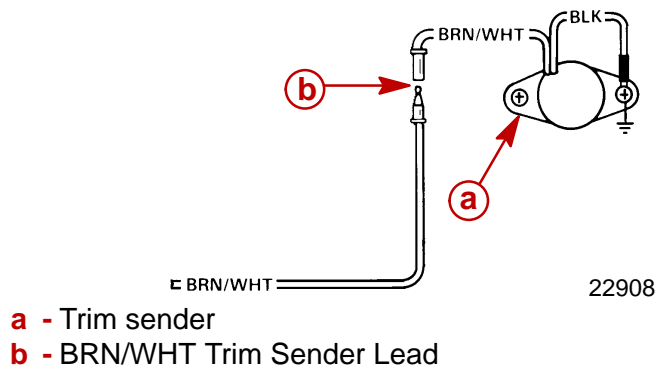
Priming Power Trim System

1. Fill system with Quicksilver Power Trim and Steering Fluid or Automatic Transmission Fluid (ATF) Dexron III. Refer to “**Fill, Check, and Purge**” on page 5B-10.

IMPORTANT: Run Trim System in short “jogs” until pump motor primes and trim system moves. If trim motor is run without priming pump, drive shaft failure could result.

Analog Trim Sender Test

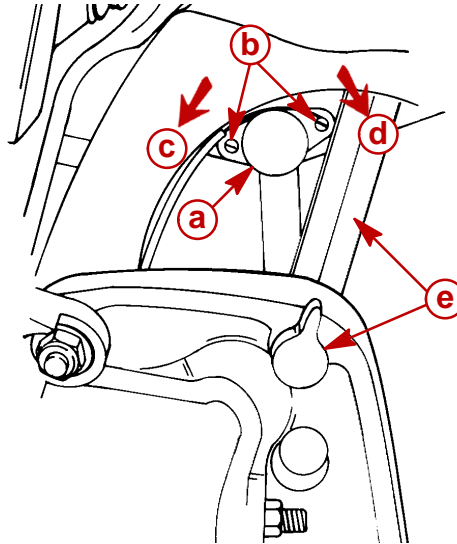
1. Check trim sender black lead for proper ground.
2. Trim outboard to full “DOWN” position.
3. Place ignition switch to “ON” position.
4. Disconnect BRN/WHT trim sender lead from trim sender harness.
5. Connect Ohmmeter (Rx1 scale) leads between outboard ground and Point 1 (trim sender end).
6. Depress “UP” button. Ohmmeter needle should move as the outboard is trimmed up. If needle does not move, trim sender is defective.





Trim Indicator Gauge Needle Adjustment

1. Turn ignition key to "RUN" position.
2. Tilt outboard to full "IN" position. Needle of trim indicator gauge should be in full "IN" position.
3. If not, tilt outboard to full "OUT" position to gain access to trim sender and engage tilt lock lever.
4. Loosen trim sender screws and reposition trim sender.
5. Tighten trim sender screws.

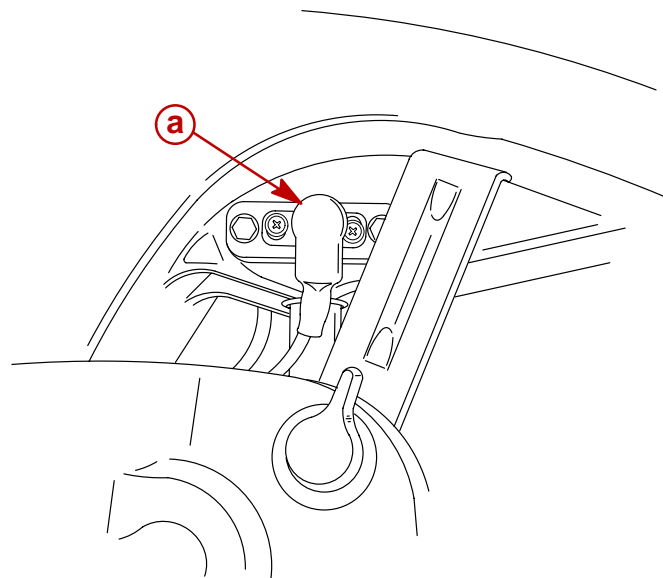


22744

- a** - Trim Sender
- b** - Screws, Loosen to Rotate Sender
- c** - Turn Sender **Counterclockwise** to raise needle reading
- d** - Turn Sender **Clockwise** to Lower Needle Reading
- e** - Tilt lock lever

Digital Trim Sender

Digital trim senders used with Smartcraft gauges are not adjustable.



58451

- a** - Digital Trim Sender



Troubleshooting Digital Trim Sender

Trim sender requires a 5 vdc reference signal from ECU. With the ignition switch in the RUN position and using an appropriate probe (paper clip, etc.) inserted in parallel at the trim sender bullet connectors, this voltage can be checked as follows:

Voltmeter	Sender Harness	Voltage
RED	BLUE	4 – 5 vdc
BLACK	BLACK	

NOTE: 5vdc reference voltage at the ECU can be monitored by the Digital Diagnostic Terminal. Voltage should be $5\text{ vdc} \pm 0.1\text{ v}$. Any other voltage indicates a defective ECU. If ECU reference voltage is correct, but voltage at trim sender is low or not existent, inspect sender wiring and connections.

Voltage at trim sender should rise and fall smoothly as outboard is raised or lowered. Voltage at the full UP position should be $4\text{ vdc} \pm 0.5\text{v}$. Voltage at the full DOWN position should be $1.5\text{ vdc} \pm 0.5\text{ v}$. With the ignition switch in the RUN position and using an appropriate probe (paper clip, etc.) inserted in parallel at the trim sender bullet connectors, this voltage can be checked as follows:

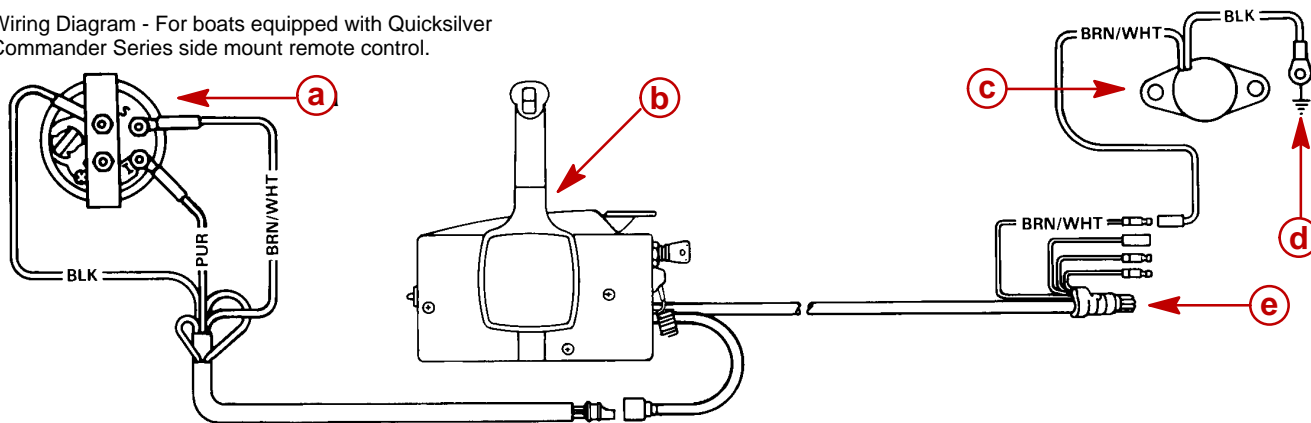
Voltmeter	Sender Harness	FULL UP	FULL DOWN
RED	YELLOW	$4\text{ vdc} \pm 0.5\text{v}$	$1.5\text{ vdc} \pm 0.5\text{v}$
BLACK	BLACK		

If voltage is not as indicated or voltage rise and fall is erratic, trim sender is defective.

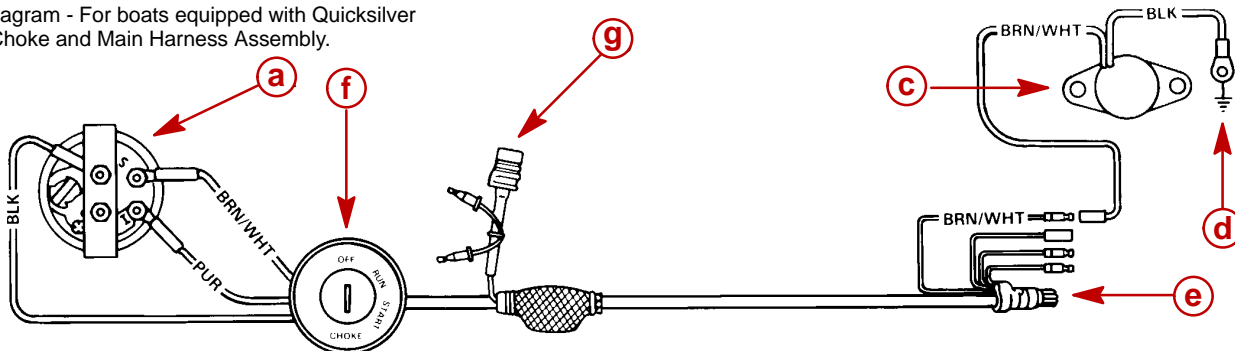


Trim Indicator Wiring Diagrams

Wiring Diagram - For boats equipped with Quicksilver Commander Series side mount remote control.



Wiring Diagram - For boats equipped with Quicksilver Ignition/Choke and Main Harness Assembly.



22908

- a** - Trim Indicator
- b** - Remote Control
- c** - Trim Sender
- d** - Engine Ground
- e** - To Engine
- f** - Ignition Switch
- g** - Power Trim Harness



LOWER UNIT

Section 6A – Right Hand Non-Ratcheting

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Specifications Right Hand Non-Ratcheting (Standard Rotation)

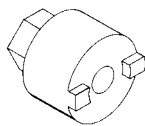
**6
A**

GEAR HOUSING	Gear Ratio -	
	– 115	2.00:1 14/28 Teeth
	– 135	2.00:1 14/28 Teeth
	– 150	1.87:1 15/28 Teeth
	– 175	1.87:1 15/28 Teeth
	Optional High Altitude Ratio	
	– 115 (Standard Only)	2.30:1 13/30 Teeth
	– 135 (Standard Only)	2.30:1 13/30 Teeth
	– 150	2.00:1 14/28 Teeth
	– 175	2.00:1 14/28 Teeth
	Gearcase Capacity	22.5 fl. oz. (665.4 ml)
	Pinion Height	0.025 in. (0.635 mm)
	Forward Gear Backlash	
– 1.87:1	0.017 in. – 0.028 in. (0.431 mm – 0.711 mm)	
– 2.00:1	0.015 in. – 0.022 in. (0.381 mm – 0.558 mm)	
– 2.30:1 (Standard Only)	0.018 in. – 0.023 in. (0.460 mm – 0.584 mm)	
Reverse Gear Backlash	0.030 in. to 0.050 in. (0.076 mm to 0.127 mm)	
Water Pressure @ RPM	12 psi minimum @ 5500 RPM	

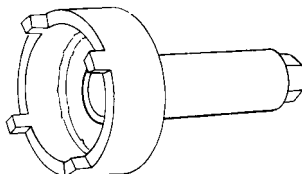


Special Tools

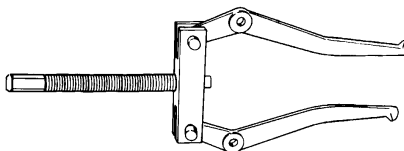
1. Shift Shaft Bushing Tool 91-31107



2. Gear Housing Cover Nut Tool 91-61069



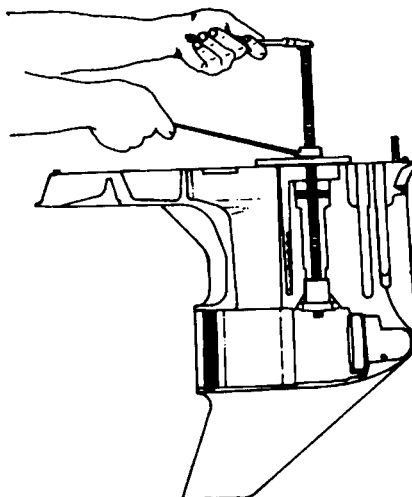
3. Bearing Carrier Removal Tool 91-46086A1 and Puller Bolt 91-85716



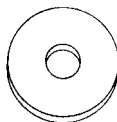
4. Slide Hammer Puller 91-34569A1



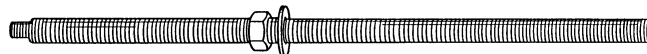
5. Bearing Removal and Installation Kit 91-31229A5. This kit contains the following tools: Pilot 91-36571; Puller Rod 91-31229; Nut 11-24156; Puller Plate 91-29310; Mandrel 91-38628; and Driver Rod 91-37323.



6. Pilot 91-36571

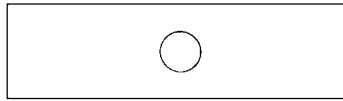


7. Puller Rod 91-31229 and Nut 91-24156





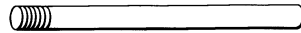
8. Puller Plate 91-29310



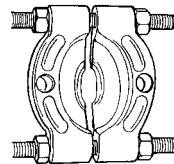
9. Mandrel 91-38628



10. Driver Rod 91-37323



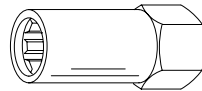
11. Universal Puller Plate 91-37241



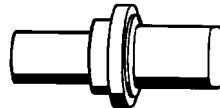
12. Cross Pin Tool 91-86642



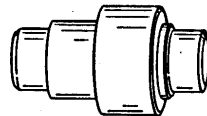
13. Driveshaft Holding Tool 91-34377A1 or 91-90094



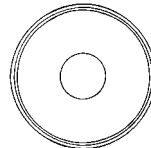
14. Oil Seal Driver 91-31108



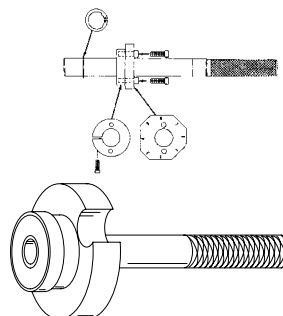
15. Forward Gear Bearing Tool 91-86943



16. Bearing Driver Cup 91-31106

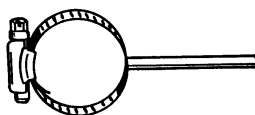


17. Pinion Locating Gear Tool 91-12349A2 or 91-74776

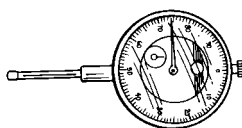




18. Backlash Indicator Rod 91-78473



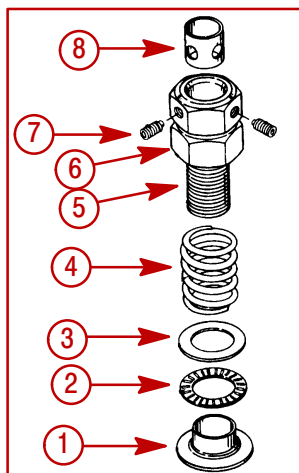
19. Dial Indicator 91-58222A1



20. Bearing Retainer Tool 91-43506



21. Bearing Preload Tool 91-14311A1



- 1 - Adaptor (N.S.S.)
- 2 - Bearing (N.S.S.)
- 3 - Washer (N.S.S.)
- 4 - Spring (24-14111)
- 5 - Bolt (10-12580)
- 6 - Nut (11-13953)
- 7 - Set Screw (10-12575)
- 8 - Sleeve (23-13946)

22. Mandrel 91-92788



23. Mandrel 91-15755



24. Dial Indicator Holder 91-89897



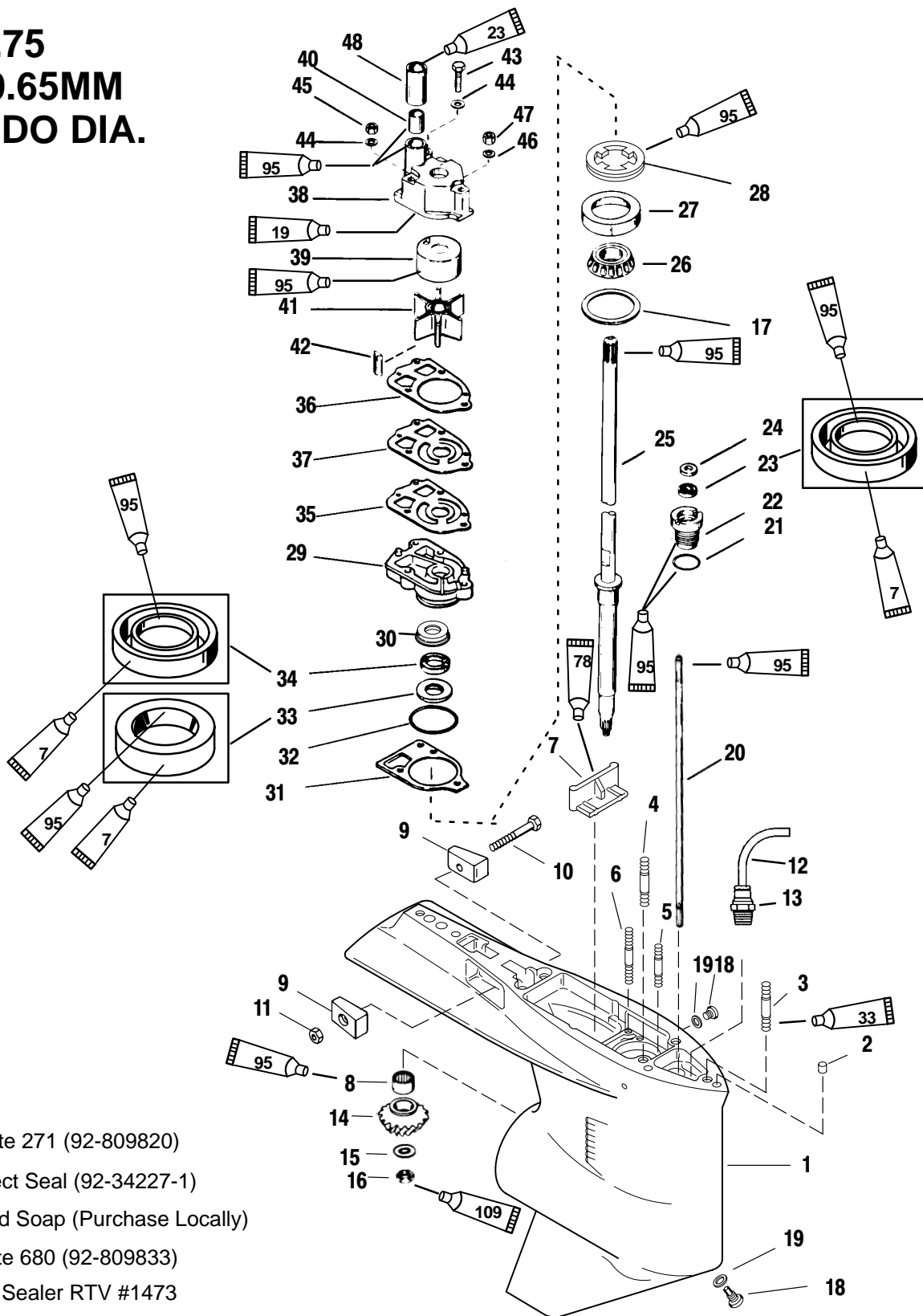


Notes:



Gear Housing (Drive Shaft)(Standard Rotation)

4.75 IN/120.65MM TORPEDO DIA.



-  7 Loctite 271 (92-809820)
-  19 Perfect Seal (92-34227-1)
-  23 Liquid Soap (Purchase Locally)
-  33 Loctite 680 (92-809833)
-  78 G.E. Sealer RTV #1473
-  95 2-4-C With Teflon (92-825407A12)
-  109 Loctite 271 w/Primer "T"



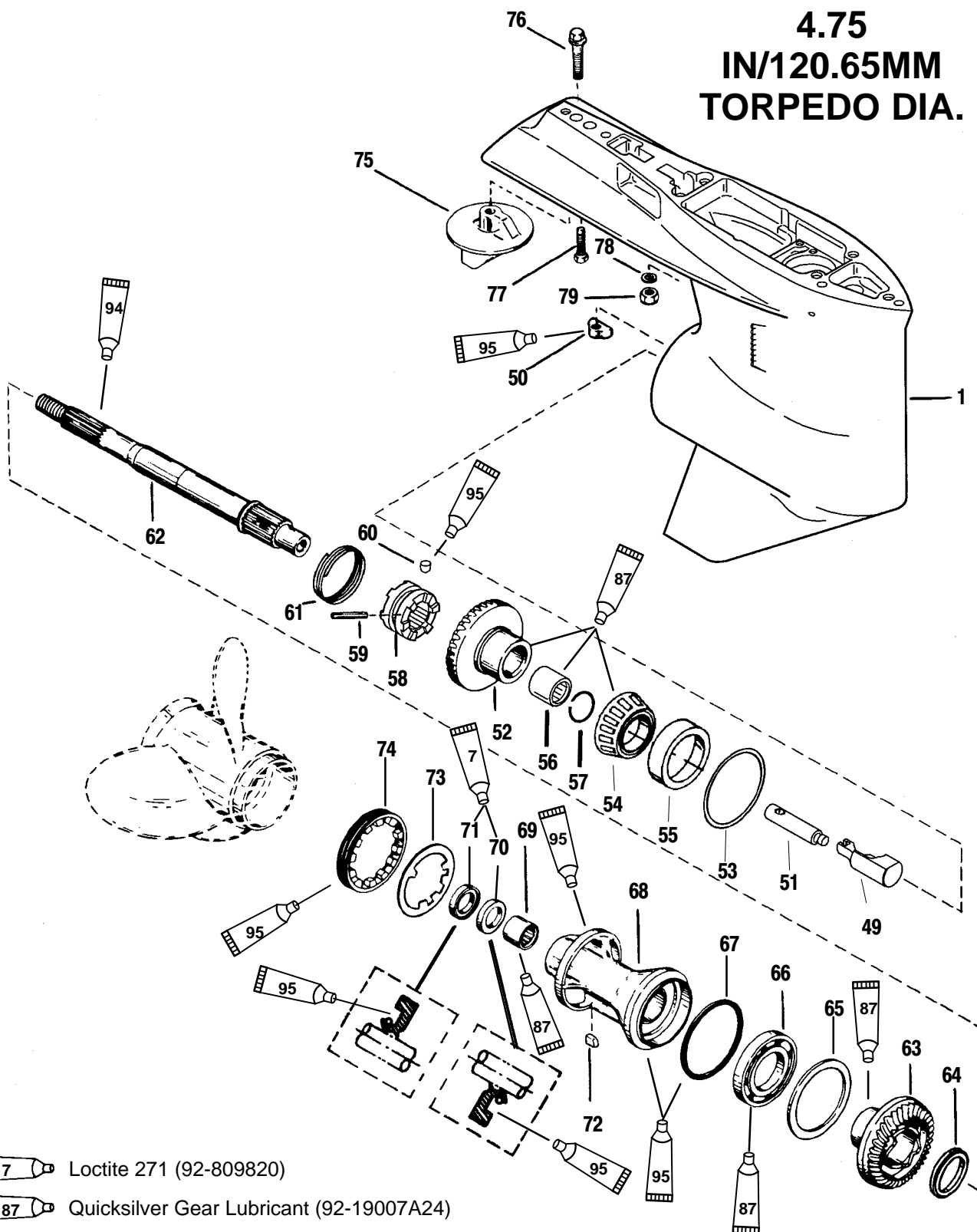
Gear Housing (Drive Shaft)(Standard Rotation)

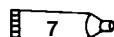
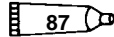
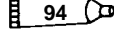
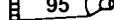
REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	GEAR HOUSING (BLACK)(BASIC)			
2	2	DOWEL PIN			
3	1	STUD (3-1/8 IN.) (LONG)			
	1	STUD (3-11/16 IN.) (X-LONG)			
4	2	STUD (2-1/16 IN.)			
5	1	STUD (3-3/8 IN.)			
6	2	STUD (3-1/8 IN.)			
7	1	FILLER BLOCK			
8	1	ROLLER BEARING			
9	2	ANODE			
10	1	SCREW (M6 x 40)			
11	1	NUT	60		7
12	1	HOSE (10 IN. - LONG)			
	1	HOSE (12 IN. - X-LONG)			
13	1	FITTING			
14	1	PINION GEAR (1.87:1- 15 TEETH)(150)			
	1	PINION GEAR (2:1 - 14 TEETH)(115/135)			
15	1	WASHER			
16	1	NUT		75	101
17	AR	SHIM (006 thru 048)			
18	2	SCREW–drain	60		7
19	2	WASHER			
20	1	SHIFT SHAFT			
21	1	O-RING			
22	1	BUSHING ASSEMBLY		50	68
23	1	OIL SEAL			
24	1	WASHER–rubber			
25	1	DRIVE SHAFT (LONG)			
	1	DRIVE SHAFT (X-LONG)			
26	1	ROLLER BEARING			
27	1	CUP			
28	1	RETAINER		100	135
29	1	WATER PUMP BASE			
30	1	RETAINER			
31	1	GASKET			
32	1	O-RING			
33	1	OIL SEAL			
34	1	OIL SEAL			
35	1	GASKET–lower			
36	1	GASKET–upper			
37	1	FACE PLATE			
38	1	WATER PUMP BODY ASSEMBLY			
39	1	INSERT			
40	1	SEAL–rubber			
41	1	IMPELLER			
42	1	KEY			
43	1	SCREW (#14-8 x 2-1/4 IN.)	35		4
44	2	WASHER			
45	2	NUT	50		5.5
46	1	WASHER			
47	1	NUT	50		5.5
48	1	SLEEVE			



Gear Housing (Prop Shaft)(Standard Rotation)

4.75 IN/120.65MM TORPEDO DIA.



-  7 Loctite 271 (92-809820)
-  87 Quicksilver Gear Lubricant (92-19007A24)
-  94 Anti-Corrosion Grease (92-78376A6)
-  95 2-4-C With Teflon (92-825407A12)



Gear Housing (Prop Shaft)(Standard Rotation)

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm
1	1	GEAR HOUSING(BASIC)			
49	1	CAM FOLLOWER			
50	1	SHIFT CAM			
51	1	ROD			
52	1	FORWARD GEAR (1.87:1 – 15/28)(150)			
	1	FORWARD GEAR (2:1 – 14/28)(115/135)			
53	AR	SHIM (.006 thru .050)			
54	1	TAPERED ROLLER BEARING			
55	1	CUP			
56	1	NEEDLE BEARING			
57	1	RETAINING RING			
58	1	CLUTCH			
59	1	CROSS PIN			
60	1	DETENT PIN			
61	1	SPRING			
62	1	PROPELLER SHAFT			
63	1	REVERSE GEAR (1.87:1 – 15/28)(150)			
	1	REVERSE GEAR (2:1 – 14/28)(115/135)			
64	1	THRUST SPACER			
65	1	THRUST RING			
66	1	BALL BEARING			
67	1	O-RING			
68	1	BEARING CARRIER ASSEMBLY			
69	1	ROLLER BEARING			
70	1	OIL SEAL (INSIDE)			
71	1	OIL SEAL (OUTSIDE)			
72	1	KEY			
73	1	TAB WASHER			
74	1	COVER		210	285
	1	TRIM TAB			
75	1	ANODIC PLATE (TRACKER/150 LONG)			
	1	SCREW (1-3/4 IN.)		25	34
76	1	SCREW (3/8-16 x 1 IN.)		30	41
77	1	SCREW (3/8-16 x 1 IN.)		30	41
78	2	WASHER			
79	2	NUT		50	68



General Service Recommendations

There may be more than one way to “disassemble” or “reassemble” a particular part(s), therefore, it is recommended that the entire procedure be read prior to repair.

IMPORTANT: Read the following before attempting any repairs.

In many cases, disassembly of a sub-assembly may not be necessary until cleaning and inspection reveals that disassembly is required for replacement of one or more components.

Service procedure order in this section is a normal disassembly-reassembly sequence. It is suggested that the sequence be followed without deviation to assure proper repairs. When performing partial repairs, follow the instructions to the point where the desired component can be replaced, then proceed to “reassembly and installation” of that component in the reassembly part of this section. Use the “Table of Contents” (on back of section divider) to find correct page number.

Threaded parts are right hand (RH), unless otherwise indicated.

When holding, pressing or driving is required, use soft metal vise jaw protectors or wood for protection of parts. Use a suitable mandrel (one that will contact only the bearing race) when pressing or driving bearings.

Whenever compressed air is used to dry a part, be sure that no water is present in air line.

BEARINGS

Upon disassembly of gear housing, all bearings must be cleaned and inspected. Clean bearings with solvent and dry with compressed air. Air should be directed at the bearing so that it passes thru the bearing. DO NOT spin bearing with compressed air, as this may cause bearing to score from lack of lubrication. After cleaning, lubricate bearings with Quicksilver Gear Lubricant. DO NOT lubricate tapered bearing cups until after inspection.

Inspect all bearings for roughness, catches and bearing race side wear. Work inner bearing race in-and-out, while holding outer race, to check for side wear.

When inspecting tapered bearings, determine condition of rollers and inner bearing race by inspecting bearing cup for pitting, scoring, grooves, uneven wear, imbedded particles and/or discoloration from overheating. Always replace tapered bearing and race as a set.

Roller bearing condition is determined by inspecting the bearing surface of the shaft that the roller bearing supports. Check shaft surface for pitting, scoring, grooving, imbedded particles, uneven wear and/or discoloration from overheating. The shaft and bearing must be replaced, if the conditions described are found.

SHIMS

Keep a record of all shim amounts and location during disassembly to aid in reassembly. Be sure to follow shimming instructions during reassembly, as gears must be installed to correct depth and have the correct amount of backlash to avoid noisy operation and premature gear failure.

SEALS

As a normal procedure, all O-rings and oil seals SHOULD BE REPLACED without regard to appearance. To prevent leakage around oil seals, apply Loctite 271 to outer diameter of all metal case oil seals. When using Loctite on seals or threads, surfaces must be clean and dry. To ease installation, apply Quicksilver 2-4-C w/Teflon Marine Lubricant on all O-rings. To prevent wear, apply Quicksilver 2-4-C w/Teflon Marine Lubricant on I.D. of oil seals.



To prevent corrosion damage after reassembly, apply Quicksilver 2-4-C w/Teflon Marine Lubricant to external surfaces of bearing carrier and cover nut threads prior to installation.

Removal, Disassembly, Cleaning and Inspection – Standard Rotation

Removal

⚠ WARNING

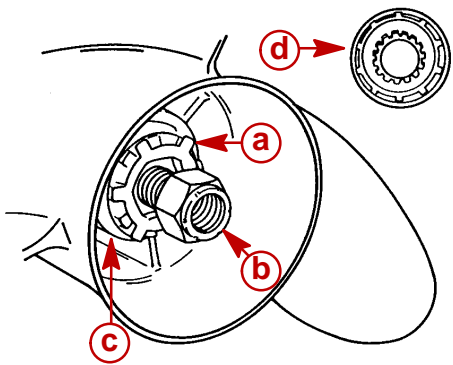
Disconnect high tension leads from spark plugs and remove spark plugs from engine before removing gear housing from driveshaft housing.

1. Disconnect high tension leads from spark plugs and remove spark plugs from engine.

⚠ CAUTION

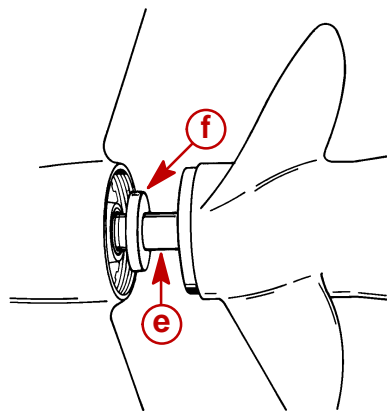
Gear housing **MUST BE** in NEUTRAL position and shift shaft **MUST BE** removed from gear housing **BEFORE** propeller shaft can be removed from gear housing.

2. Shift engine into NEUTRAL position.
3. Tilt engine to full up position and engage tilt lock lever.
4. Bend tabs of propeller tab washer away from thrust hub (rear), then remove propeller locknut, tab washer, thrust hub (rear), propeller and thrust hub (forward) from propeller shaft.
5. Mark gear housing and trim tab so that trim tab can be reinstalled in the same position. Remove plastic cap at rear edge of driveshaft housing. Remove bolt that secures trim tab and remove tab from gear housing.
6. Once trim tab is removed, remove bolt from inside of trim tab cavity.
7. Remove 2 locknuts from bottom middle of anti-cavitation plate.



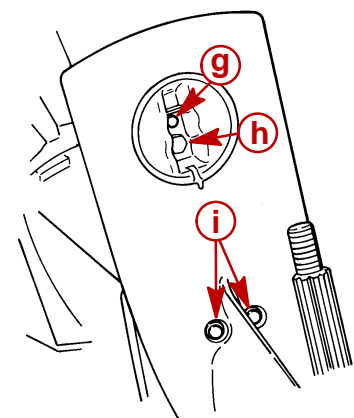
51916

- a - Tab Washer
- b - Propeller Nut
- c - Rear Thrust Hub
- d - Continuity Washer (if equipped)



51912

- e - Propeller Shaft
- f - Thrust Hub (forward)

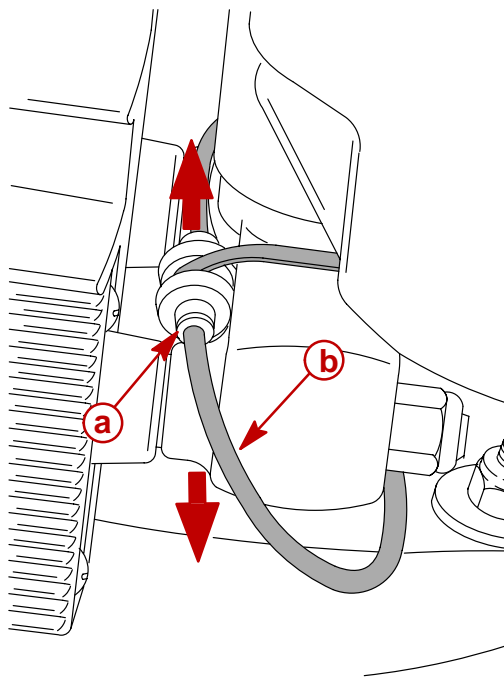


51866

- g - Bolt (secures trim tab)
- h - Bolt (inside trim tab cavity)
- i - Locknuts and Washers



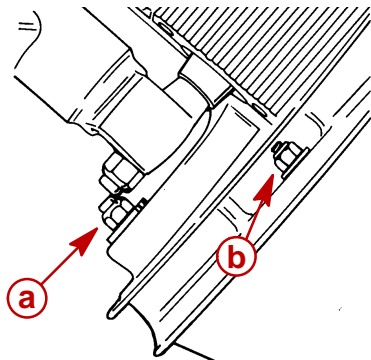
8. While pressing in on speedometer hose junction, pull out on hose to disconnect.



57735

- a** - Press in on Junction
- b** - Pull out on Hose

9. Remove locknut from the front gear housing mounting stud.
10. Loosen the side mounting locknuts. (DO NOT attempt to remove one nut before opposite side is loosened sufficiently, or driveshaft housing could be damaged.)



51873

- a** - Front Mounting Locknut
- b** - Side Mounting Locknut (One Each Side)

11. Pull gear housing away from driveshaft housing as far as the loosened nuts (in Step 9) will allow, then remove loosened nuts. (DO NOT allow gear housing to fall, as it now is free.)
12. Pull gear housing from driveshaft housing.

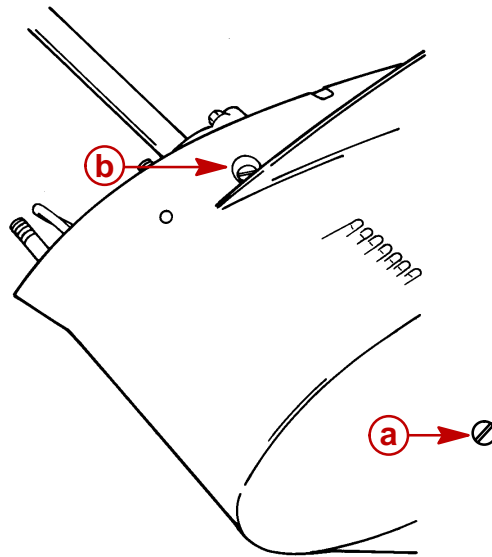
Draining and Inspecting Gear Housing Lubricant

1. Place gear housing in a suitable holding fixture or vise with the driveshaft in a vertical position.

NOTE: Drain and Fill screws may be located on the starboard side of gearcase on later models.



2. Position a clean drain pan under gear housing and remove “Fill” and “Vent” screws from gear housing.



51871

- a** - “Fill” Screw
b - “Vent” Screw

3. Inspect gear lubricant for metal particles. Presence of a small amount of fine metal particles (resembling powder) indicates normal wear. Presence of larger particles (or a large quantity of fine particles) indicates need for gear housing disassembly, and component inspection.
4. Note the color of gear lubricant. White or cream color indicates presence of water in lubricant. Check drain pan for water separation from lubricant. Presence of water in gear lubricant indicates the need for disassembly, and inspection of oil seals, seal surfaces, O-rings and gear housing components.

NOTE: Gear lubricant drained from a recently run gear case will be a light chocolate brown in color due to agitation/aeration. Oil which is stabilized will be a clear yellow brown in color.

Water Pump

CLEANING AND INSPECTION

1. Clean all water pump parts with solvent and dry with compressed air.
2. Inspect water pump cover and base for cracks and distortion (from overheating).
3. Inspect face plate and water pump insert for grooves and/or rough surfaces.

IMPORTANT: When completing gear housing repairs, that require removal of water pump impeller, it is recommended that the impeller be replaced. If it is necessary, however, to re-use impeller, DO NOT install in reverse to original rotation, or premature impeller failure will occur.

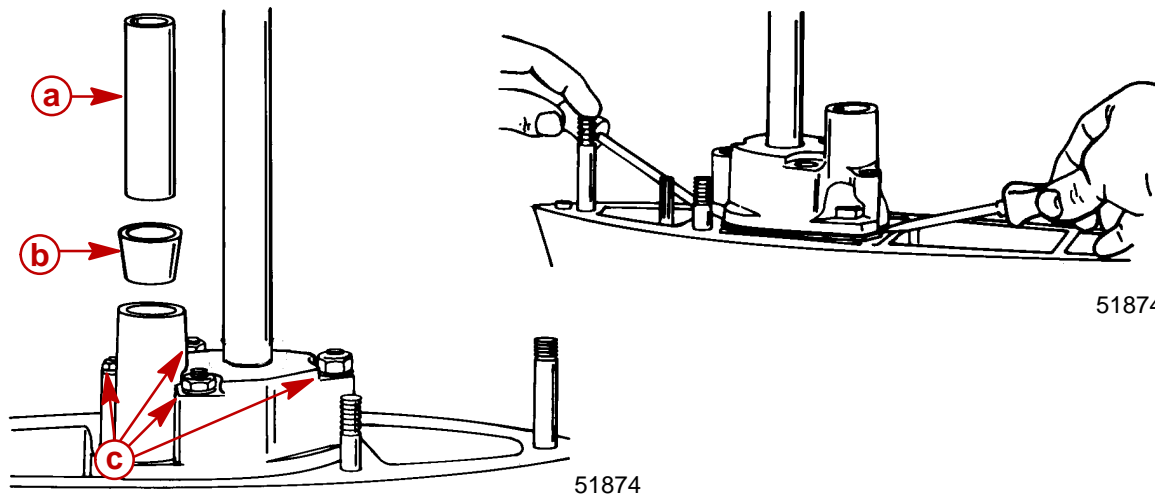
4. Inspect impeller side seal surfaces and ends of impeller blades for cracks, tears and wear. Replace impeller if any of these conditions are found.
5. Inspect impeller bonding to impeller hub.
6. Inspect impeller for glazed or melted appearance (caused by operation without sufficient water supply). Replace impeller if any of these conditions exist.

IMPORTANT: It is recommended that all seals and gaskets be replaced (as a normal repair procedure) to assure effective repair.



REMOVAL AND DISASSEMBLY

1. Slide rubber centrifugal slinger up and off driveshaft.
2. Remove water tube guide and seal from water pump cover. (Retain guide for reassembly and discard seal.)
3. Remove (and retain) 3 nuts, one bolt and all washers which secure water pump cover to gear housing.
4. Using 2 pry bars, lift water pump cover up and off driveshaft.

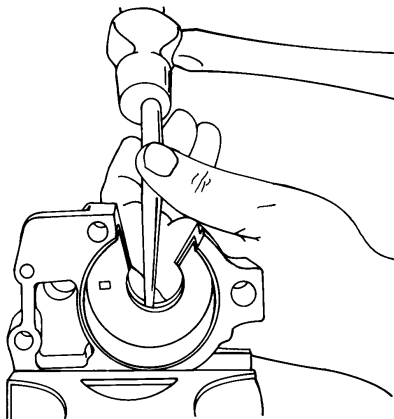


- a - Water Tube Guide
- b - Water Tube Seal
- c - Nuts, Bolt and Washers To Be Removed

5. Inspect water pump cover and insert, as outlined in “**Cleaning and Inspection,**” previous.
6. If inspection of water pump insert determines that replacement is required, follow Step “a” or “b” (immediately following) to remove insert from water pump cover.

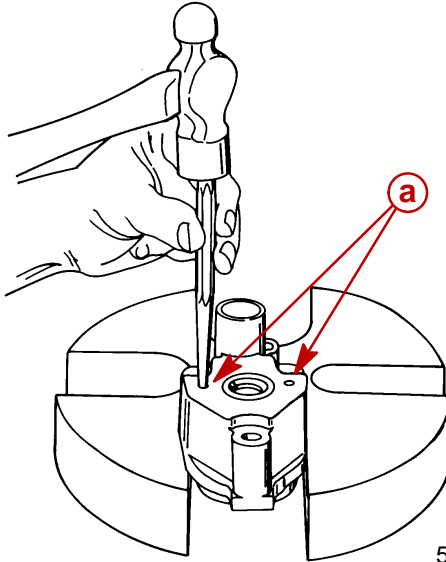
NOTE: Try Step “a” first. If insert cannot be removed with Step “a,” use Step “b”.

- a. Drive water pump insert out of water pump cover with a punch and hammer.



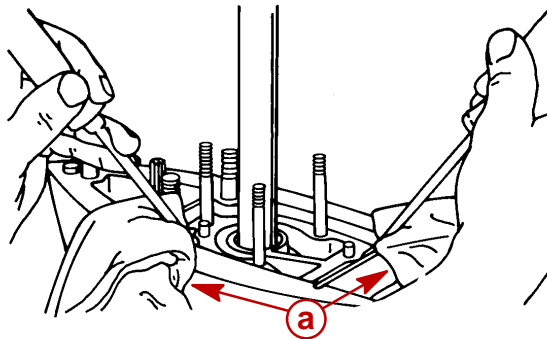


- b. Drill two 3/16 in. (4.8mm) diameter holes thru the top of water pump cover (but not thru insert). Drive insert out of cover with a punch and hammer.



a - Drill Two Holes at These Locations

7. Remove impeller from driveshaft. (It may be necessary to use a punch and hammer to drive impeller upward on driveshaft. In extreme cases, it may be necessary to split hub of impeller with a hammer and chisel.)
8. Once impeller is removed, remove impeller drive key from driveshaft.
9. Remove water pump face plate and both gaskets (one above and below face plate) from water pump base.
10. Using 2 pry bars, positioned and padded as shown, lift water pump base up and off driveshaft.



a - Pads

11. Remove (and discard) O-ring from O-ring groove on water pump base.
12. Using a screwdriver, pry oil seals out of water pump base from gear housing side of base.



Bearing Carrier and Propeller Shaft Removal

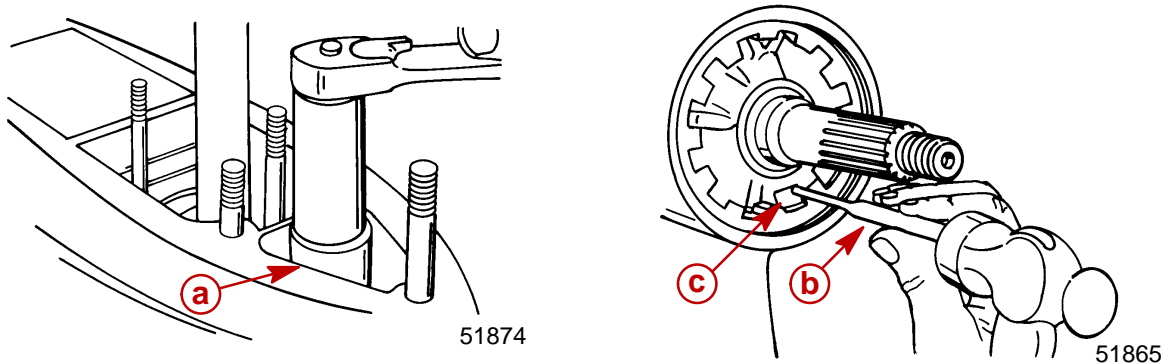
⚠ CAUTION

Gear housing MUST BE in NEUTRAL position, and shift shaft MUST BE removed from gear housing before propeller shaft can be removed from gear housing.

1. Place gear housing in a suitable holding fixture with propeller shaft in a horizontal position.
2. Use Shift Shaft Bushing Tool (91-31107) to unthread shift shaft bushing. (DO NOT remove bushing from shift shaft at this time.)

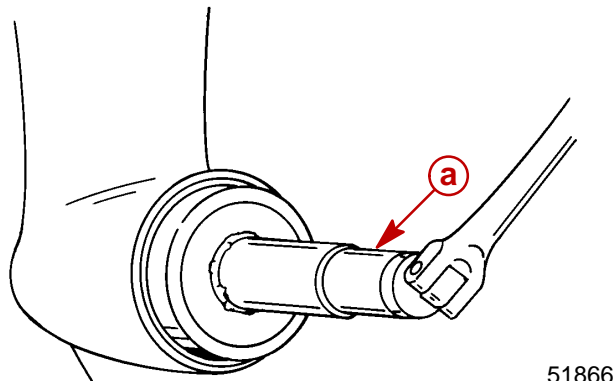
IMPORTANT: Prior to removal of shift shaft from gear housing, recheck that gear housing is in NEUTRAL position.

3. Bend cover nut lock tab out of cover nut recess.



- a** - Shift Shaft Bushing Tool (91-31107)
- b** - Punch
- c** - Tab of Tab Washer

4. Remove gear housing cover nut with Cover Nut Tool (91-61069).



- a** - Cover Nut Tool (91-61069)

5. After cover nut has been removed, remove lock tab washer from gear housing.

⚠ CAUTION

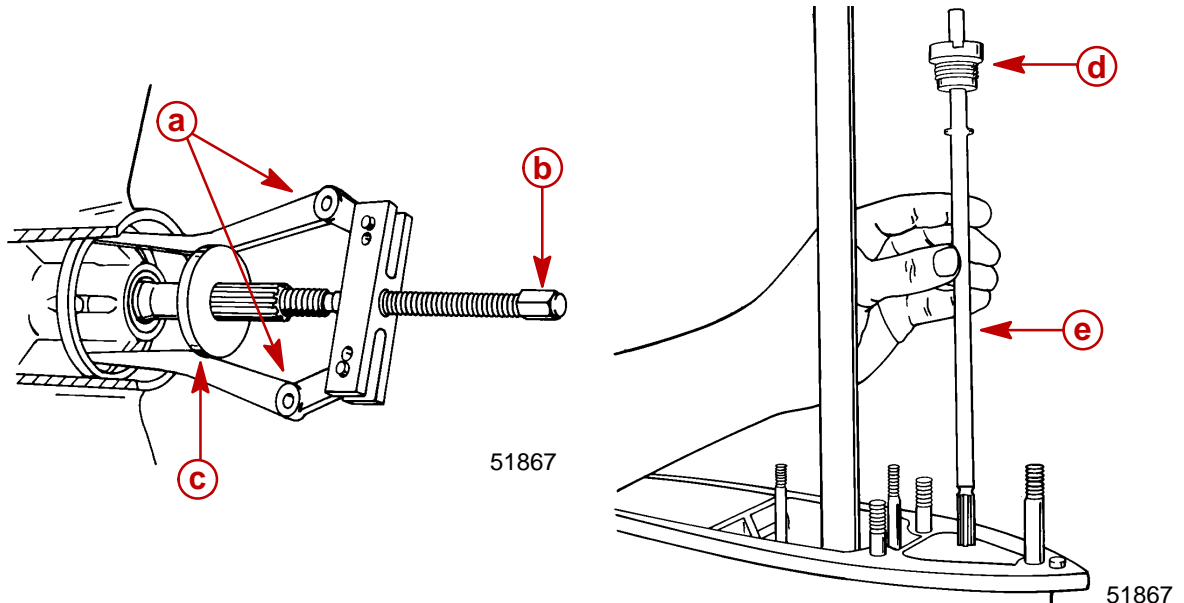
Once bearing carrier is removed from gear housing, extreme care MUST BE taken not to apply any side force on propeller shaft. Side force on propeller shaft may break the neck of the clutch actuator rod.



- Use long Puller Jaws (91-46086A1) and Puller Bolt (91-85716) to remove bearing carrier. (Use propeller thrust hub to maintain outward pressure on puller jaws.)

NOTE: When bearing carrier is removed from gear housing, the bearing carrier alignment key will come out with it.

- With gear housing in NEUTRAL, pull shift shaft out of gear housing. If necessary, use a pliers to pull shift shaft out of gear housing. If pliers are used to pull shift shaft out, wrap a strip of soft metal (aluminum) around splines before clamping pliers. DO NOT turn shaft (clockwise OR counterclockwise) while pulling shaft out. (For further information on shift shaft, see "Shift Shaft Cleaning/Inspection and Disassembly.")



- a - Long Puller Jaws (91-46086A1)
- b - Puller Bolt (91-85716)
- c - Thrust Hub
- d - Shift Shaft Bushing
- e - Shift Shaft

⚠ CAUTION

Propeller shaft, cam follower and shift cam, in most cases, will come out of gear housing by simply pulling outward on propeller shaft. DO NOT FORCE shaft sideways or ATTEMPT TO PULL with a slide hammer or any mechanical puller.

- Remove propeller shaft, cam follower and shift cam by pulling shaft straight out of gear housing. (DO NOT JERK propeller shaft.) If propeller shaft will not come out, proceed with Step "a" or "b", following:
 - Push propeller shaft back into place against the forward gear. Visually inspect location of shift cam by looking down shift shaft hole (illuminated with a flashlight). If splined hole in shift cam is visible, reinstall shift shaft and rotate shift shaft to neutral position. Remove shift shaft, then remove propeller shaft as instructed in Step 8, immediately preceding.
 - Push propeller shaft back into place against forward gear. Slide bearing carrier back into gear housing (to support propeller shaft). Place gear housing on its left side (viewed from rear) and strike upper leading end of gear housing with a rubber mallet. This will dislodge the shift cam from cam follower into a clearance pocket in left side of gear housing. Remove bearing carrier and pull propeller shaft out of gear housing.



NOTE: If Step 8-b was used to remove propeller shaft, the shift cam can be retrieved after removal of forward gear.

Shift Shaft

CLEANING AND INSPECTION

1. Clean shift shaft and bushing with solvent and dry with compressed air.
2. Check shift shaft splines on both ends for wear and/or corrosion damage.
3. Inspect shift shaft for groove(s) at shift shaft bushing seal surface.
4. Inspect shift shaft bushing for corrosion damage.
5. Inspect shift shaft bushing oil seal for wear and/or cuts.

NOTE: Oil seal in shift shaft bushing should be replaced as a normal repair procedure.

DISASSEMBLY

1. Remove (and discard) shift shaft bushing oil seal by prying it out or driving it out with a punch and hammer.

CLEANING/INSPECTION - BEARING CARRIER

IMPORTANT: It is recommended that all seals and O-rings be replaced (as a normal repair procedure) to assure effective repair.

1. Clean bearing carrier with solvent and dry with compressed air.

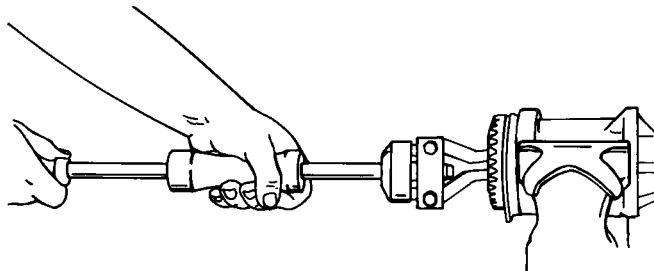
CAUTION

DO NOT spin bearings dry with compressed air, as this could cause bearing to score.

2. Bearing carrier propeller shaft needle bearing condition is determined by propeller shaft bearing surface condition. (See "Propeller Shaft Inspection.")
3. Inspect reverse gear to pinion gear wear pattern (should be even and smooth). If not, replace reverse gear and pinion gear.
4. Check clutch jaws on reverse gear for damage. Replace reverse gear, if damage is found on clutch jaws.
5. Apply light oil to reverse gear bearing. Rotate reverse gear bearing while checking bearing for rough spots and/or catches. Push in and pull out on reverse gear to check for bearing side wear. Replace bearing if any of the listed conditions exist.

DISASSEMBLY - BEARING CARRIER

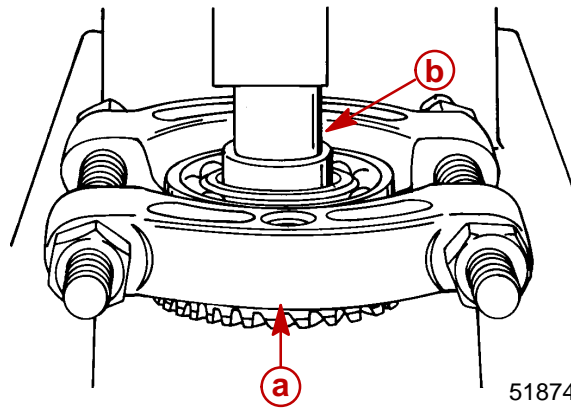
1. Remove and discard O-ring from between bearing carrier and thrust washer.
2. If inspection of reverse gear or reverse gear bearing determines that replacement of gear or bearing is required, remove gear and bearing as follows:
 - a. Position bearing carrier in a soft jaw vise.
 - b. Use Slide Hammer (91-34569A1) and remove reverse gear.



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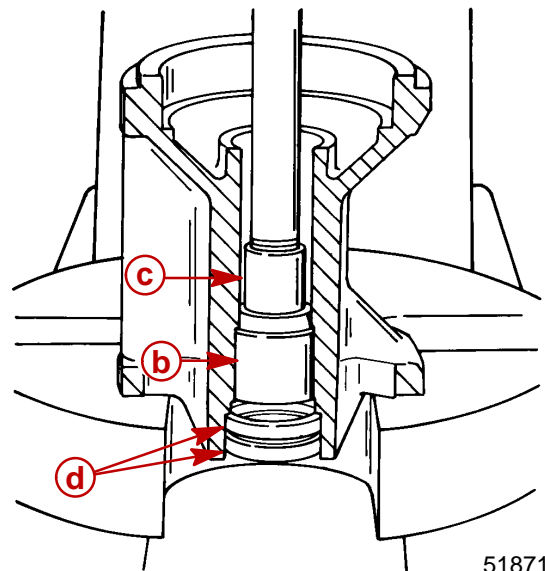
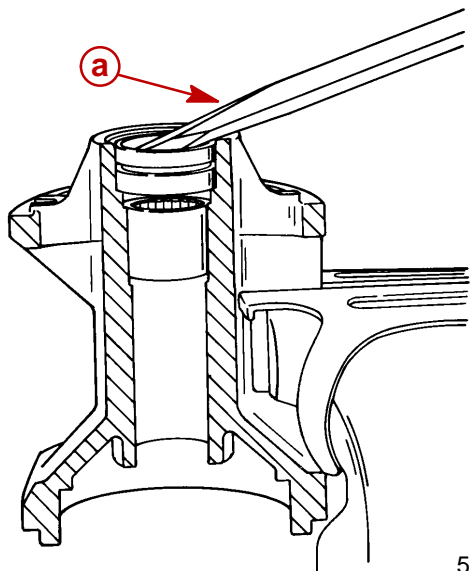
- c. If reverse gear bearing remains attached to reverse gear, install Universal Puller Plate (91-37241) and position puller plate, gear and bearing on a press with gear side down. Use a suitable mandrel and press gear out of bearing.



- a** - Universal Puller Plate
b - Mandrel

- d. If reverse gear bearing has remained in bearing carrier, use slide hammer to remove bearing in the same methods as was used to remove reverse gear (Step "b").
3. Propeller shaft oil seals can be removed by (a) using a pry bar, or (b) pressing seals out when propeller shaft needle bearing is pressed out of bearing carrier.
4. If inspection of propeller shaft needle bearing determines that replacement of bearing is required, use Universal Bearing Removal and Installation Tool (91-31229A1) to press bearing and seals out of bearing carrier.

NOTE: Reverse gear must be removed from bearing carrier before propeller shaft needle bearing can be removed.



- a** - Pry Bar
b - Propeller Shaft Needle Bearing
c - Mandrel
d - Oil Seals



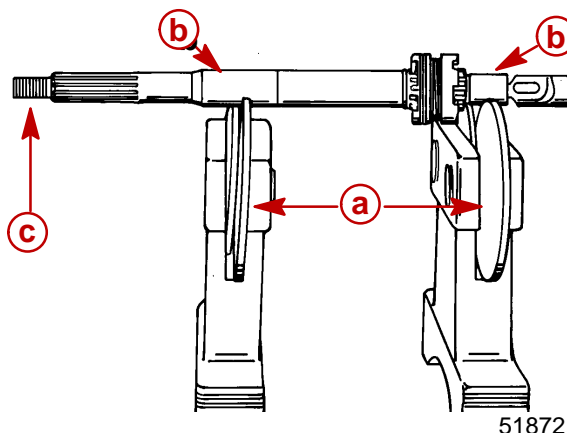
Propeller Shaft

INSPECTION

1. Clean propeller shaft assembly with solvent and dry with compressed air.
2. Inspect bearing carrier oil seal surfaces for grooves. Run fingernail across seal surface to check for groove. Replace shaft if groove is found.
3. Visually check bearing surfaces of propeller shaft for pitting, grooves, scoring, uneven wear or discoloration (bluish color) from overheating. Replace shaft and corresponding needle bearing if any of the above conditions are found. (Bearing carrier needle bearing contacts propeller shaft just in front of oil seal surface. Forward gear bearing contacts propeller shaft in front of sliding clutch splines.)
4. Inspect propeller shaft splines for wear and/or corrosion damage.
5. Check propeller shaft for straightness. Use either method, following:

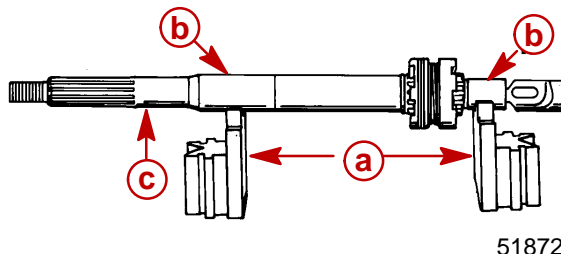
BALANCE WHEELS

Place propeller shaft on balance wheels. Rotate propeller shaft and observe propeller end of shaft for "wobble." Replace shaft if any "wobble" is observed.



- a** - Balance Wheels
- b** - Bearing Surfaces
- c** - Watch for Wobble

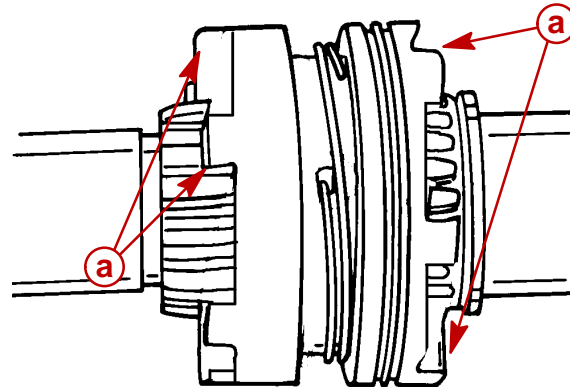
Position propeller shaft roller bearing surfaces on "vee" blocks. Mount a dial indicator at front edge of propeller splines. Rotate propeller shaft. Dial indicator movement of more than 0.006 in. (0.152 mm) (or noticeable "wobble") is reason for replacement.



- a** - "Vee" Blocks
- b** - Bearing Surfaces
- c** - Measure with Dial Indicator at this Point



6. Inspect sliding clutch. Check reverse gear and forward gear clutch jaws. Rounded jaws indicate one or more of the following:
 - a. Improper shift cable adjustment.
 - b. Improper shift habits of operator(s) (shift from NEUTRAL to REVERSE gear too slowly).
 - c. Engine idle speed too high (while shifting).



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a - Clutch Jaws

7. Check condition of cam follower. If it shows wear (pitting, scoring or rough surface), replace cam follower and shift cam.

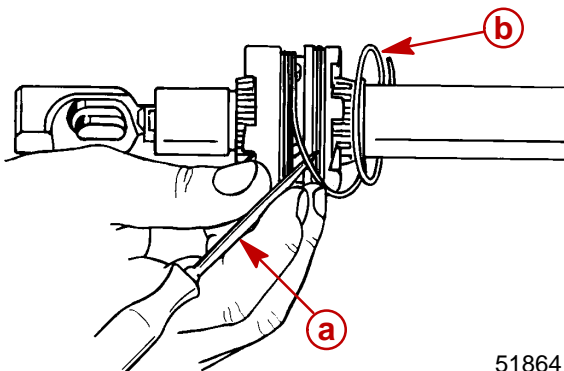
DISASSEMBLY

1. Remove shift cam from cam follower.
2. Insert a thin blade screwdriver or awl under first coil of cross pin retainer spring and rotate propeller shaft to unwind spring from sliding clutch. DO NOT over-stretch spring.

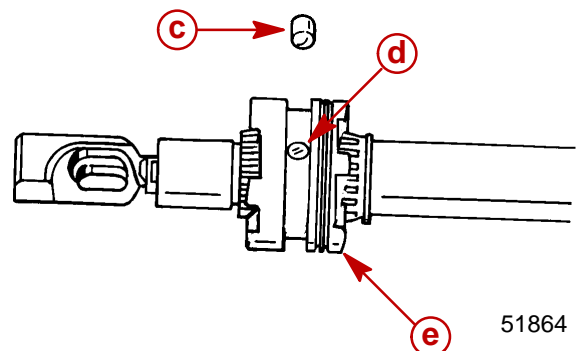
CAUTION

Detent pin is free and can fall out of sliding clutch. Care **MUST BE** taken not to lose pin.

3. Detent pin is free and can be removed from sliding clutch at this time.



51864

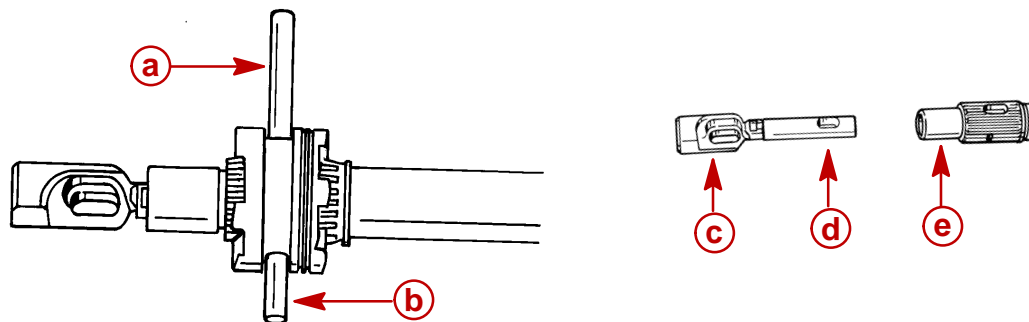


51864

- a - Awl
- b - Cross Pin Retainer Spring
- c - Detent Pin
- d - Cross Pin
- e - Sliding Clutch



4. Push cross pin out of sliding clutch and propeller shaft with Cross Pin Tool (91-86642).
5. Pull sliding clutch off propeller shaft.
6. Pull cam follower and clutch actuator rod out of propeller shaft. DO NOT force cam follower up-or-down or side-to-side when pulling from propeller shaft.



51864

- a** - Cross Pin Tool (91-86642)
- b** - Cross Pin
- c** - Cam Follower
- d** - Clutch Actuator Rod
- e** - Propeller Shaft

7. Once cam follower and clutch actuator rod are removed from propeller shaft, lift rod out of cam follower.

Clutch Actuator Rod

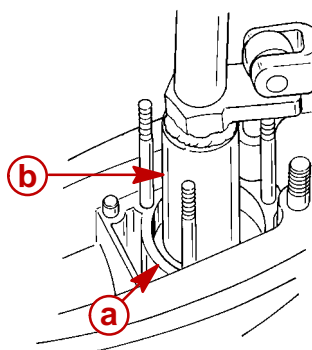
CLEANING AND INSPECTION

1. Clean clutch actuator rod in solvent and dry with compressed air.
2. Inspect actuator components for wear or damage. Replace components as required.

Pinion Gear and Driveshaft

REMOVAL

1. Remove bearing retainer using Bearing Retainer Tool (91-43506).



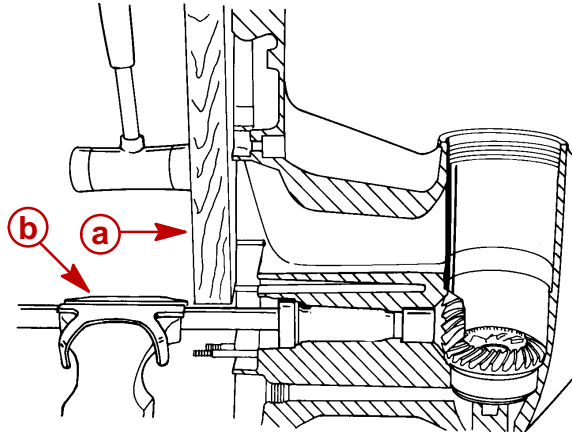
51865

- a** - Bearing Retainer
- b** - Bearing Retainer Tool (91-43506)

2. Place Driveshaft Holding Tool (91-34377A1) over driveshaft splines.
3. Use a socket and flex handle to hold pinion nut. (Pad area of gear housing where flex handle will make contact to prevent damage to gear housing.)
4. Use a socket and flex handle on Driveshaft Holding Tool to loosen pinion nut. Remove pinion nut and Driveshaft Holding Tool.



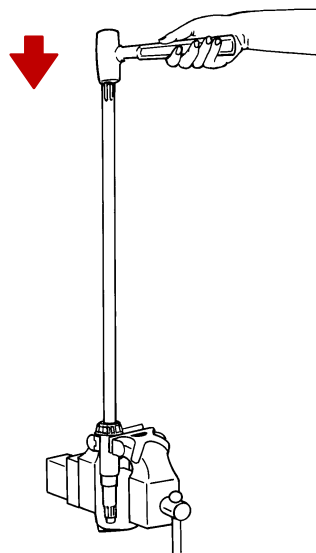
5. Remove gear housing from vise and re-position it as shown. Be sure to use soft jaw vise covers and clamp as close as possible to water pump studs.
6. Place a block of wood on gear housing mating surface. Use a mallet and carefully tap gear housing away from driveshaft.

CAUTION**DO NOT strike gear housing hard with the mallet or allow gear housing to fall.**

51870

- a** - Wooden Block
- b** - Soft Jaw Vise Covers

7. Reach into gear housing and remove pinion gear and forward gear assembly.
8. After driveshaft is removed from gear case, remove and retain shim(s) that were located under upper tapered driveshaft bearing.
9. If inspection determines that replacement of driveshaft tapered bearing is required, remove bearing from driveshaft as follows:
 - a. Position driveshaft in a vise; DO NOT tighten vise jaws against shaft.
 - b. Strike shaft with a lead hammer; take care not to drop shaft.



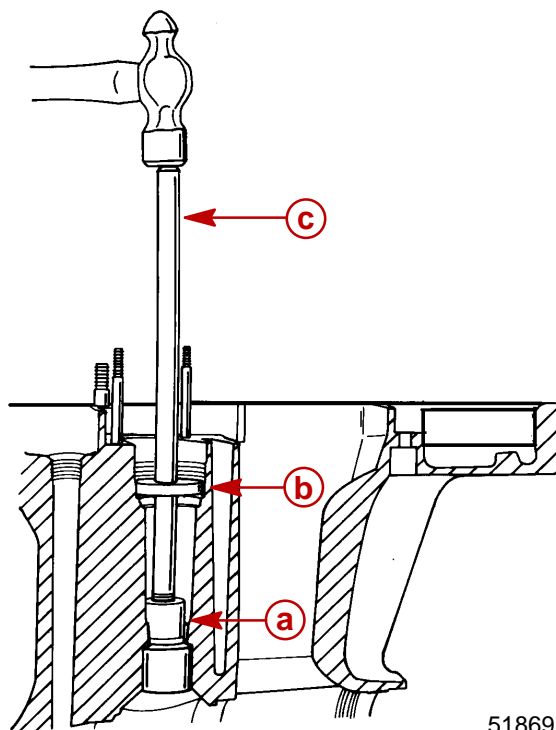
51866

10. Remove 18 loose needles from outer race of driveshaft needle bearing.
11. If inspection of driveshaft needle bearing surface determines that replacement of needle bearing is required, the 18 loose needle bearings previously removed must be reinstalled in bearing race to provide surface for mandrel to drive against.



NOTE: FORWARD gear must be removed first BEFORE removing driveshaft needle bearing.

IMPORTANT: Discard driveshaft needle bearing after removal. (Bearing cannot be reused.)



a - Mandrel (91-37263)

b - Pilot* (91-36571)

c - Driver Rod* (91-37323)

*From Bearing Removal and Installation Kit (91-31229A5)

51869

CLEANING AND INSPECTION

1. Clean driveshaft, tapered bearing and race, and pinion gear with solvent. Dry with compressed air. DO NOT allow driveshaft bearing to spin while drying.
2. Inspect pinion gear for pitting, grooves, scoring, uneven wear and/or discoloration from overheating. Replace pinion gear, if any of the above conditions are found.
3. Inspect driveshaft needle bearing surface (area just above pinion gear splines) for pitting, grooves, scoring, uneven wear and/or discoloration from overheating. Replace driveshaft and driveshaft needle bearing, if any of the preceding conditions are found.
4. Inspect driveshaft to crankshaft splines for wear. Replace driveshaft if wear is excessive.
5. Inspect tapered bearing race for pitting, grooves, scoring, uneven wear and discoloration from overheating. Replace tapered bearing and race as a set, if any of the preceding conditions are found.
6. Inspect driveshaft for groove(s) where water pump base oil seals contact shaft. Replace driveshaft if groove(s) are found.



Forward Gear

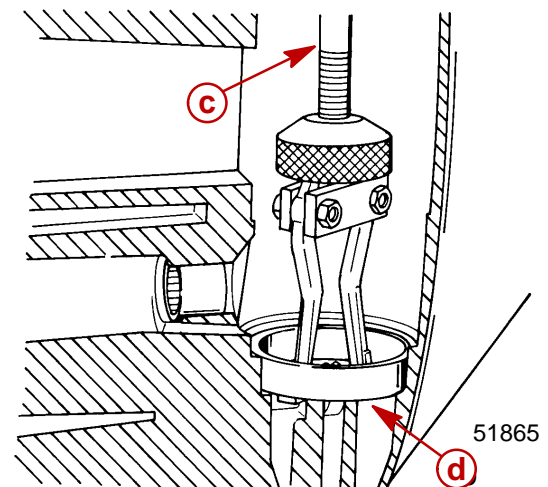
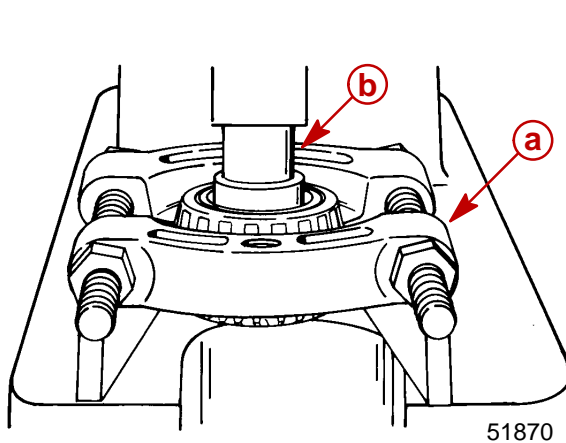
REMOVAL AND DISASSEMBLY

NOTE: Forward gear can only be removed from gear housing after driveshaft and pinion gear have been removed.

1. Reach into gear housing and lift out forward gear.

IMPORTANT: DO NOT remove tapered bearing or needle bearings from forward gear, unless replacement of bearings is required. (Bearings cannot be reused after they have been removed.)

2. If inspection determines that replacement of forward gear tapered bearing is required, remove bearing from gear and bearing race from gear housing (tapered bearing and race MUST BE replaced as a set), as follows:
 - a. Install Universal Puller Plate (91-37241) between forward gear and tapered bearing.
 - b. Place forward gear, bearing and puller plate on a press and press gear out of bearing with a suitable mandrel.
 - c. Use Slide Hammer (91-34569A1) to remove forward gear tapered bearing race.

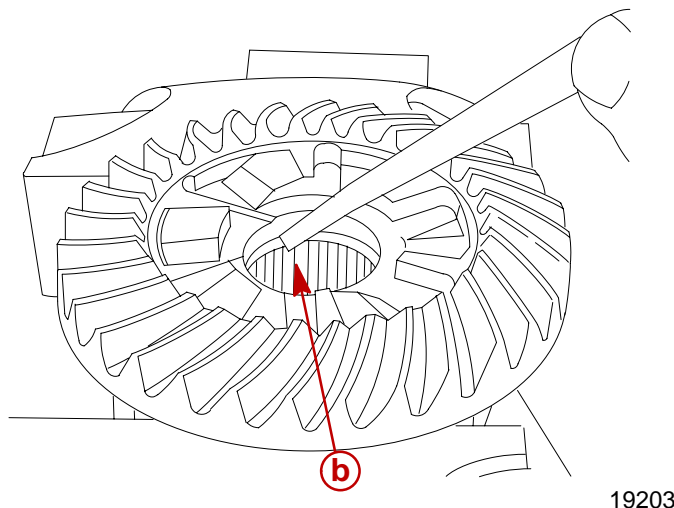
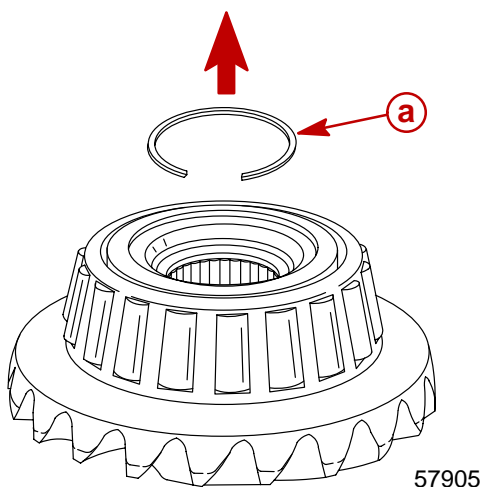


- a - Universal Puller Plate
- b - Mandrel
- c - Slide Hammer
- d - Tapered Bearing Race

- d. After forward gear tapered bearing race is removed from gear housing, lift out and retain shims which were behind bearing race.
3. If inspection determines that replacement of propeller shaft needle bearings in forward gear is required, remove bearing from gear as follows:
 - a. Clamp forward gear in a soft jaw vise securely.
 - b. From toothed-side of gear, drive propeller shaft needle bearings out of gear with a punch and hammer.



NOTE: If propeller shaft needle bearings are secured by a retaining ring, use suitable tools (screwdriver and awl) to remove retaining ring. Use a punch and hammer to remove bearing.



- a** - Retaining Ring
b - Bearing

CLEANING AND INSPECTION

⚠ CAUTION

DO NOT spin bearings dry with compressed air, as this could cause bearing to score.

1. Clean forward gear and bearings with solvent and dry with compressed air.
2. Inspect gear teeth for pitting, grooves, scoring, uneven wear and for discoloration (from overheating). Replace gear if any of these conditions are found.
3. Check clutch jaws on forward gear for damage. Replace forward gear if damage is found.
4. Inspect tapered bearing race for pitting, grooves, scoring, uneven wear and discoloration (from overheating). Replace tapered bearing (on forward gear) and race if any of these conditions are found. (Always replace tapered bearing and race as a set.)
5. To determine condition of propeller shaft needle bearings (in forward gear), inspect propeller shaft forward gear needle bearing surface as outlined in "Propeller Shaft Inspection."

Gear Housing

CLEANING AND INSPECTION

1. Clean gear housing with solvent and dry with compressed air.
2. Check gear housing carefully for impact damage.
3. Check for loose fitting bearing cups and needle bearings.
4. Inspect bearing carrier cover nut retainer threads in gear housing for corrosion damage and/or stripped threads.



Reassembly and Installation Standard Rotation

Driveshaft Needle Bearing

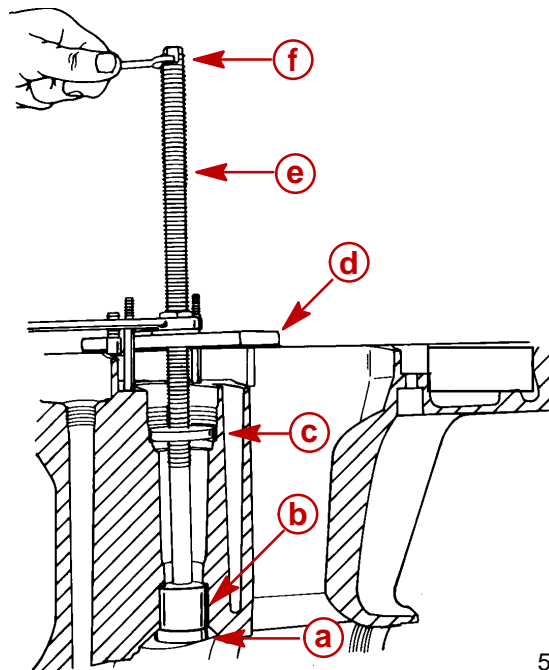
REASSEMBLY/INSTALLATION

⚠ CAUTION

If driveshaft needle bearing failure has occurred, and original bearing race has turned in the gear housing, gear housing **MUST** be replaced. Loose fitting needle bearing will move out of position and cause repeated failures.

1. Apply a thin coat of Quicksilver 2-4-Cw/Teflon Lubricant to driveshaft needle bearing bore in gear housing.
2. By way of propeller shaft cavity, place needle bearing in driveshaft bore with numbered side of bearing facing up driveshaft bore.
3. Install and seat needle bearing with the following tools: Puller Rod* (91-31229), Nut* (11-24156), Pilot* (91-36571), Plate* (91-29310), and Mandrel (models with pre-loaded driveshaft use 91-38628*; models with standard driveshaft use 91-92788). Pull bearing up into bore until it bottoms on gear housing shoulder. (DO NOT use excessive force.)

*From Bearing Removal and Installation Kit (91-31229A5)



51869

- a - Mandrel
- b - Bearing
- c - Pilot
- d - Plate
- e - Puller Rod
- f - Hold



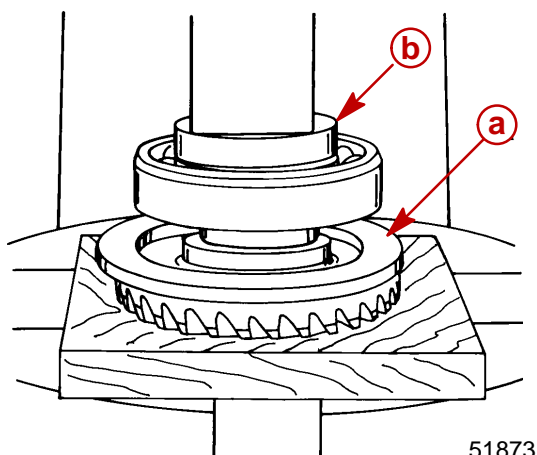
Bearing Carrier

REASSEMBLY

1. Place reverse gear on a press with gear teeth facing down.

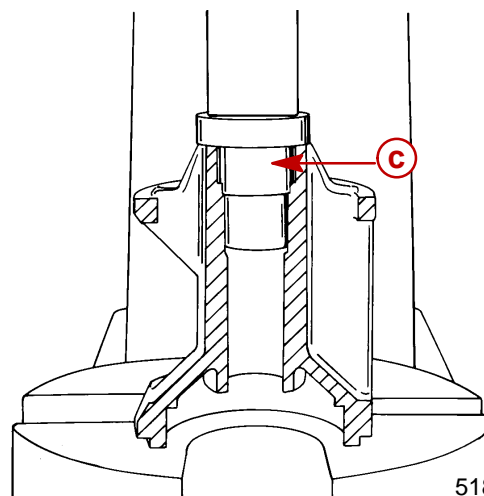
IMPORTANT: The reverse gear thrust washer has a tapered outside diameter so that one side is larger than the other. The larger outside diameter of washer must be toward reverse gear.

2. Place thrust washer over gear with the larger outside diameter down toward gear.
3. Apply a light coat of Quicksilver Super Duty Gear Lubricant onto inside diameter of reverse gear ball bearing.
4. Position ball bearing over gear (with numbered side of bearing up).
5. Press ball bearing onto gear with a suitable mandrel until firmly seated. (Be sure to press only on inner race of bearing and that bearing is firm against gear.)
6. Apply a light coat of Quicksilver Super Duty Gear Lubricant onto outside diameter of propeller shaft needle bearing.
7. Place propeller shaft needle bearing into aft end of bearing carrier with numbered side toward aft end.
8. Use Mandrel 91-15755 and press needle bearing into bearing carrier.



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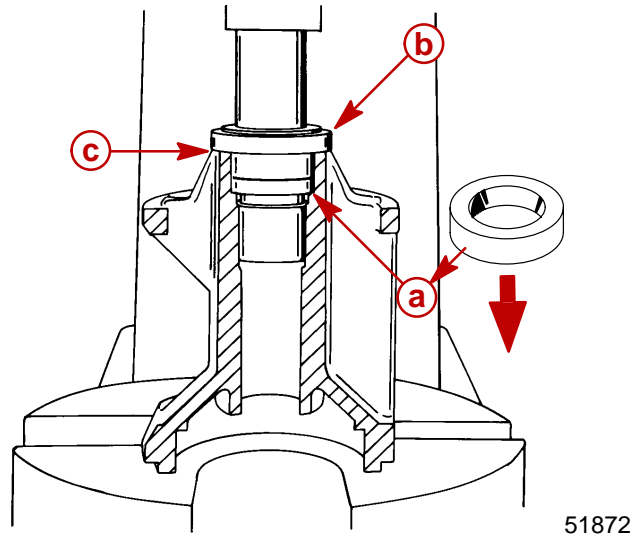
- a** - Thrust Washer
- b** - Mandrel
- c** - Mandrel (91-15755)



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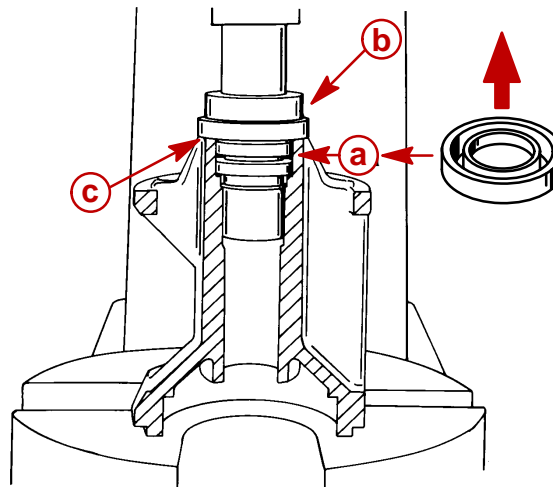


9. Apply Loctite 271 to outer diameter of propeller shaft oil seals.
10. Place one seal on longer shoulder side of Oil Seal Driver (91-31108) with lip of seal away from shoulder. Press seal into bearing carrier until seal driver bottoms against bearing carrier.



- a** - Oil Seal (Lip of Seal Down)
- b** - Oil Seal Driver
- c** - Seated

11. Place second seal on short shoulder side of seal driver with lip of seal toward shoulder. Press seal into bearing carrier until seal driver bottoms against bearing carrier.

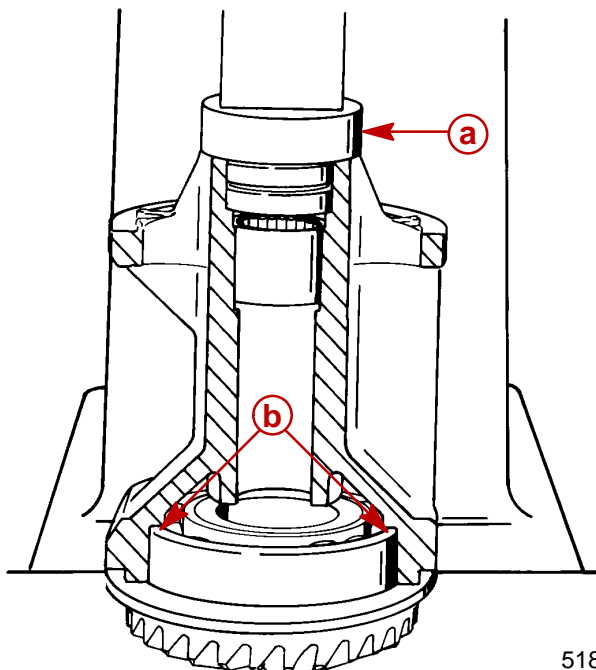


- a** - Oil Seal (Lip of Seal Up)
- b** - Oil Seal Driver
- c** - Seated

12. Wipe off excess Loctite.
13. Apply a light coat of Quicksilver Super Duty Gear Lubricant onto the outside diameter of reverse gear ball bearing.



14. Place bearing carrier over reverse gear and bearing assembly. Press bearing carrier onto bearing.



- a** - Mandrel
- b** - Seated

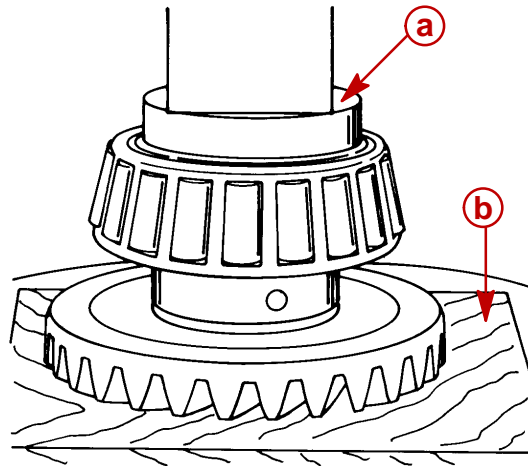
15. Place O-ring over bearing carrier and position it between bearing carrier and thrust washer.
16. Lubricate oil seals and O-ring with Quicksilver 2-4-C w/Teflon Marine Lubricant.



Forward Gear

REASSEMBLY

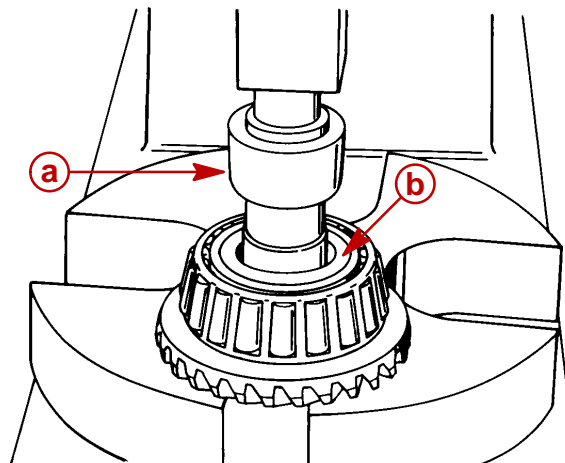
1. Place forward gear on a press with gear teeth down.
2. Apply a light coat of Quicksilver Super Duty Gear Lubricant onto the inside diameter of forward gear tapered bearing.
3. Position forward gear tapered bearing over gear.
4. Press bearing onto gear until firmly seated. (Be sure to press only on inner race of bearing and that bearing is firm against the gear.)



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- a** - Mandrel
b - Wooden Block

5. Apply a light coat of Quicksilver Super Duty Gear Lubricant to bore in center of forward gear.
6. Place forward gear needle bearing on short shoulder side of Forward Gear Bearing Tool (91-86943) with numbered side of bearing toward shoulder. Press bearing into forward gear until bearing tool bottoms against gear.

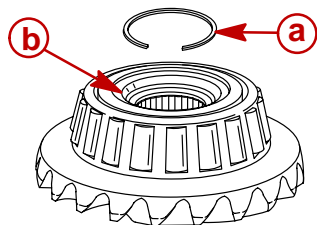


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- a** - Forward Gear Bearing Tool (91-86943)
b - Numbered Side of Needle Bearing



- Install retaining ring, if equipped, into groove of forward gear by starting at one end of retaining ring and working it around until seated in groove.



a - Retaining Ring

b - Groove in Forward Gear

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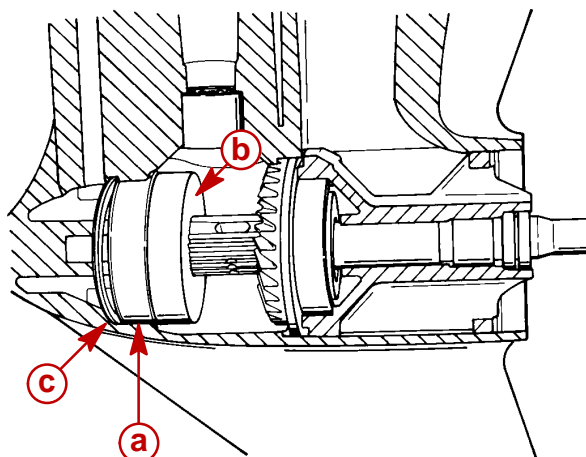
Forward Gear Bearing Race

INSTALLATION

- Place shim(s) (retained from disassembly) into gear housing. If shim(s) were lost or a new gear housing is being used, start with approximately 0.010 in. (0.254 mm).
- Apply a light coat of Quicksilver Super Duty Gear Lubricant to forward gear bearing race bore in gear housing.
- Position tapered bearing race squarely over bearing bore in front portion of gear housing.
- Place Bearing Driver Cup (91-87120) over tapered bearing race.

NOTE: A used propeller shaft is recommended for use in Step 5. If it is necessary, however, to use the propeller shaft that will be installed in gear housing, the propeller shaft must be disassembled. (Refer to "Propeller Shaft Disassembly," preceding.)

- Place propeller shaft into hole in center of bearing driver cup.
- Install bearing carrier assembly over propeller shaft and lower it into gear housing. Bearing carrier acts as a pilot to assure proper bearing race alignment.
- Thread a nut onto propeller shaft to protect propeller shaft threads.
- Use a mallet to drive propeller shaft against bearing driver cup until tapered bearing race is seated against shim(s).



a - Tapered Bearing Race
b - Bearing Driver Cup
(91-31106)

c - Shim(s)

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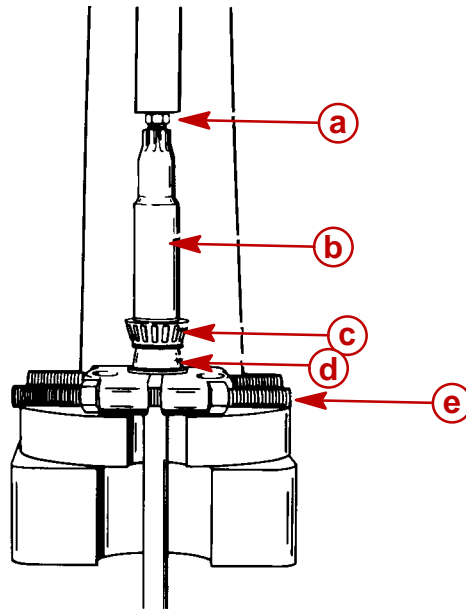
- Remove propeller nut. Remove bearing carrier and propeller shaft from gear housing. Lift bearing driver cup out of gear housing.
- Apply a light coat of oil on tapered bearing race, then place forward gear assembly into forward bearing race.



Driveshaft and Pinion Gear

REASSEMBLY/INSTALLATION

1. Apply a light coat of Quicksilver Super Duty Gear Lubricant on I.D. of driveshaft tapered bearing.
2. Thread a used pinion nut onto end of driveshaft. Leave approximately 1/16 in. (2 mm) of nut threads exposed. Driveshaft threads **MUST NOT** extend beyond nut or thread damage could result while pressing.
3. Place bearing over driveshaft.
4. Using an old driveshaft bearing inner race or other suitable mandrel (which applies pressing force on center bearing race only), press bearing onto shaft until seated.



- a - Used Pinion Nut
- b - Driveshaft
- c - Tapered Bearing
- d - Old Bearing Inner Race
- e - Universal Puller Plate

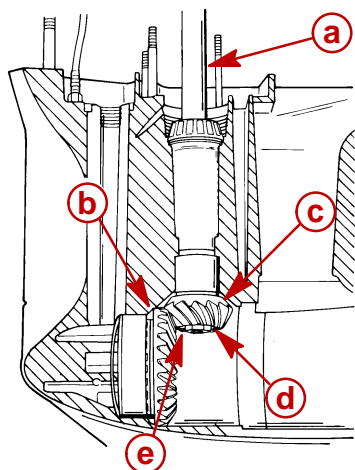
5. Position pinion gear in gear housing below driveshaft bore with teeth of pinion gear meshed with teeth of reverse gear.
6. Insert driveshaft into driveshaft bore while holding pinion gear. Rotate driveshaft to align and engage driveshaft splines with pinion gear splines. Continue to insert driveshaft into gear housing until driveshaft tapered bearing is against bearing race.

NOTE: It is recommended that after final pinion depth is obtained, a new pinion nut be installed. Clean pinion nut threads with Loctite 7649 Primer (92-809824) before applying Loctite 271.

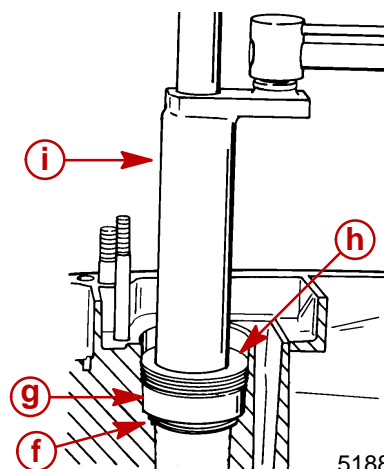
7. Place a small amount of Loctite 271 onto threads of pinion gear nut and install flat washer and nut on driveshaft with flat side of nut away from pinion gear. Hand tighten pinion nut.
8. Place shim(s) (retained from disassembly) into gear housing. If shim(s) were lost or are not reusable (damaged), start with approximately 0.010 in. (0.254 mm).



9. Install bearing race and bearing retainer.



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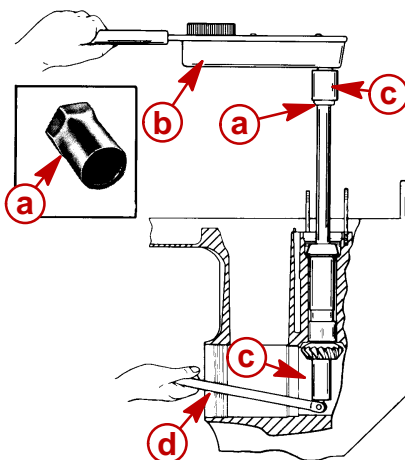


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- a** - Driveshaft (rotate to engage splines with pinion gear)
- b** - Forward Gear Assembly
- c** - Pinion Gear
- d** - Washer (located above pinion nut)
- e** - Pinion Nut [apply Loctite 271 on threads and install with flat side away from pinion gear.]
- f** - Shim(s)
- g** - Bearing Race
- h** - Bearing Retainer (Word "OFF" must be visible) Torque to 100 lb. ft. (135.5 Nm)
- i** - Bearing Retainer Tool (91-43506)

10. Use a socket and flex handle to hold pinion nut (pad area where flex handle will contact gear housing while torquing nut).

11. Place Driveshaft Holding Tool (91-34377A1) or (91-90094) over crankshaft end of driveshaft. Torque pinion nut to 75 lb. ft. (101.5 Nm).



- a** - Driveshaft Holding Tool (91-34377A1)
- b** - Torque Wrench; Torque Nut to 75 lb. ft. (101.5 Nm)
- c** - Socket
- d** - Breaker Bar

IMPORTANT: Wipe any excess Loctite from pinion nut and pinion gear.



Pinion Gear Depth/Forward Gear Backlash/Reverse Gear Backlash

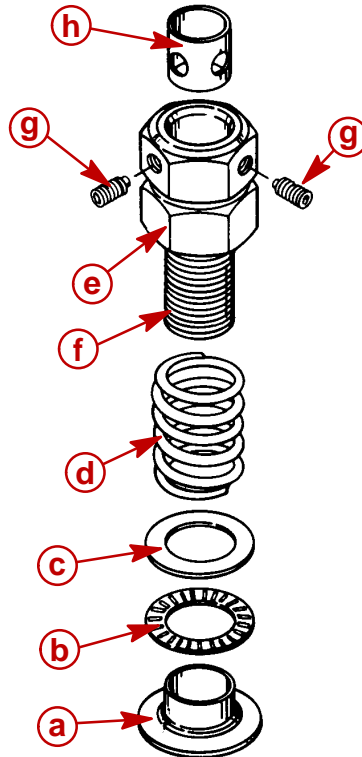
DETERMINING PINION GEAR DEPTH

NOTE: Read entire procedure before attempting any change in shim thickness.

IMPORTANT: Forward gear assembly must be installed in gear housing when checking pinion gear depth or an inaccurate measurement will be obtained.

1. Clean the gear housing bearing carrier shoulder.
2. Install Bearing Preload Tool (91-14311A1) over driveshaft in sequence shown.

NOTE: Bearing Preload Tool (91-44307A1) may also be used. Follow instructions provided with tool for proper installation.

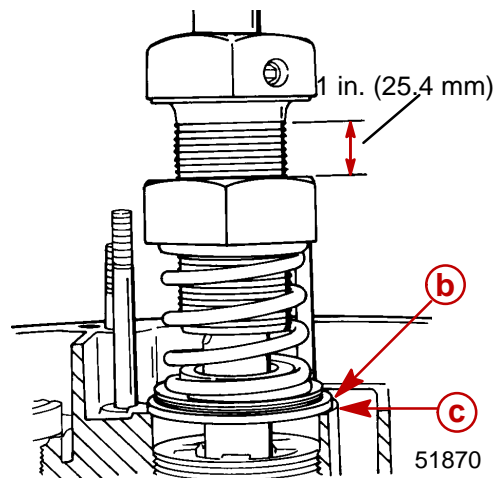
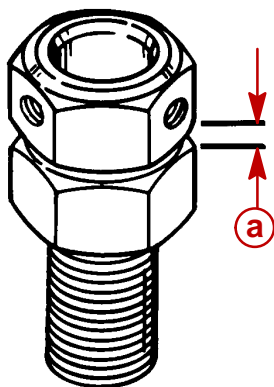


- a - Adaptor
- b - Bearing
- c - Washer
- d - Spring
- e - Nut; thread nut all the way onto bolt
- f - Bolt
- g - Set Screw
- h - Sleeve; Holes in sleeve must align with set screw

3. Align adaptor on driveshaft bearing pocket ledge.
4. With tool installed over driveshaft, tighten both set screws securely, making certain to align sleeve holes to allow set screws to pass thru.

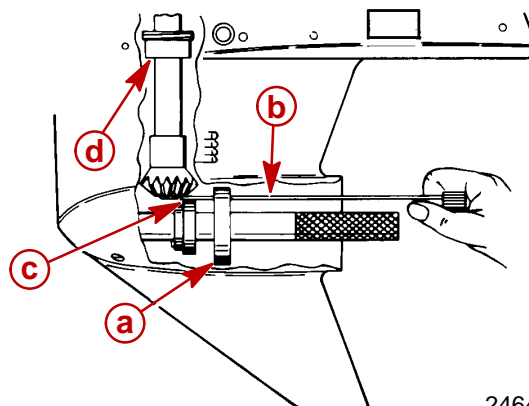
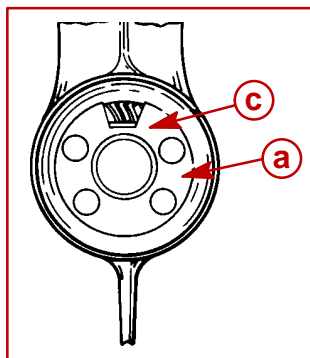


5. Measure distance (a) and increase that distance by 1 in. (25.4 mm) by turning bottom nut away from top nut.



- a** - Distance
- b** - Adaptor
- c** - Ledge

6. Turn driveshaft clockwise 2 or more turns to seat driveshaft bearings.
 7. Insert Pinion Gear Locating Tool* (91-74776) into gear housing until it bottoms out on bearing carrier shoulder.
- *Pinion Gear Locating Tool (91-12349A2) can be used. Use flat #7 and disc #2. Follow instructions supplied with tool.
8. Determine pinion gear depth by inserting a feeler gauge thru access slot in pinion gear shimming tool.
 9. Clearance between shimming tool and pinion gear should be 0.025 in. (0.64 mm).
 10. If clearance is correct, leave Bearing Preload Tool on driveshaft for “Determining Forward Gear Backlash,” following.
 11. If clearance is not correct, add (or subtract) shims at location shown to raise (or lower) pinion gear. When reinstalling pinion nut, apply Loctite 271 on threads of nut and re-torque pinion nut.



- a** - Pinion Gear Tool (91-74776 or 91-12349A2)
- b** - Feeler Gauge
- c** - Obtain 0.025 in. (0.64 mm) Clearance between Shimming Tool and Pinion Gear
- d** - Add or Subtract Shim(s) Here

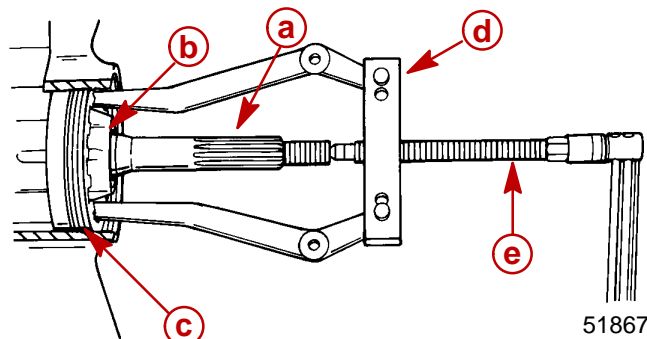


NOTE: Bearing Preload Tool (91-14311A1) should remain installed on driveshaft after setting pinion gear depth as it is required to properly check forward gear and reverse gear backlash.

DETERMINING FORWARD GEAR BACKLASH

IMPORTANT: Bearing carrier must be assembled to provide a pilot for propeller shaft.

1. Insert propeller shaft into position in gear housing. (DO NOT place shift cam on propeller shaft.)
2. Place bearing carrier into gear housing and thread cover nut tightly against bearing carrier. (It is not necessary to torque cover nut against bearing carrier.)
3. Attach Bearing Carrier Removal Tool (91-46086A1) and Puller Bolt (91-85716) onto gear housing.
4. Torque puller bolt against propeller shaft to 45 lb. in. (5 Nm). Turn driveshaft 10 revolutions with the load applied to propeller shaft. This will seat forward gear bearing.

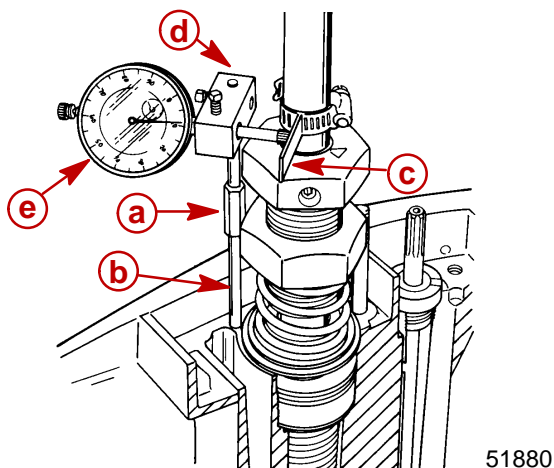


- a - Propeller Shaft (DO NOT install shift cam)
- b - Bearing Carrier (assembled)
- c - Cover Nut (Tighten; DO NOT torque)
- d - Bearing Carrier Removal Tool (91-46086A1)
- e - Puller Bolt (91-85716); Torque to 45 lb. in. (5 Nm)

5. Fasten dial indicator to gear housing and Backlash Indicator Tool (91-78473) to driveshaft.
6. Recheck torque on puller bolt [45 lb. in. (5 Nm)].



- Position dial indicator pointer on line marked "1" on Backlash Indicator Tool, if gear ratio is 1.87:1 (15 teeth on pinion gear), or on line marked "2" on Backlash Indicator Tool, if gear ratio is 2:1 (14 teeth on pinion gear) or on line marked "4" if gear ratio is 2.3:1 (13 teeth on pinion gear).



- a** - Thread Stud Adaptor (from 91-14311A1)
- b** - Stud
- c** - Backlash Indicator Tool (91-78473)
- d** - Dial Indicator Holder (91-89897)
- e** - Dial Indicator (91-58222A1)

- Lightly turn driveshaft back-and-forth (no movement should be noticed at propeller shaft).
- Dial indicator registers amount of backlash which must be 0.018 in. to 0.027 in. (0.46 mm to 0.69 mm) for the 1.87:1 gear ratio, 0.015 in. to 0.022 in. (0.38 mm to 0.56 mm) for the 2:1 gear ratio and 0.018 in. to 0.023 in. (0.46 mm to 0.58 mm) for the 2.3:1 gear ratio.
- If backlash is LESS than the specified minimum, REMOVE shim(s) from in front of forward gear bearing race to obtain correct backlash. When reinstalling pinion nut, apply Loctite 271 on threads of nut.
- If backlash is MORE than the specified MAXIMUM, add shim(s) in front of forward gear bearing race to obtain correct backlash. When reinstalling pinion nut, apply Loctite 271 on threads of nut.

NOTE: By adding or subtracting 0.001 in. (0.025 mm) shim, the backlash will change approximately 0.001 in. (0.025 mm).

REVERSE GEAR

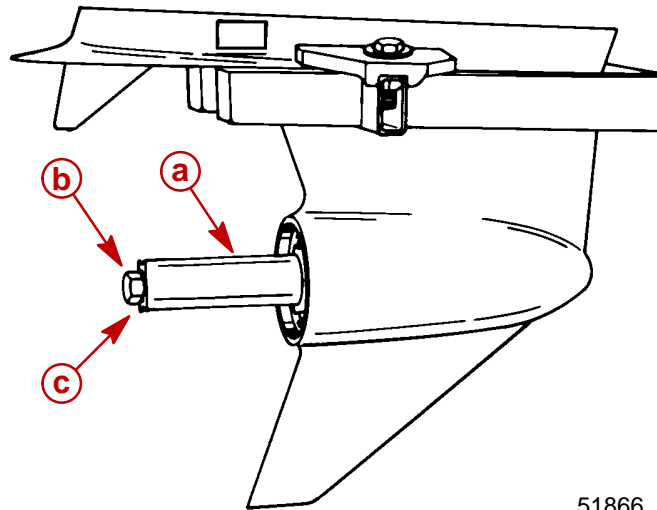
Determining Reverse Gear Backlash

Although reverse gear backlash is not adjustable, it may be checked as follows:

- Propeller shaft and bearing carrier must be completely assembled and installed in gearcase.
- Install shift shaft in gearcase.
- Shift gearcase into reverse.
- Slide 6 in. x 1.5 in. I.D. (152.5 mm x 38.0 mm) piece of PVC pipe over propeller shaft and position pipe against bearing carrier.



- Secure pipe against carrier with propeller nut and tab washer.



- a** - Pipe [6 in. x 1.5 in. (152.5 mm x 38.0 mm)]
b - Propeller Nut
c - Tab Washer

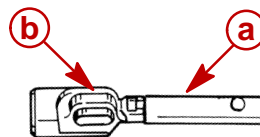
- Torque propeller nut to 45 lb. in. (5 Nm).
- Gently rock driveshaft. Dial indicator should show backlash of 0.030 in.-0.050 in. (0.762 mm- 01.27 mm).

If backlash is not as indicated, gear case is not properly assembled or parts are excessively worn and must be replaced before returning gear case to service.

Clutch Actuator Rod

REASSEMBLY

- Place a small amount of Quicksilver 2-4-C w/Teflon Lubricant on actuator rod and install cam follower.



- a** - Actuator Rod
b - Cam Follower

Shift Shaft Bushing

REASSEMBLY

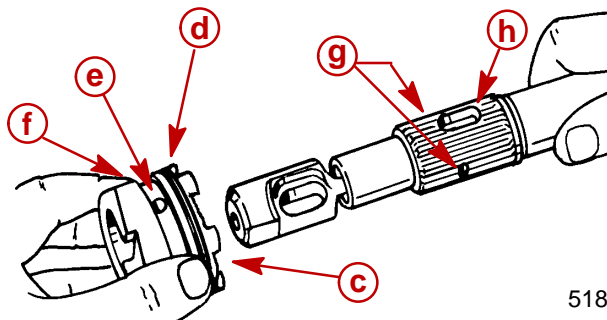
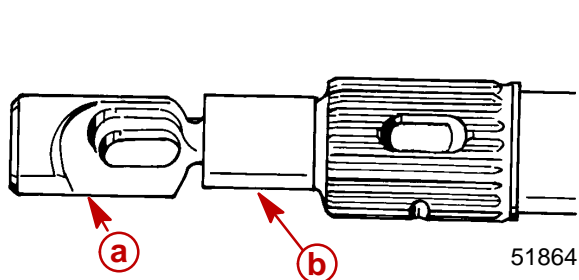
- Position shift shaft bushing on a press with threaded side down.
- Apply Loctite 271 to outside diameter of oil seal.
- Press oil seal into shift shaft bushing with lip of seal up.
- Wipe any excess Loctite from oil seal and bushing.
- Place rubber washer against oil seal.
- Install O-ring over threads and up against shoulder of bushing.
- Lubricate O-ring and oil seal with Quicksilver 2-4-C w/Teflon Marine Lubricant.



Propeller Shaft

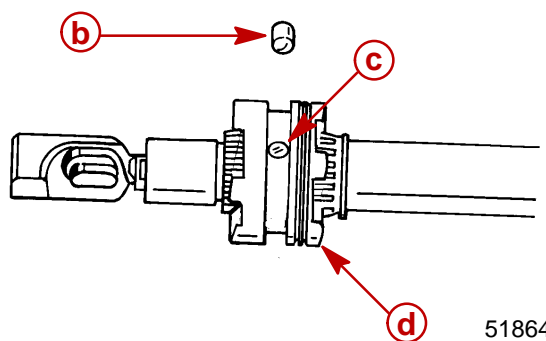
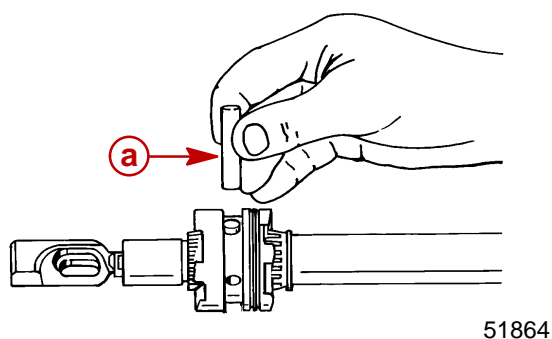
REASSEMBLY/INSTALLATION

1. Insert clutch actuator rod assembly into end of propeller shaft. Align cross pin slot in actuator rod with cross pin slot in propeller shaft.
2. On PRODUCTION MODEL GEAR CASES, position sliding clutch onto propeller shaft with GROOVED RINGS (ON SLIDING CLUTCH) TOWARD PROPELLER END OF PROPELLER SHAFT. Cross pin hole and detent holes (in sliding clutch) must line up with cross pin slot and detent notches on propeller shaft.



- a** - Cam Follower
- b** - Propeller Shaft
- c** - Sliding Clutch
- d** - Grooved Rings
- e** - Cross Pin Hole
- f** - Detent Hole (Behind Finger and Thumb)
- g** - Detent Notch (One on Each Side)
- h** - Cross Pin Slot

3. Insert cross pin thru sliding clutch, propeller shaft and actuator rod, forcing cross pin tool out.
4. Apply a small amount of 2-4-C w/Teflon Marine Lubricant on detent pin. Position a detent pin in detent pin hole of sliding clutch with rounded end of pin toward propeller shaft.



- a** - Cross Pin
- b** - Detent Pin
- c** - Cross Pin
- d** - Sliding Clutch



5. Install cross pin retaining spring onto sliding clutch as follows:

IMPORTANT: DO NOT over-stretch retaining spring when installing onto sliding clutch.

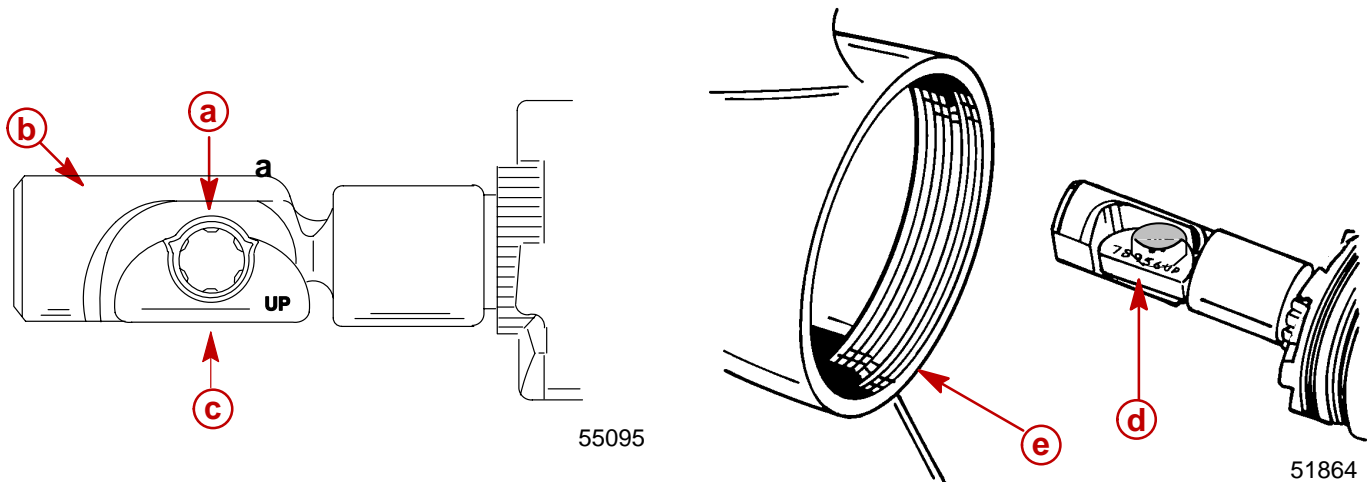
6. Spirally wrap spring into groove on sliding clutch.

7. Place gear housing in a soft jaw vise with the driveshaft in a vertical position.

8. Coat cam pocket of cam follower with 2-4-C w/Teflon Marine Lubricant.

9. Place shift cam into cam pocket of cam follower with numbered side of cam facing up.

10. With shift cam positioned as shown, insert propeller shaft thru forward gear until shaft bottoms out.



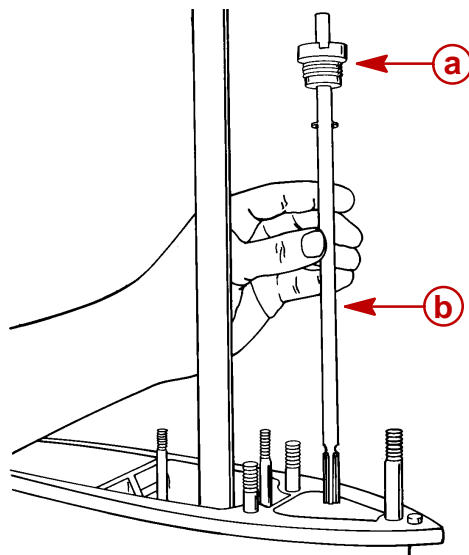
- a - Cam Pocket
- b - Cam Follower
- c - Shift Cam
- d - Shift Cam (Position as Shown)
- e - Gear Housing



⚠ CAUTION

Until bearing carrier is installed into gear housing, extreme care MUST BE taken not to apply any side force on propeller shaft. Side force on propeller shaft may break the neck of the clutch actuator rod.

11. Insert shift shaft down shift shaft hole (of gear housing) and thru shift cam and cam follower. (It may be necessary to rotate shift shaft back-and-forth slightly for it to enter shift cam.)
12. Apply a light coat of Quicksilver 2-4-C w/Teflon Marine Lubricant to threads of shift shaft bushing. (Thread bushing into position, but do not tighten down at this time)



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- a** - Shift Shaft Bushing
- b** - Shift Shaft

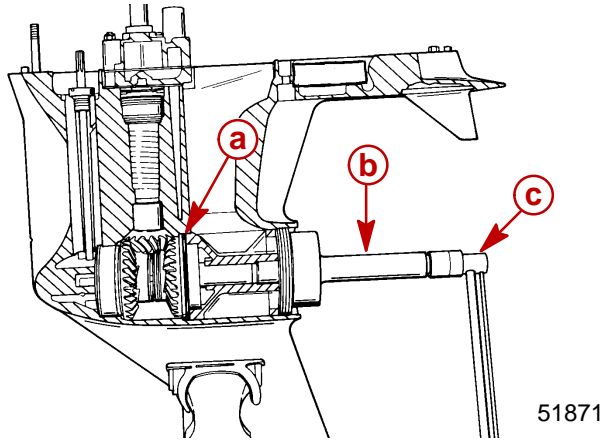
13. Lubricate O-ring on bearing carrier with Quicksilver 2-4-C w/Teflon Marine Lubricant.
14. Apply a light coat of Quicksilver 2-4-C w/Teflon Marine Lubricant to outside diameter of bearing carrier (where carrier contacts gear housing).

NOTE: When performing Step 15, rotate driveshaft clockwise (viewed from top) to mesh pinion gear with reverse gear.

15. Position bearing carrier over propeller shaft and slide it into gear housing. (Be sure to align bearing carrier keyway with gear housing keyway.)
16. Push bearing carrier in as far as possible by hand, then install bearing carrier key.
17. Place tab washer against bearing carrier.
18. Apply Quicksilver 2-4-C w/Teflon Marine Lubricant to threads of cover nut and install cover nut in gear housing (verify that the word "OFF" and arrow are visible).



19. Start cover nut a few turns by hand, then using Cover Nut Tool (91-61069) and torque wrench, torque cover nut to 210 lb. ft. (285 Nm).



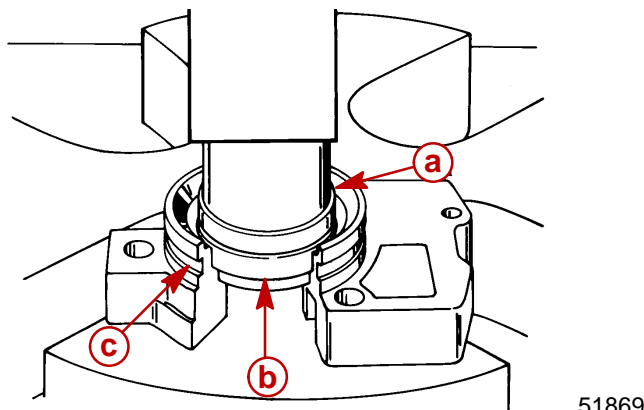
- a** - O-ring
- b** - Cover Nut Tool
- c** - Torque Wrench

20. Bend one lock tab of tab washer into cover nut (only one will align).
21. Bend remaining tabs of tab washer toward front of gear housing.
22. Use Shift Shaft Bushing Tool (91-31107) and torque shift shaft bushing to 30 lb. ft. (41 Nm).

Water Pump

REASSEMBLY/INSTALLATION

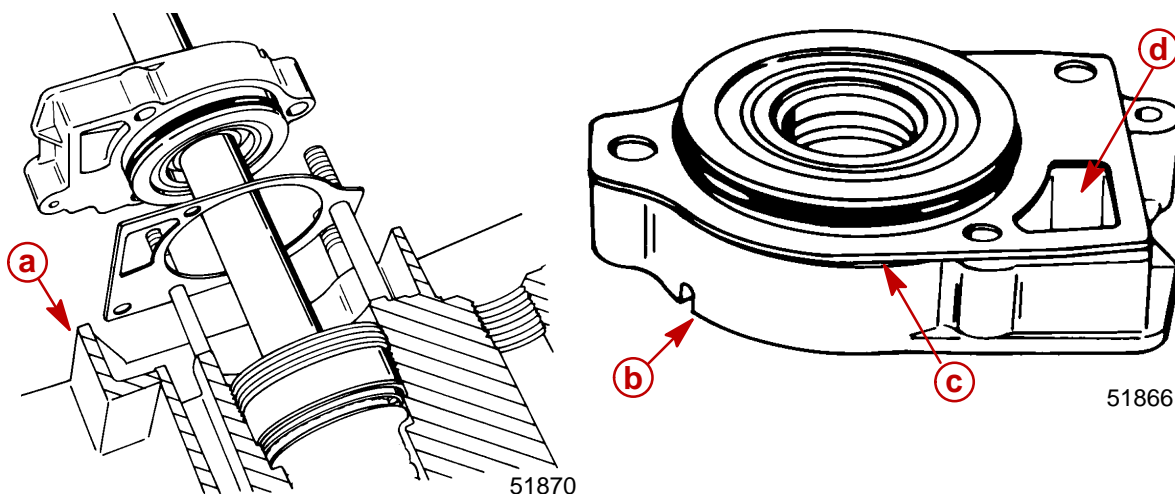
1. Install oil seals into water pump base, as follows:
 - a. Place water pump base on a press.
 - b. Just before installing each seal apply Loctite 271 on outside diameter of oil seal.
 - c. With a suitable mandrel, press the smaller diameter oil seal into pump base with lip of oil seal toward impeller side of base.
 - d. With a suitable mandrel, press the larger diameter oil seal into pump base with lip of oil seal toward gear housing side of base.
 - e. Wipe any excess Loctite from oil seals and water pump base.
2. Install O-ring into O-ring groove of water pump base. Lubricate O-ring and oil seals with 2-4-C w/Teflon Marine Lubricant (92-90018A12).



- a** - Mandrel
- b** - Oil Seal (Smaller OD)
- c** - O-ring Groove

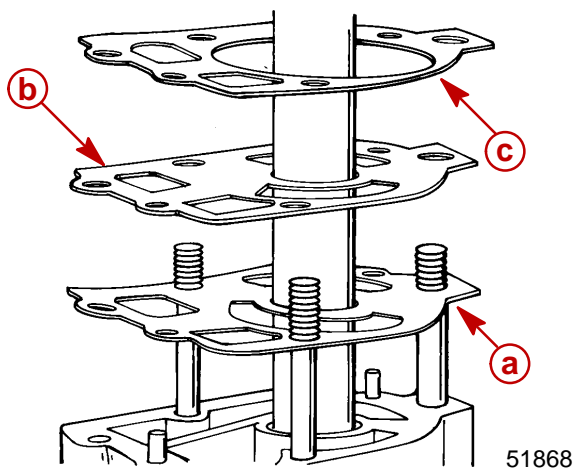


3. Install divider block if removed. Use RTV Sealer to seal seams between divider block and gear housing.
4. Install a new water pump base gasket and install water pump base.



- a** - Divider Block
- b** - Water Pump Base
- c** - Gasket
- d** - Hole (MUST be positioned as shown)

5. Install the following in order: Pump base to face plate gasket, face plate gasket and face plate to pump cover gasket. Gaskets and face plate are indexed by dowel pin location and must be installed correctly.



- a** - Gasket (Water Pump Base to Face Plate)
- b** - Face Plate
- c** - Gasket (Face Plate to Water Pump Cover)

6. Place impeller drive key on flat of driveshaft. Hold key on driveshaft with a small amount of Quicksilver 2-4-C w/Teflon Marine Lubricant.

IMPORTANT: When completing gear housing repair, that requires removal of water pump impeller, it is recommended that the impeller be replaced. If it is necessary, however, to reuse the impeller, DO NOT install in reverse to original rotation, or premature impeller failure will occur. Original rotation is clockwise.

⚠ CAUTION

A visual inspection of impeller drive key **MUST BE** made to determine that drive key is on flat of driveshaft after impeller is installed. If key has moved off flat of driveshaft, repeat Steps 7 and 8.

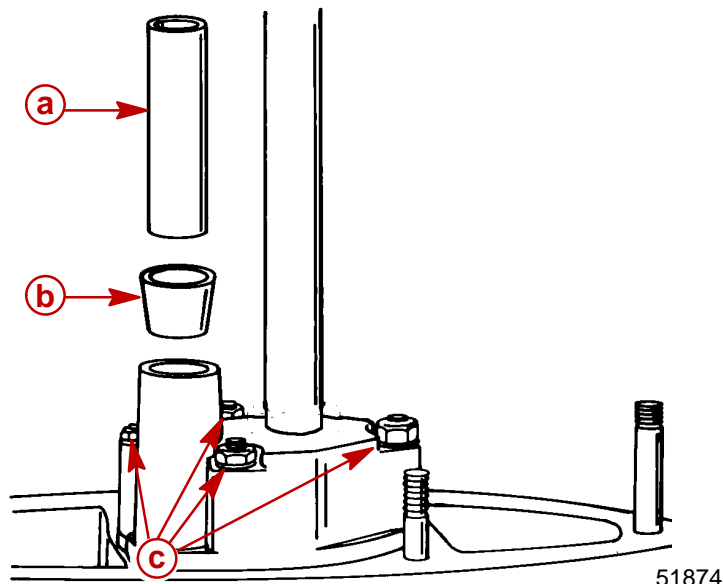


7. Slide impeller down driveshaft to impeller drive key. Align drive key with keyway in the center hub of impeller, and slide impeller over drive key.
 8. If removed, install new water pump insert into pump cover as follows:
 - a. Apply Perfect Seal to water pump insert area of pump cover.
 - b. Install water pump insert into pump cover. Verify that tab on insert enters recess in pump cover.
 - c. Wipe any excess Perfect Seal from insert and cover.
- NOTE:** If 2 holes were drilled in top of water pump cover to aid in removal of insert, fill holes with RTV Sealer or equivalent. Allow to cure, 24 hours prior to operating engine.
9. Install water tube seal into pump cover, being sure that plastic side of seal goes into cover first.
 10. Reinstall water tube guide into water pump cover.
 11. Apply a light coat of Quicksilver 2-4-C w/Teflon Marine Lubricant inside of water pump insert.
 12. Position assembled water pump cover over driveshaft and lower over water pump studs. Rotate driveshaft in a clockwise direction (viewed from top), while pushing down on pump cover to ease impeller entry into cover.
 13. Install water pump cover retainer washers, nuts and bolt.

⚠ CAUTION

DO NOT over-torque nuts and bolt, as this could cause cover to crack during operation.

14. Torque water pump nuts to 50 lb. in. (5.5 Nm), and water pump bolt to 35 lb. in. (4 Nm).
15. Install centrifugal slinger over driveshaft and down against pump cover.



- a** - Water Tube Guide
b - Water Tube Seal
c - Nuts, Bolts and Washers



Gear Lubricant Filling Instructions

1. Remove any gasket material from “Fill” and “Vent” screws and gear housing.
2. Install new gaskets on Fill and Vent screws.

IMPORTANT: Never apply lubricant to gear housing without first removing Vent screw, or gear housing cannot be filled because of trapped air. Fill gear housing ONLY when housing is in a vertical position.

3. Slowly fill housing thru Fill hole with Quicksilver Super Duty Lower Unit Lubricant until lubricant flows out of “Vent” hole and no air bubbles are visible.
4. Install Vent screw into Vent hole.

IMPORTANT: DO NOT lose more than one fluid ounce (30cc) of gear lubricant while reinstalling Fill screw.

5. Remove grease tube (or hose) from Fill hole and quickly install Fill screw into Fill hole.

Installing Gear Housing to Driveshaft Housing

⚠ WARNING

Disconnect high tension leads from spark plugs and remove spark plugs from engine before installing gear housing onto driveshaft housing.

1. Tilt engine to full up position and engage the tilt lock lever.
2. Apply a light coat of Quicksilver 2-4-C w/Teflon Marine Lubricant onto driveshaft splines.

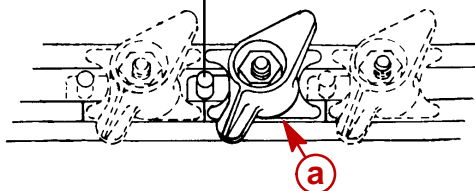
⚠ CAUTION

DO NOT allow lubricant on top of driveshaft. Excess lubricant, that is trapped in clearance space, will not allow driveshaft to fully engage with crankshaft. Subsequently, tightening the gear housing nuts (while excess lubricant is on top of driveshaft) will load the driveshaft/crankshaft and damage either or both the power-head and gear housing. Top of driveshaft is to be wiped free of lubricant.

3. Apply a light coat of Quicksilver 2-4-C w/Teflon Marine Lubricant onto shift shaft splines. (DO NOT allow lubricant on top of shift shaft.)
4. Apply a thin bead of G.E. Silicone Sealer (92-91600-1) against the top of divider block.
5. Insert trim tab bolt into hole in rear of gear housing to driveshaft housing machined surface.
6. Shift gear housing into forward gear and place guide block anchor pin into forward gear position.

Right Hand Rotation Outboard

Forward Gear ← → Reverse Gear



a - Guide Block Anchor Pin

7. Position gear housing so that the driveshaft is protruding into driveshaft housing.



NOTE: If, while performing Step 8, the driveshaft splines will not align with crankshaft splines, place a propeller onto propeller shaft and turn it counterclockwise as the gear housing is being pushed toward driveshaft housing.

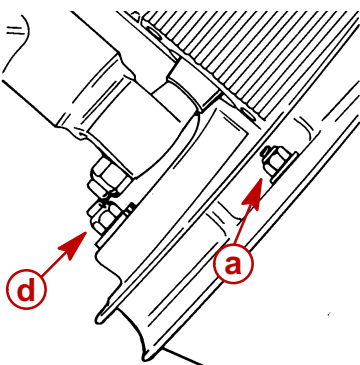
8. Move gear housing up toward driveshaft housing while aligning shift shaft splines and water tube with water tube guide (in water pump cover).
9. Place flat washers onto studs (located on either side of driveshaft housing). Start a nut (a) on these studs and tighten finger-tight.
10. Start bolt (b) at rear of gear housing inside trim tab recess. DO NOT tighten bolt at this time.
11. Recheck shift shaft spline engagement and correct if necessary.

IMPORTANT: Do not force gear case up into place with attaching nuts.

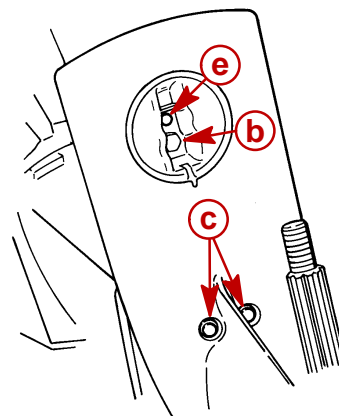
12. Evenly tighten 2 nuts (a) which were started in Step 9. Torque to listing in “**Torque Specifications,**” preceding.
13. After 2 nuts (located on either side of driveshaft housing) are tightened, check shift operation as follows:
 - a. Place guide block anchor pin into forward gear position while turning prop shaft. Rotate flywheel clockwise (viewed from top); propeller shaft should rotate clockwise.
 - b. Place guide block anchor pin into NEUTRAL position. Propeller shaft should rotate freely clockwise/counterclockwise.
 - c. Place guide block anchor pin into REVERSE gear position. Rotate flywheel clockwise (viewed from top); propeller shaft should rotate counterclockwise.

IMPORTANT: If shifting operation is not as described, preceding, the gear housing must be removed and the cause corrected.

14. Install washers and nuts (c) onto studs (located on bottom center of anti-cavitation plate). Torque to listing in “**Torque Specifications,**” preceding.



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15. Install special flat washer and nut (d) on stud at leading edge of driveshaft housing. Torque to listing in “**Torque Specifications,**” preceding.
16. Torque bolt (started in Step 10) to listing in “**Torque Specifications,**” preceding.
17. Install trim tab, adjust to position in which it had previously been installed, and tighten bolt (e) securely.
18. Install plastic cap into trim tab bolt opening at rear edge of driveshaft housing.

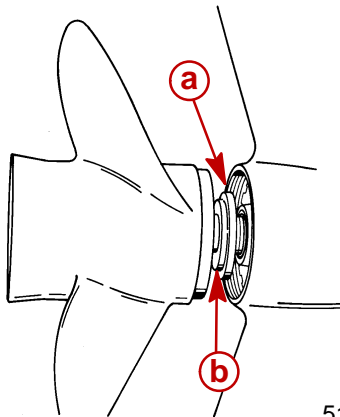


Propeller Installation

⚠ WARNING

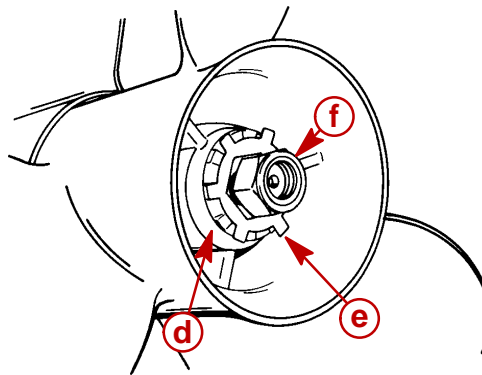
When installing or removing propeller, because of the engine's ease in starting, be sure that the remote control is in neutral position and that the key switch is "OFF." Place a block of wood between the anti-cavitation plate and propeller to prevent accidental starting and to protect hands from propeller blades while removing or installing nut.

- To aid in future removal of the propeller, liberally coat the propeller shaft splines with one of the following Quicksilver products:
 - Anti-Corrosion Grease (92-78376A6)
 - Special Lubricant 101 (92-13872A1)
 - 2-4-C Marine Lubricant (92-90018A12)
 - Perfect Seal (92-34227--1)
- Place forward thrust hub over propeller shaft with shoulder side toward propeller.
- Place propeller on propeller shaft and slide it up against thrust hub.
- Place continuity washer (if equipped) onto shoulder of rear thrust hub.
- Place rear thrust hub, tab washer and propeller nut on propeller shaft.
- Thread propeller nut onto propeller shaft until nut is recessed into tab washer.
- After propeller nut is recessed into tab washer, tighten nut securely [minimum of 55 lb. ft. (74.5 Nm) torque].
- Bend 3 of the tabs of tab washer down in grooves of rear thrust hub to secure propeller nut. (If tab washer tabs do not align with slots, continue to tighten propeller nut to obtain alignment. DO NOT loosen nut to align tabs.)



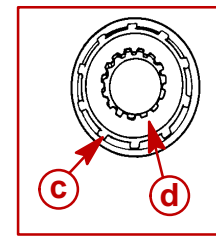
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- a** - Forward Thrust Hub
b - Propeller Shaft
c - Continuity Washer (if Equipped)



51866

- d** - Rear Thrust Hub
e - Tab Washer
f - Propeller Nut



⚠ CAUTION

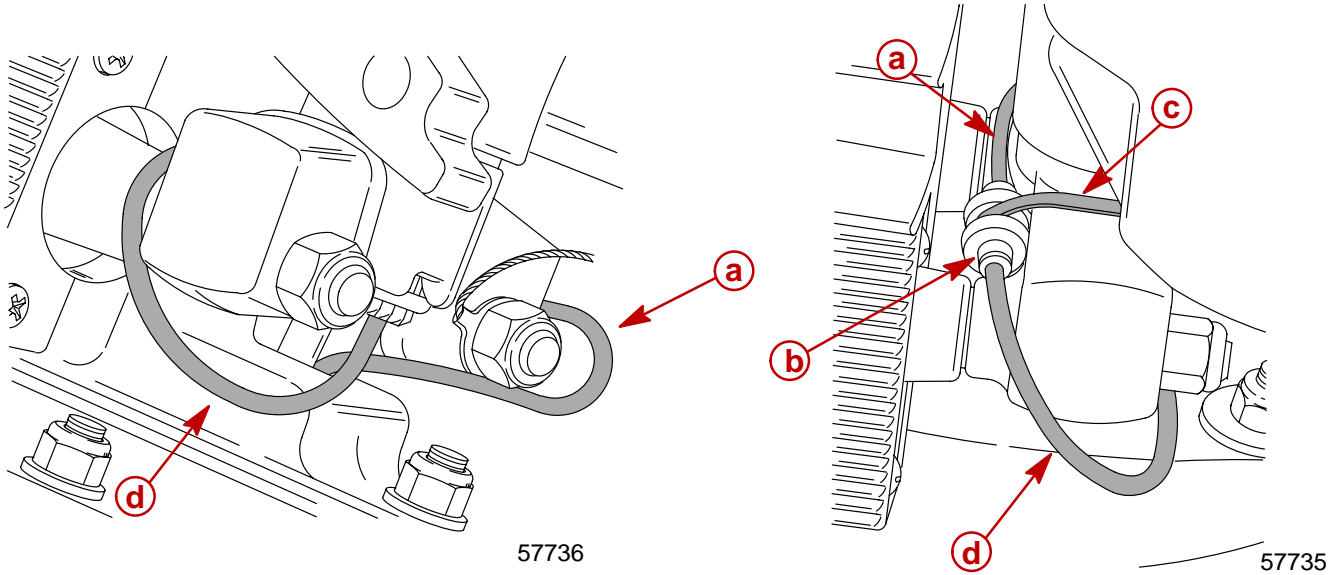
DO NOT misinterpret propeller shaft movement with propeller movement. If propeller and propeller shaft together move forward-and-aft, this is normal; however, propeller should not move forward-and-aft on propeller shaft.

- After first use, retighten propeller nut and again secure with tab washer (Steps 7 and 8, preceding). Propeller should be checked periodically for tightness, particularly if a stainless steel propeller is used.



Speedometer Tube Installation

1. Route speedometer tube from gearcase around lower yoke and push into junction. Junction should be secured to yoke with sta-strap.
2. Route speedometer tube from swivel tube around lower yoke and push into junction. After insertion of speedometer tubes into junction, pull on each tube to verify that they are locked into junction. If tube pulls out, reinsert into junction.



- a** - Speedometer Tube from Gearcase
- b** - Junction
- c** - Sta-strap
- d** - Speedometer Tube from Swivel Tube



LOWER UNIT

Section 6B – Left Hand Non-Ratcheting

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Specifications Left Hand Non-Ratcheting (Counter Rotation)

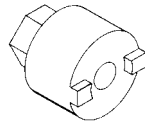
**6
B**

GEAR HOUSING	Gear Ratio -	
	– 115	2.00:1 14/28 Teeth
	– 135	2.00:1 14/28 Teeth
	– 150	1.87:1 15/28 Teeth
	– 175	1.87:1 15/28 Teeth
	Optional High Altitude Ratio	
	– 150	2.00:1 14/28 Teeth
	– 175	2.00:1 14/28 Teeth
	Gearcase Capacity	22.5 fl. oz. (665.4 ml)
	Pinion Height	0.025 in. (0.635 mm)
Forward Gear Backlash		
– 1.87:1	0.017 in. – 0.028 in. (0.431 mm – 0.711 mm)	
– 2.00:1	0.015 in. – 0.022 in. (0.381 mm – 0.558 mm)	
Reverse Gear Backlash	0.030 in. to 0.050 in. (0.076 mm to 0.127 mm)	
Water Pressure @ RPM	12 psi minimum @ 5500 RPM	

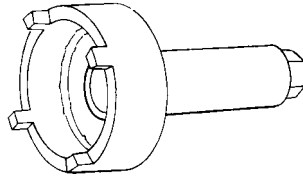


Special Tools

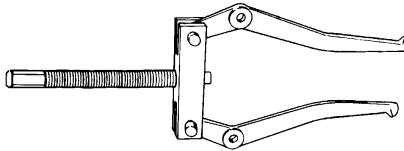
1. Shift Shaft Bushing Tool 91-31107T



2. Gear Housing Cover Nut Tool 91-61069



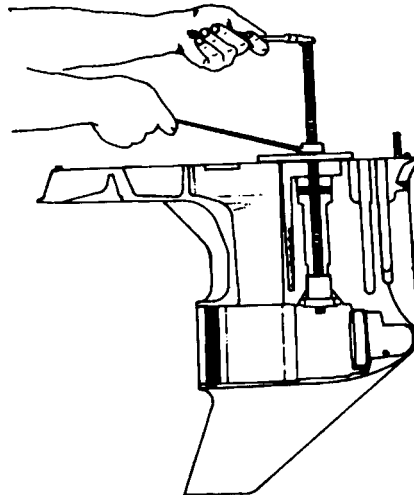
3. Bearing Carrier Removal Tool 91-46086A1 and Puller Bolt 91-85716



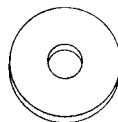
4. Slide Hammer Puller 91-34569A1



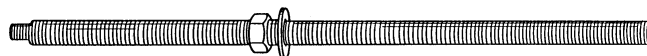
5. Bearing Removal and Installation Kit 91-31229A5. This kit contains the following tools: Pilot 91-36571; Puller Rod 91-31229; Nut 11-24156; Puller Plate 91-29310; Mandrel 91-38628; and Driver Rod 91-37323.



6. Pilot 91-36571

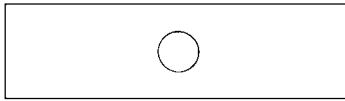


7. Puller Rod 91-31229 and Nut 91-24156





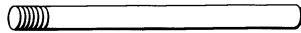
8. Puller Plate 91-29310



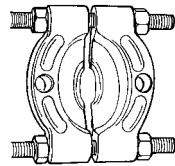
9. Mandrel 91-38628



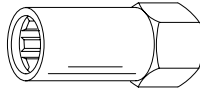
10. Driver Rod 91-37323



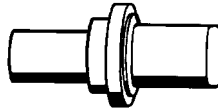
11. Universal Puller Plate 91-37241



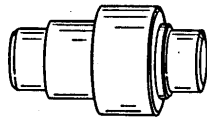
12. Driveshaft Holding Tool 91-34377A1 or 91-90094



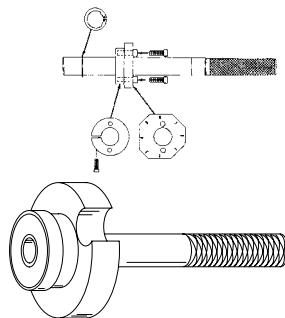
13. Oil Seal Driver 91-31108



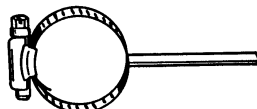
14. Forward Gear Bearing Tool 91-86943



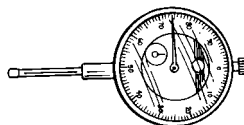
15. Pinion Locating Gear Tool 91-12349A2 or 91-74776



16. Backlash Indicator Rod 91-78473

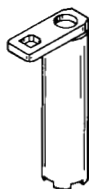


17. Dial Indicator 91-58222A1





18. Bearing Retainer Tool 91-43506



19. Mandrel 91-92788



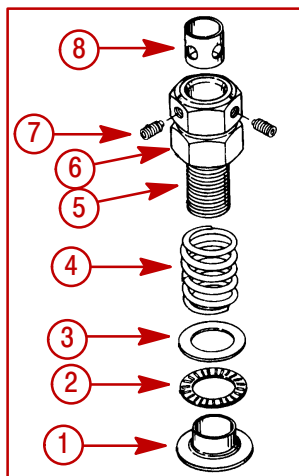
20. Mandrel 91-15755



21. Dial Indicator Holder 91-89897



22. Bearing Preload Tool 91-14311A1



- 1 - Adaptor (N.S.S.)
- 2 - Bearing (N.S.S.)
- 3 - Washer (N.S.S.)
- 4 - Spring (24-14111)
- 5 - Bolt (10-12580)
- 6 - Nut (11-13953)
- 7 - Set Screw (10-12575)
- 8 - Sleeve (23-13946)

23. Propeller Shaft 44-93003 and Load Washer (i) 12-37429

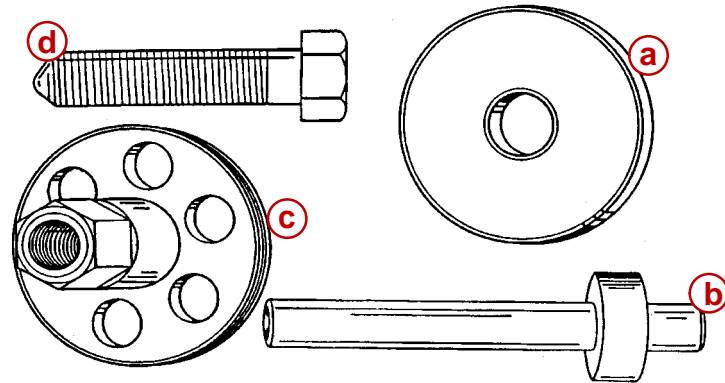


24. Forward Gear Installation Tool 91-815850





25. Reverse Gear Installation Kit 91-18605A1 includes Pilot 91-18603; Retainer 91-18604; Shaft 91-18605 and Screw 10-18602

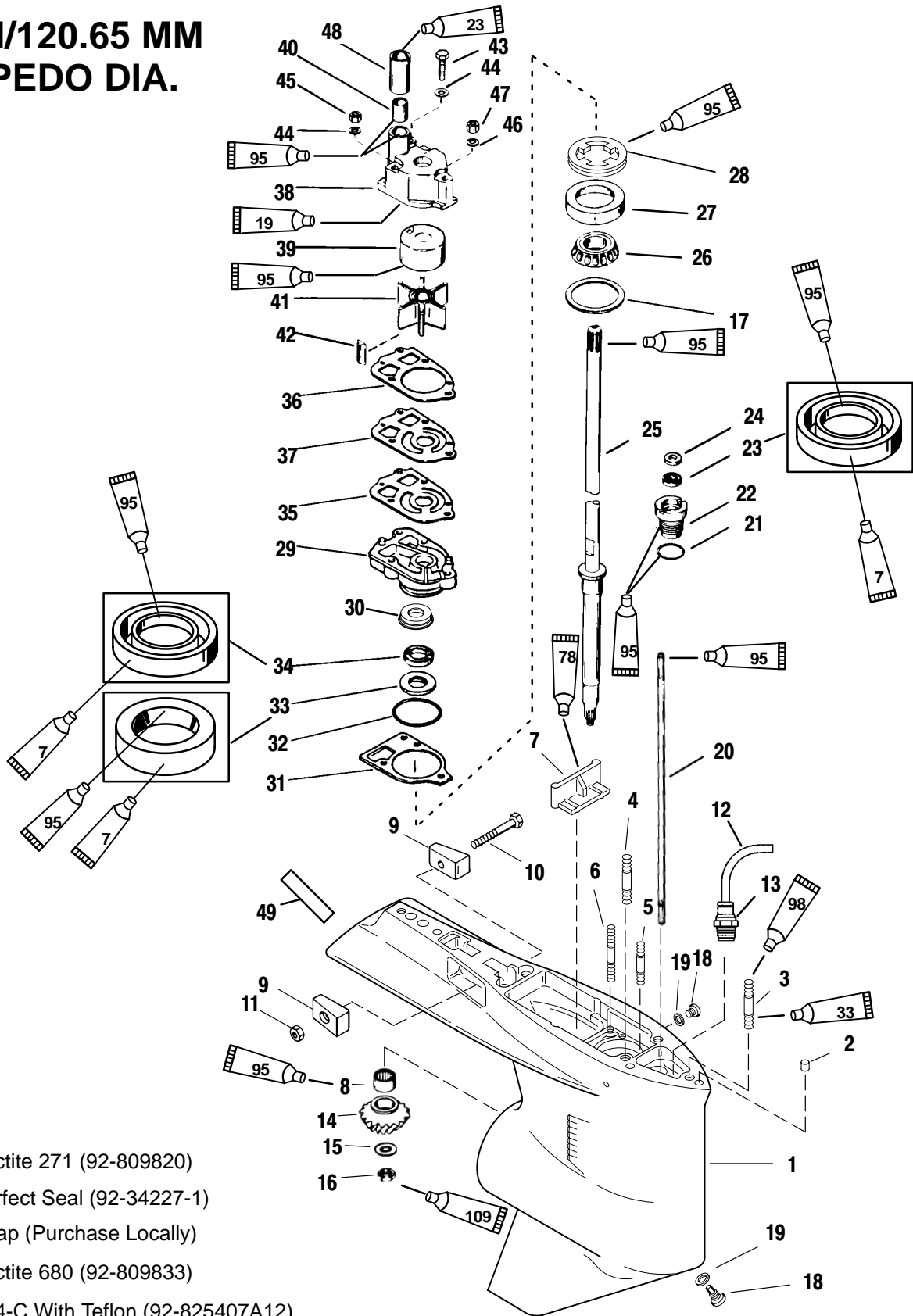


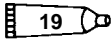
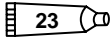
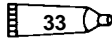
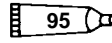
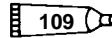
- a** - Pilot 91-18603
- b** - Shaft 91-18605
- c** - Retainer 91-18604
- d** - Screw 10-18602



Gear Housing (Drive Shaft)(Counter Rotation)

4.75 IN/120.65 MM TORPEDO DIA.



-  7 Loctite 271 (92-809820)
-  19 Perfect Seal (92-34227-1)
-  23 Soap (Purchase Locally)
-  33 Loctite 680 (92-809833)
-  95 2-4-C With Teflon (92-825407A12)
-  109 GM Silicone Sealer (92-91600-1)



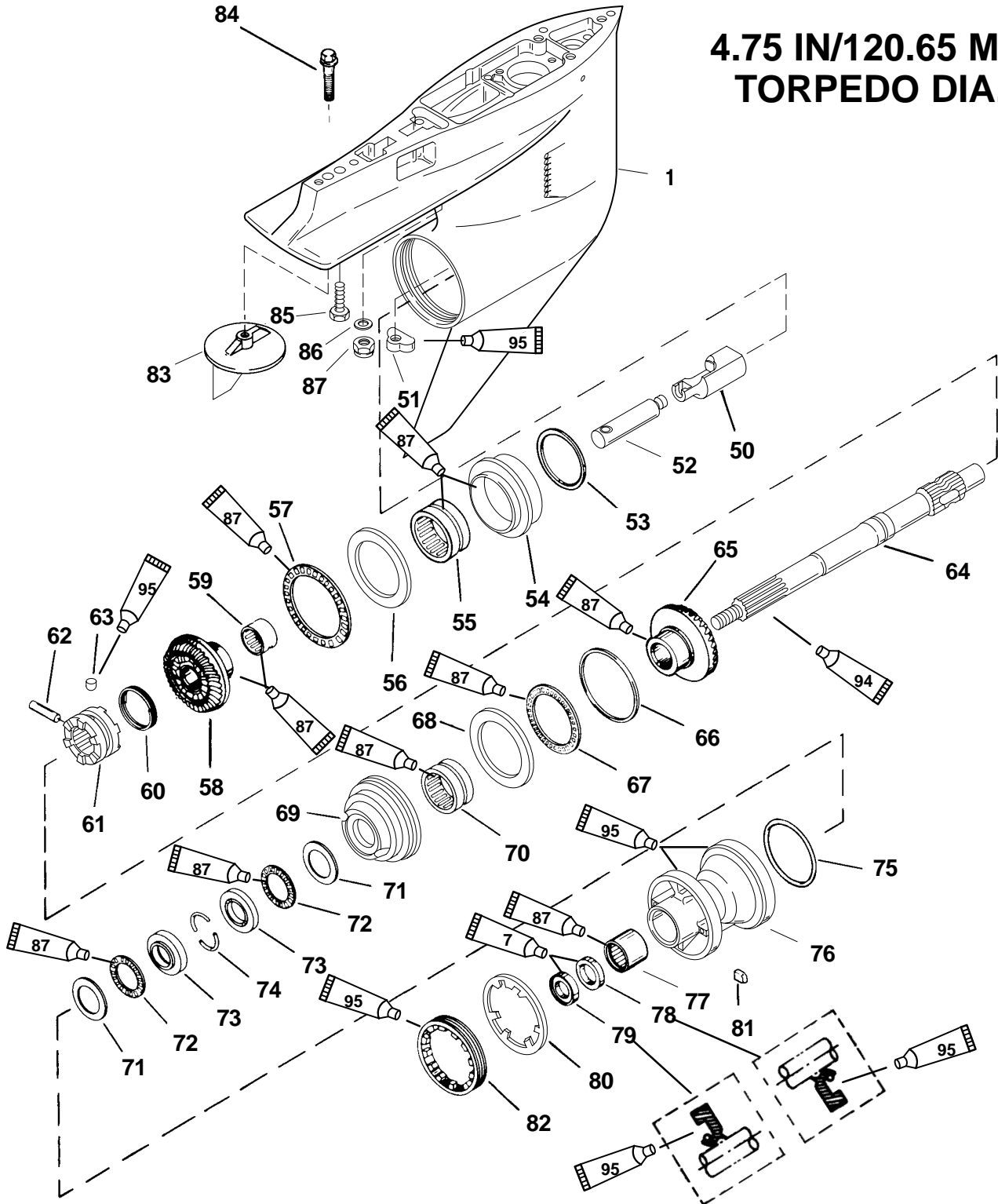
Gear Housing (Drive Shaft)(Counter Rotation)

REF. NO.	QTY.	DESCRIPTION	TORQUE		
1	1	GEAR HOUSING (BASIC)			
2	2	DOWEL PIN			
3	1	STUD (3-11/16 IN.)			
4	2	STUD (2-1/16 IN.)			
5	1	STUD (3-3/8 IN.)			
6	2	STUD (3-1/8 IN.)			
7	1	FILLER BLOCK			
8	1	ROLLER BEARING			
9	2	ANODE			
10	1	SCREW			
11	1	NUT	60		7
12	1	HOSE (12 IN.)			
13	1	FITTING	50		5.5
14	1	PINION GEAR (1.87:1 - 15 TEETH- 150)			
	1	PINION GEAR (2:1 - 14 TEETH - 135)			
15	1	WASHER			
16	1	NUT		75	101
17	AR	SHIM (006 thru 048)			
18	2	SCREW–drain	60		7
19	2	WASHER			
20	1	SHIFT SHAFT			
21	1	O-RING			
22	1	BUSHING ASSEMBLY		50	68
23	1	OIL SEAL			
24	1	WASHER–rubber			
25	1	DRIVE SHAFT			
26	1	ROLLER BEARING			
27	1	CUP			
28	1	RETAINER		100	135
29	1	WATER PUMP BASE			
30	1	RETAINER			
31	1	GASKET			
32	1	O-RING			
33	1	OIL SEAL			
34	1	OIL SEAL			
35	1	GASKET–lower			
36	1	GASKET–upper			
37	1	FACE PLATE			
38	1	WATER PUMP BODY ASSEMBLY			
39	1	INSERT			
40	1	SEAL–rubber			
41	1	IMPELLER			
42	1	KEY			
43	1	SCREW (#14-8 x 2-1/4 IN.)	35		4
44	2	WASHER			
45	2	NUT	50		5.5
46	1	WASHER			
47	1	NUT	50		5.5
48	1	SLEEVE			
49	1	DECAL-Counter Rotation			



Gear Housing (Prop Shaft)(Counter Rotation)

4.75 IN/120.65 MM TORPEDO DIA.



Loctite 271 (92-809820)

Quicksilver Gear Lubricant (92-19007A24)

Anti-Corrosion Grease (92-78376A6)

2-4-C With Teflon (92-825407A12)



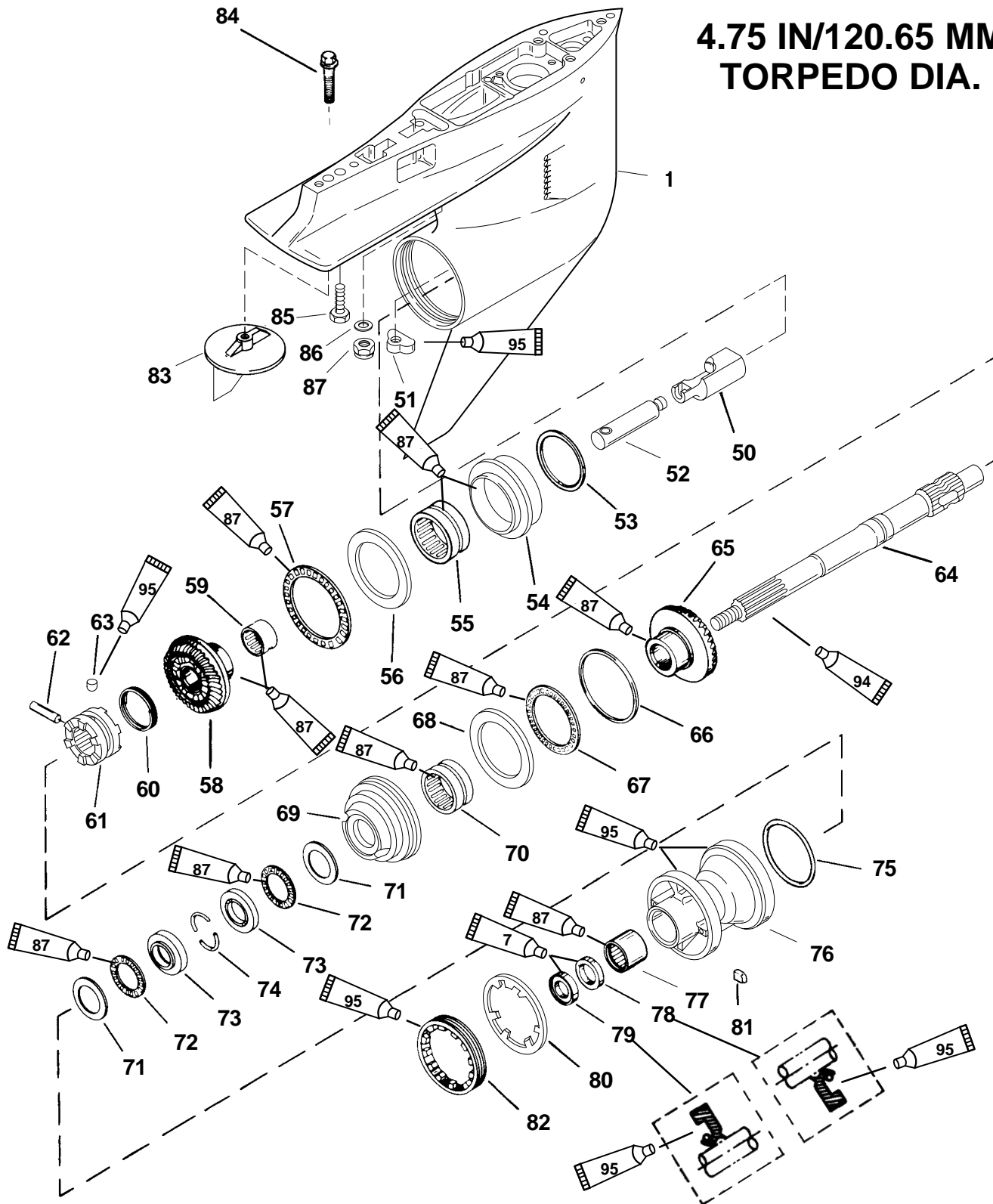
Gear Housing (Prop Shaft)(Counter Rotation)

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
1	1	GEAR HOUSING (BLACK)(BASIC)			
50	1	CAM FOLLOWER			
51	1	SHIFT CAM			
52	1	ROD			
53	AR	SHIM SET			
54	1	BEARING ADAPTOR ASSEMBLY			
55	1	ROLLER BEARING			
56	1	THRUST WASHER			
57	1	THRUST BEARING			
58	1	REVERSE GEAR (1.87:1 – 15/28)(150)			
	1	REVERSE GEAR (2:1 – 14/28)-(135)			
59	1	ROLLER BEARING			
60	1	SPRING			
61	1	SLIDING CLUTCH			
62	1	CROSS PIN			
63	1	DETENT PIN			
64	1	PROPELLER SHAFT			
65	1	FORWARD GEAR (1.87:1 – 15/28)(150)			
	1	FORWARD GEAR (2:1 – 14/28)-(135)			
66	AR	SPACER SHIM .206 IN.			
	AR	SPACER SHIM .208 IN.			
	AR	SPACER SHIM .210 IN.			
	AR	SPACER SHIM .212 IN.			
	AR	SPACER SHIM .214 IN.			
	AR	SPACER SHIM .216 IN.			
	AR	SPACER SHIM .218 IN.			
	AR	SPACER SHIM .220 IN.			
	AR	SPACER SHIM .222 IN.			
	AR	SPACER SHIM .224 IN.			
	AR	SPACER SHIM .226 IN.			
	AR	SPACER SHIM .228 IN.			
AR	SPACER SHIM .230 IN.				



Gear Housing (Prop Shaft)(Counter Rotation)

4.75 IN/120.65 MM TORPEDO DIA.



Loctite 271 (92-809820)

Quicksilver Gear Lubricant (92-19007A24)

Anti-Corrosion Grease (92-78376A6)

2-4-C With Teflon (92-825407A12)



Gear Housing (Prop Shaft)(Counter Rotation)

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb-in	lb-ft	Nm.
1	1	GEAR HOUSING (BLACK)(BASIC)			
67	1	ROLLER BEARING			
68	1	THRUST WASHER			
69	1	BEARING ADAPTOR ASSEMBLY			
70	1	ROLLER BEARING			
71	2	THRUST WASHER			
72	2	THRUST BEARING			
73	2	THRUST RACE			
74	2	KEEPER			
75	1	O RING			
76	1	BEARING CARRIER ASSEMBLY			
77	1	ROLLER BEARING			
78	1	OIL SEAL (INSIDE)			
79	1	OIL SEAL (OUTSIDE)			
80	1	TAB WASHER			
81	1	KEY			
82	1	COVER		210	285
83	1	TRIM TAB			
84	1	SCREW (1-3/4 IN.)		25	34
85	1	SCREW (3/8-16 x 1)		30	41
86	2	WASHER			
87	2	NUT		50	68

General Service Recommendations

There may be more than one way to “disassemble” or “reassemble” a particular part(s), therefore, it is recommended that the entire procedure be read prior to repair.

IMPORTANT: Read the following before attempting any repairs.

In many cases, disassembly of a sub-assembly may not be necessary until cleaning and inspection reveals that disassembly is required for replacement of one or more components.

Service procedure order in this section is a normal disassembly-reassembly sequence. It is suggested that the sequence be followed without deviation to assure proper repairs. When performing partial repairs, follow the instructions to the point where the desired component can be replaced, then proceed to “reassembly and installation” of that component in the reassembly part of this section. Use the “Index” (on back of section divider) to find correct page number.

Threaded parts are right hand (RH), unless otherwise indicated.

When holding, pressing or driving is required, use soft metal vise jaw protectors or wood for protection of parts. Use a suitable mandrel (one that will contact only the bearing race) when pressing or driving bearings.

Whenever compressed air is used to dry a part, verify that no water is present in air line.



BEARINGS

Upon disassembly of gear housing, all bearings must be cleaned and inspected. Clean bearings with solvent and dry with compressed air. Air should be directed at the bearing so that it passes thru the bearing. DO NOT spin bearing with compressed air, as this may cause bearing to score from lack of lubrication. After cleaning, lubricate bearings with Quicksilver Gear Lubricant. DO NOT lubricate tapered bearing cups until after inspection.

Inspect all bearings for roughness, catches and bearing race side wear. Work inner bearing race in-and-out, while holding outer race, to check for side wear. When inspecting tapered bearings, determine condition of rollers and inner bearing race by inspecting bearing cup for pitting, scoring, grooves, uneven wear, imbedded particles and/or discoloration from over-heating. Always replace tapered bearing and race as a set.

Roller bearing condition is determined by inspecting the bearing surface of the shaft that the roller bearing supports. Check shaft surface for pitting, scoring, grooving, imbedded particles, uneven wear and/or discoloration from overheating. The shaft and bearing must be replaced, if the conditions described are found.

SHIMS

Keep a record of all shim amounts and location during disassembly to aid in reassembly. Be sure to follow shimming instructions during reassembly, as gears must be installed to correct depth and have the correct amount of backlash to avoid noisy operation and premature gear failure.

SEALS

As a normal procedure, all O-rings and oil seals SHOULD BE REPLACED without regard to appearance. To prevent leakage around oil seals, apply Loctite 271 to outer diameter of all metal case oil seals. When using Loctite on seals or threads, surfaces must be clean and dry. To ease installation, apply 2-4-C w/Teflon Marine Lubricant on all O-rings. To prevent wear, apply 2-4-C w/Teflon Marine Lubricant on I.D. of oil seals. To prevent corrosion damage after reassembly, apply Quicksilver 2-4-C w/Teflon to external surfaces of bearing carrier and cover nut threads prior to installation.

Removal, Disassembly, Cleaning and Inspection of Counter Rotation (Left Hand) Gear Housing

REMOVAL

WARNING

Disconnect high tension leads from spark plugs and remove spark plugs from engine before removing gear housing from driveshaft housing.

1. Disconnect high tension leads from spark plugs and remove spark plugs from engine.

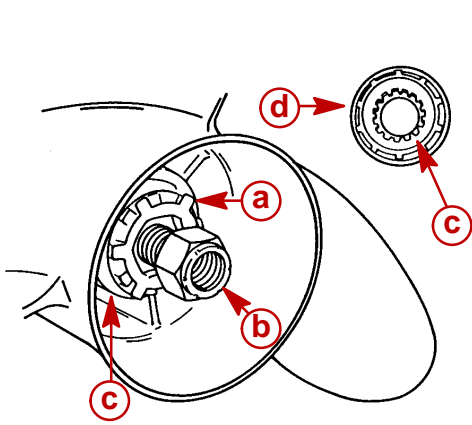
CAUTION

Gear housing MUST BE in NEUTRAL position and shift shaft MUST BE removed from gear housing BEFORE propeller shaft can be removed from gear housing.

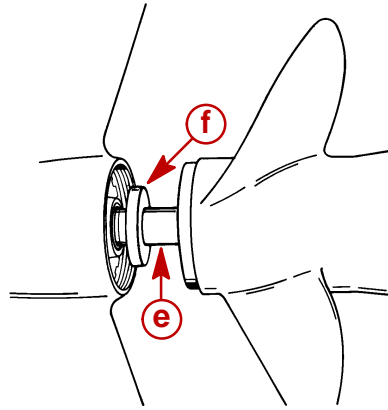
2. Shift engine into NEUTRAL position.
3. Tilt engine to full up position and engage tilt lock lever.
4. Bend tabs of propeller tab washer away from thrust hub (rear), then remove propeller locknut, tab washer, thrust hub (rear), propeller and thrust hub (forward) from propeller shaft.



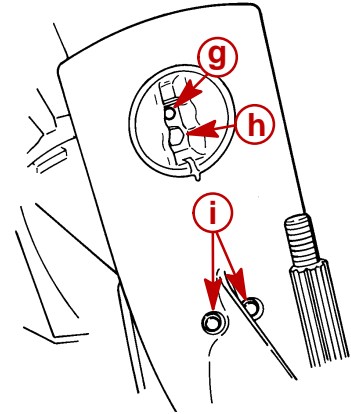
5. Mark gear housing and trim tab so that trim tab can be reinstalled in the same position. Remove plastic cap at rear edge of driveshaft housing. Remove bolt that secures trim tab and remove tab from gear housing.
6. Once trim tab is removed, remove bolt from inside of trim tab cavity.
7. Remove 2 locknuts from bottom middle of anti-cavitation plate.



51916



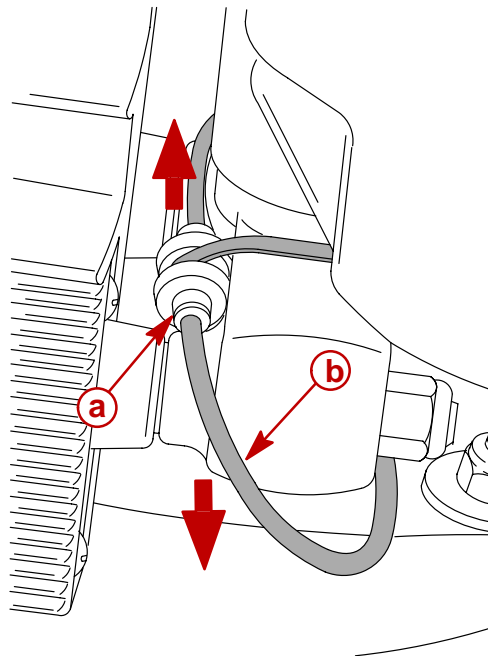
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- | | |
|--|--|
| a - Tab Washer | e - Propeller Shaft |
| b - Propeller Nut | f - Thrust Hub (forward) |
| c - Rear Thrust Hub | g - Bolt (secures trim tab) |
| d - Continuity Washer (if equipped) | h - Bolt (inside trim tab cavity) |
| | i - Locknuts and Washers |

8. While pressing in on speedometer hose junction, pull out on hose to disconnect.

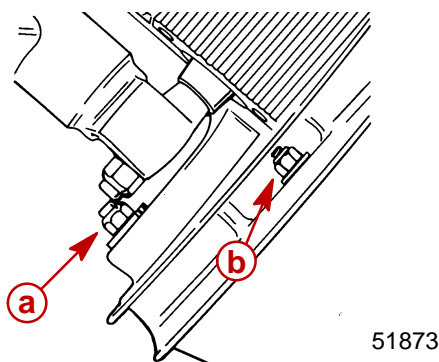


57735

- | |
|---------------------------------|
| a - Press in on Junction |
| b - Pull out on Hose |



9. Remove locknut from the front gear housing mounting stud.
10. Loosen the side mounting locknuts. (DO NOT attempt to remove one nut before opposite side is loosened sufficiently, or driveshaft housing could be damaged.)



- a** - Front Mounting Locknut
b - Side Mounting Locknut (One Each Side)

11. Pull gear housing away from driveshaft housing as far as the loosened nuts (in Step 9) will allow, then remove loosened nuts. (DO NOT allow gear housing to fall, as it now is free.)
12. Pull gear housing from driveshaft housing.

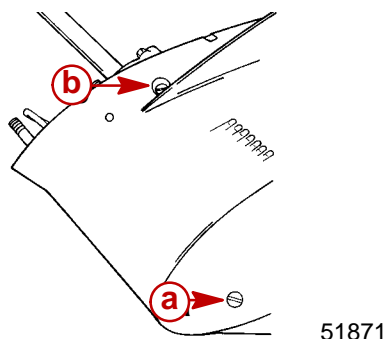
DRAINING AND INSPECTING GEAR HOUSING LUBRICANT

1. Place gear housing in a suitable holding fixture or vise with the driveshaft in a vertical position.

NOTE: Drain and Fill screws may be located on the starboard side of gearcase on later models.

2. Position a clean drain pan under gear housing and remove "Fill" and "Vent" screws from gear housing.
3. Inspect gear lubricant for metal particles. Presence of a small amount of fine metal particles (resembling powder) indicates normal wear. Presence of larger particles (or a large quantity of fine particles) indicates need for gear housing disassembly, and component inspection.
4. Note the color of gear lubricant. White or cream color indicates presence of water in lubricant. Check drain pan for water separation from lubricant. Presence of water in gear lubricant indicates the need for disassembly, and inspection of oil seals, seal surfaces, O-rings and gear housing components.

IMPORTANT: Gear lubricant drained from a recently run gear case will be a light chocolate brown in color due to agitation/aeration. Oil which is stabilized will be a clear yellow brown in color.



- a** - Fill Screw
b - Vent Screw



Water Pump

CLEANING AND INSPECTION

1. Clean all water pump parts with solvent and dry with compressed air.
2. Inspect water pump cover and base for cracks and distortion (from overheating).
3. Inspect face plate and water pump insert for grooves and/or rough surfaces.

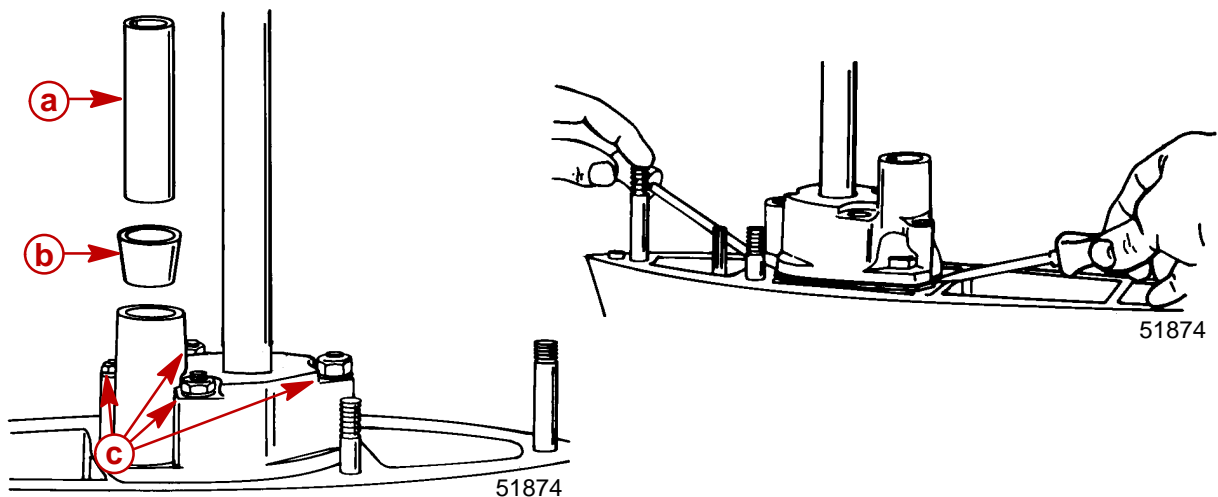
IMPORTANT: When completing gear housing repairs, that require removal of water pump impeller, it is recommended that the impeller be replaced. If it is necessary, however, to re-use impeller, DO NOT install in reverse to original rotation, or premature impeller failure will occur.

4. Inspect impeller side seal surfaces and ends of impeller blades for cracks, tears and wear. Replace impeller if any of these conditions are found.
5. Inspect impeller bonding to impeller hub.
6. Inspect impeller for glazed or melted appearance (caused by operation without sufficient water supply). Replace impeller if any of these conditions exist.

IMPORTANT: It is recommended that all seals and gaskets be replaced (as a normal repair procedure) to assure effective repair.

REMOVAL AND DISASSEMBLY

1. Slide rubber centrifugal slinger up and off driveshaft.
2. Remove water tube guide and seal from water pump cover. (Retain guide for reassembly and discard seal.)
3. Remove (and retain) 3 nuts, one bolt and all washers which secure water pump cover to gear housing.
4. Using 2 pry bars, lift water pump cover up and off driveshaft.



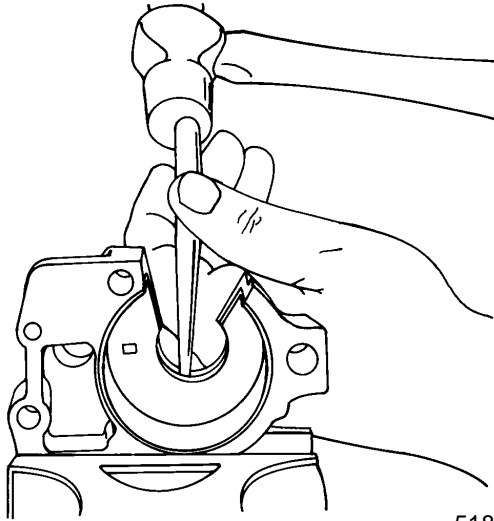
- a - Water Tube Guide
- b - Water Tube Seal
- c - Nuts, Bolt and Washers to be Removed

5. Inspect water pump cover and insert, as outlined in "Cleaning and Inspection," previous.
6. If inspection of water pump insert determines that replacement is required, follow Step "a" or "b" (immediately following) to remove insert from water pump cover.

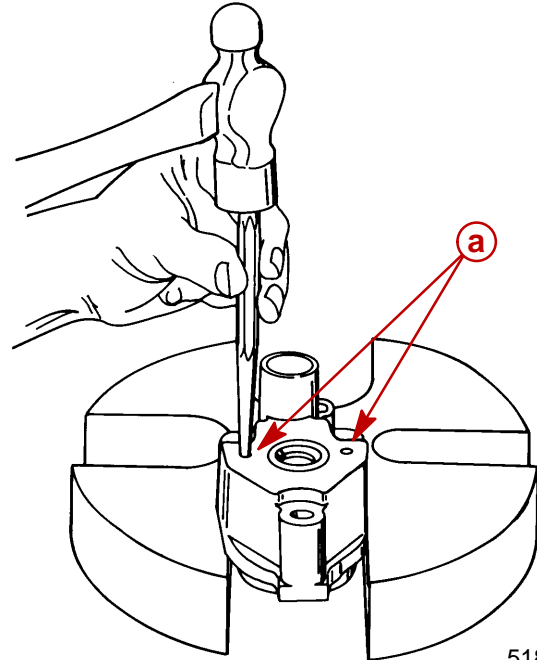


NOTE: Try Step "a" first. If insert cannot be removed with Step "a," use Step "b."

- a. Drive water pump insert out of water pump cover with a punch and hammer.
- b. Drill two 3/16 in. (4.8 mm) diameter holes thru the top of water pump cover (but not thru insert). Drive insert out of cover with a punch and hammer.



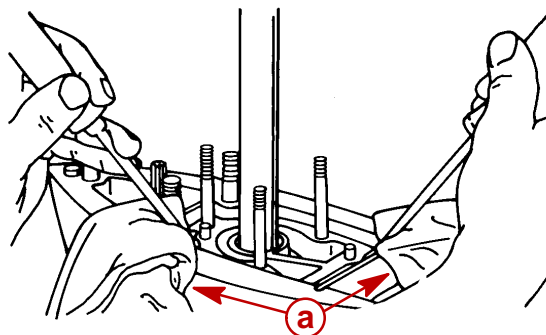
51874



51873

a - Drill Two Holes at These Locations

7. Remove impeller from driveshaft. (It may be necessary to use a punch and hammer to drive impeller upward on driveshaft. In extreme cases, it may be necessary to split hub of impeller with a hammer and chisel.)
8. Once impeller is removed, remove impeller drive key from driveshaft.
9. Remove water pump face plate and both gaskets (one above and below face plate) from water pump base.
10. Using 2 pry bars, positioned and padded as shown, lift water pump base up and off driveshaft.



51874

a - Pads

11. Remove (and discard) O-ring from O-ring groove on water pump base.
12. Using a screwdriver, pry oil seals out of water pump base from gear housing side of base.



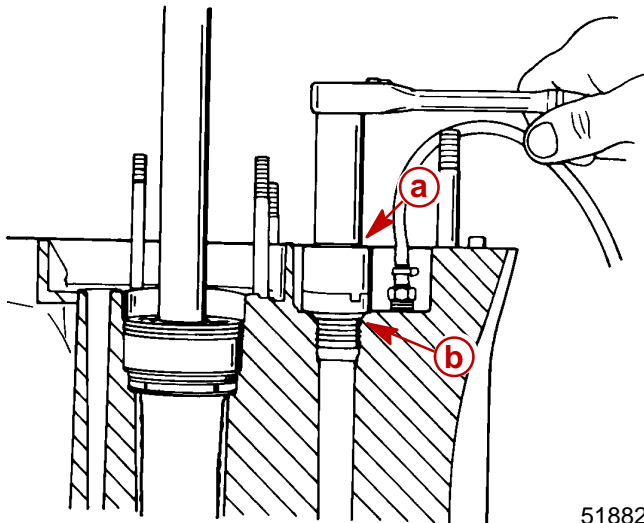
Bearing Carrier and Propeller Shaft

REMOVAL

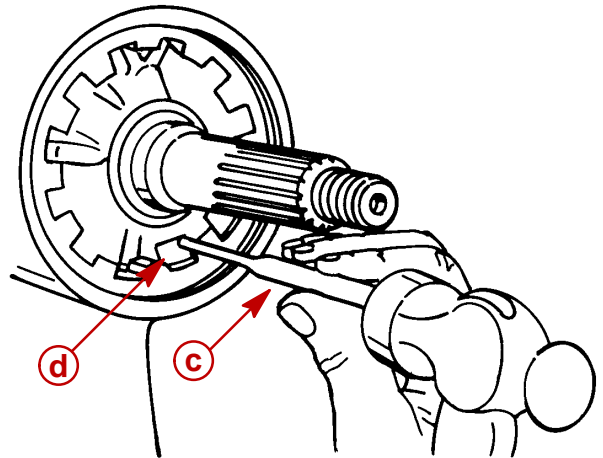
⚠ CAUTION

Gear housing MUST BE in neutral position, and shift shaft MUST BE removed from gear housing before propeller shaft can be removed from gear housing.

1. Place gear housing in a suitable holding fixture or vise with propeller shaft in a horizontal position.
2. Use Shift Shaft Bushing Tool (91-31107) to un-thread shift shaft bushing. (DO NOT remove bushing from shift shaft at this time.)
3. Bend retainer nut lock tab out of retainer nut recess.



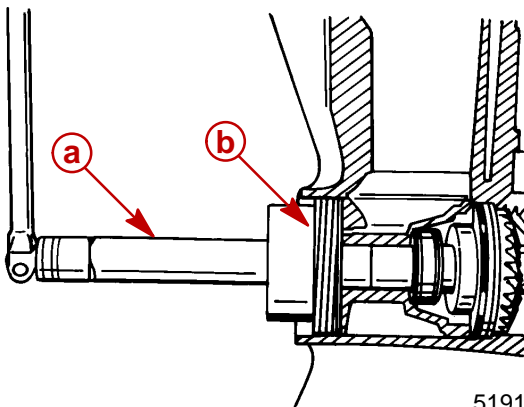
51882



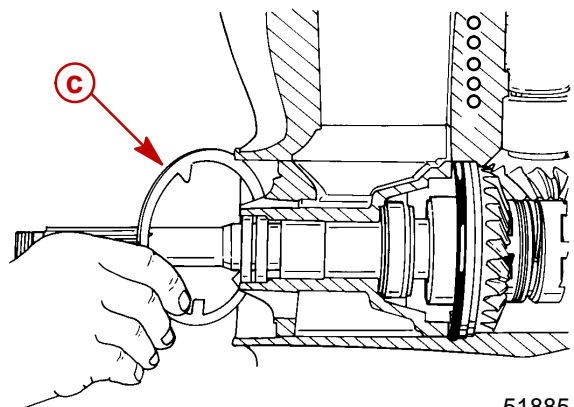
51865

- a** - Shift Shaft Bushing Tool (91-31107)
- b** - Shift Shaft Bushing
- c** - Punch
- d** - Tab of Tab Washer

4. Remove gear housing retainer nut with Retainer Nut Tool (91-61069).
5. After retainer nut has been removed, remove lock tab washer from gear housing.



51911



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- a** - Retainer Nut Tool (91-61069)
- b** - Retainer Nut
- c** - Tab Washer

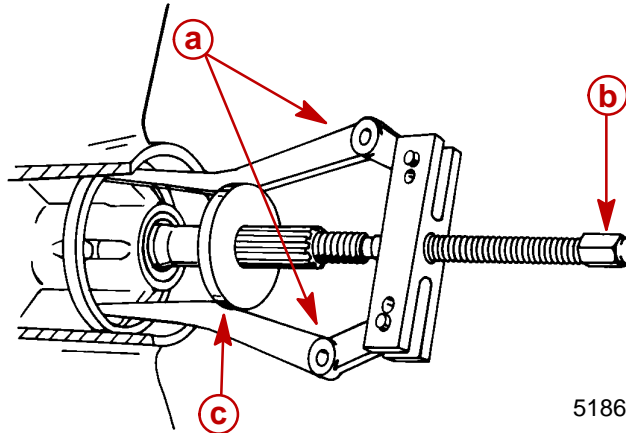


⚠ CAUTION

Once bearing carrier is removed from gear housing, extreme care **MUST BE** taken not to apply any side force on propeller shaft. Side force on propeller shaft may break the neck of the clutch actuator rod.

- Use long Puller Jaws (91-46086A1) and Puller Bolt (91-85716) to remove bearing carrier. (Use propeller thrust hub to maintain outward pressure on puller jaws.)

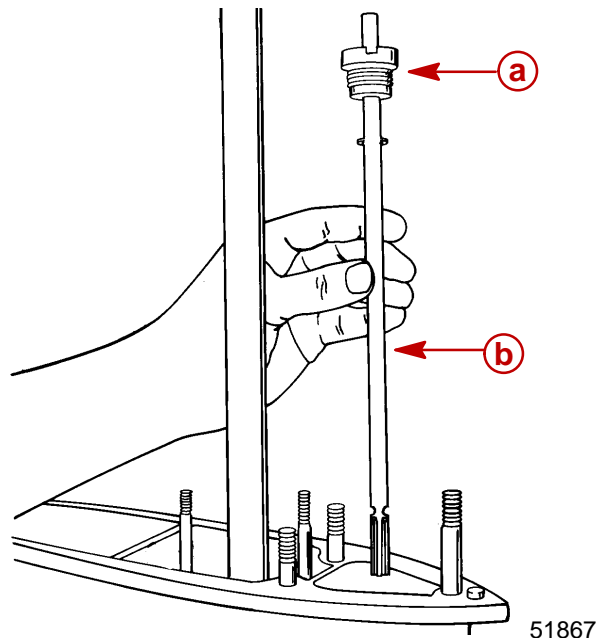
NOTE: When bearing carrier is removed from gear housing, the bearing carrier alignment key will come out with it.



- a** - Long Puller Jaws (91-46086A1)
- b** - Puller Bolt (91-85716)
- c** - Thrust Hub

IMPORTANT: Prior to removal of shift shaft from gear housing, recheck that gear housing is in neutral position.

- With gear housing in neutral, pull shift shaft out of gear housing. If necessary, use a pliers to pull shift shaft out of gear housing. If pliers are used to pull shift shaft out, wrap a strip of soft metal (aluminum) around splines before clamping pliers. **DO NOT** turn shaft (clockwise OR counterclockwise) while pulling shaft out. (For further information on shift shaft, see "Shift Shaft Cleaning/Inspection and Disassembly.")



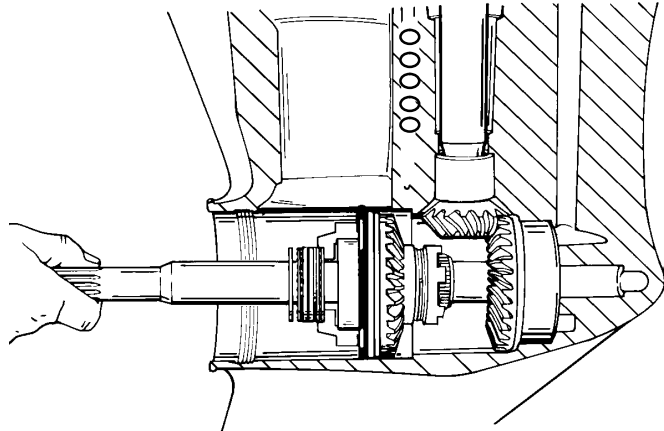
- a** - Shift Shaft Bushing
- b** - Shift Shaft

**⚠ CAUTION**

Propeller shaft, cam follower and shift cam, in most cases, will come out of gear housing by simply pulling outward on propeller shaft. DO NOT FORCE shaft sideways or ATTEMPT TO PULL with a slide hammer or any mechanical puller.

8. Remove propeller shaft, cam follower and shift cam by pulling shaft straight out of gear housing. (DO NOT JERK propeller shaft.)

NOTE: Sliding clutch, forward gear assembly, bearing adaptor, thrust washer and thrust bearings will be removed from gearcase with propeller shaft.



51877

9. If propeller shaft will not come out, proceed with Step “a” or “b,” following:
 - a. Push propeller shaft back into place against the reverse gear. Visually inspect location of shift cam by looking down shift shaft hole (illuminated with a flashlight). If splined hole in shift cam is visible, reinstall shift shaft and rotate shift shaft to neutral position. Remove shift shaft, then remove propeller shaft as instructed in Step 8, immediately preceding.
 - b. Push propeller shaft back into place against reverse gear. Slide bearing carrier back into gear housing (to support propeller shaft). Place gear housing on its left side (viewed from rear) and strike upper leading end of gear housing with a rubber mallet. This will dislodge the shift cam from cam follower into a clearance pocket in left side of gear housing. Remove bearing carrier and pull propeller shaft out of gear housing.

NOTE: If Step 9-b was used to remove propeller shaft, the shift cam can be retrieved after removal of reverse gear.

Shift Shaft

CLEANING AND INSPECTION

1. Clean shift shaft and bushing with solvent and dry with compressed air.
2. Check shift shaft splines on both ends for wear and/or corrosion damage.
3. Inspect shift shaft for groove(s) at shift shaft bushing seal surface.
4. Inspect shift shaft bushing for corrosion damage.
5. Inspect shift shaft bushing oil seal for wear and/or cuts.

**DISASSEMBLY**

1. Remove (and discard) shift shaft bushing oil seal by prying it out or driving it out with a punch and hammer.

CLEANING/INSPECTION - BEARING CARRIER

IMPORTANT: It is recommended that all seals and O-rings be replaced (as a normal repair procedure) to assure effective repair.

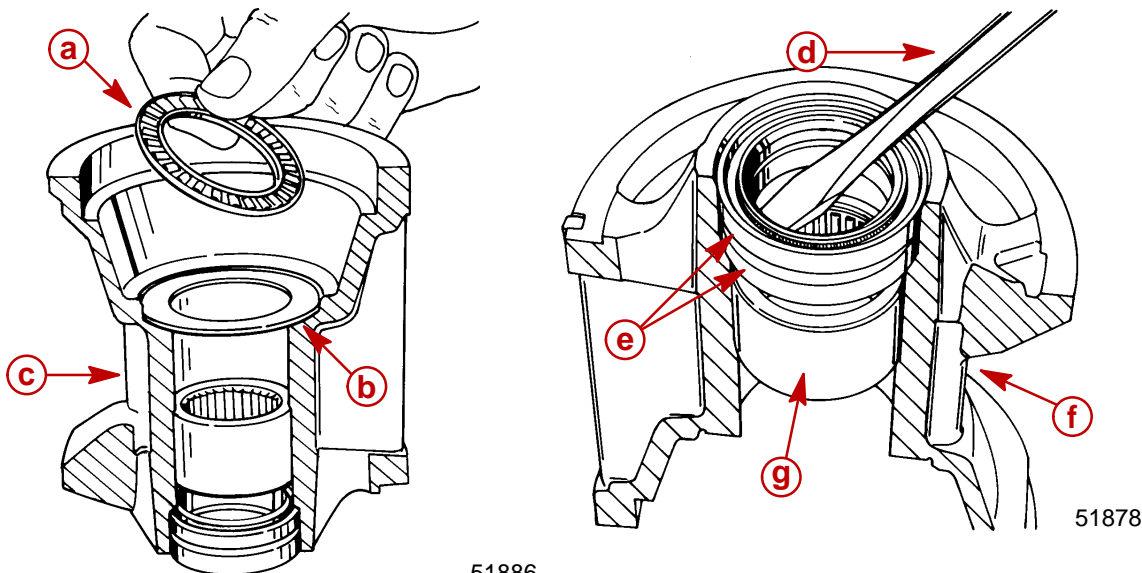
CAUTION

DO NOT spin bearings dry with compressed air, as this could cause bearing to score.

1. Clean bearing carrier with solvent and dry with compressed air.
2. Bearing carrier propeller shaft needle bearing condition is determined by propeller shaft bearing surface condition. (See “Propeller Shaft Inspection.”)

DISASSEMBLY- BEARING CARRIER

1. Remove thrust bearing and thrust washer from bearing carrier.
2. If thrust bearing, thrust washer or thrust bearing surface on propeller shaft shows signs of rust, pitting or blueing from lack of lubricant, component(s) should be discarded.
3. Remove bearing carrier oil seals.



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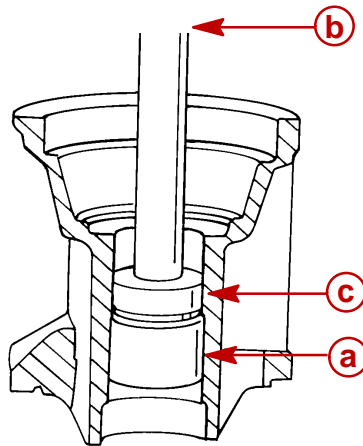
51878

- a** - Thrust Bearing
- b** - Thrust Washer
- c** - Bearing Carrier
- d** - Pry Bar
- e** - Oil Seals
- f** - Bearing Carrier
- g** - Bearing Carrier Needle Bearing

NOTE: Do not remove bearing carrier needle bearing unless replacement is needed.



4. Use bearing removal and replacement tool (91-31229A5) or equivalent to press bearings out of bearing carrier.



51885

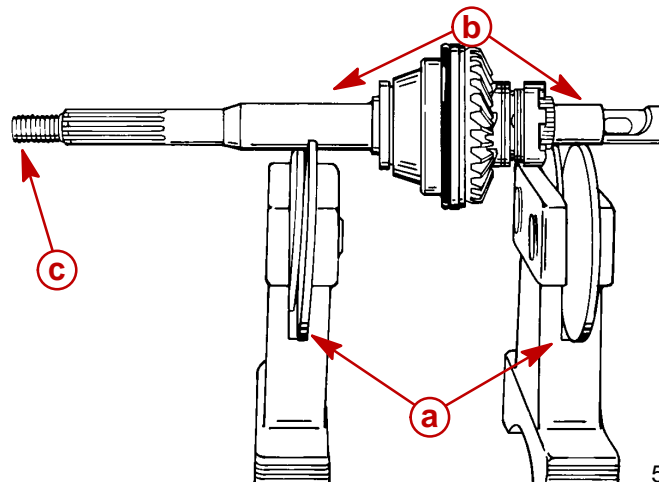
- a - Needle Bearing
- b - Push Rod
- c - Mandrel

Propeller Shaft INSPECTION

1. Clean propeller shaft assembly with solvent and dry with compressed air.
2. Inspect bearing carrier oil seal surfaces for grooves. Run fingernail across seal surface to check for groove. Replace shaft if groove is found.
3. Visually check bearing surfaces of propeller shaft for pitting, grooves, scoring, uneven wear or discoloration (bluish color) from overheating. Replace shaft and corresponding needle bearing if any of the above conditions are found. (Bearing carrier needle bearing contacts propeller shaft just in front of oil seal surface. Reverse gear bearing contacts propeller shaft in front of sliding clutch splines.)
4. Inspect propeller shaft splines for wear and/or corrosion damage.
5. Check propeller shaft for straightness. Use either method, following:

Balance Wheels

Place propeller shaft on balance wheels, as shown. Rotate propeller shaft and observe propeller end of shaft for "wobble." Replace shaft if any wobble is observed.



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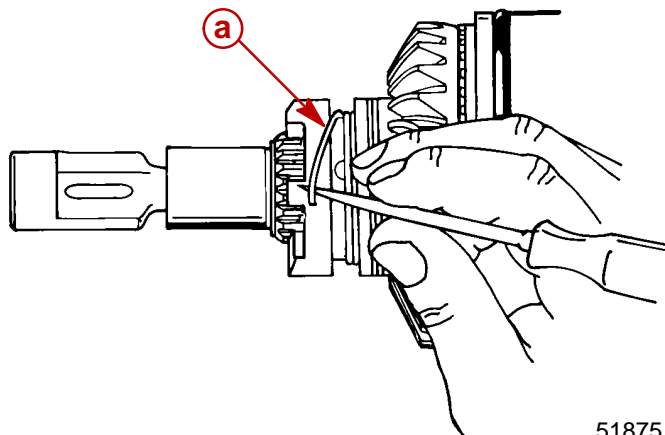
- a - Balance Wheels
- b - Bearing Surfaces
- c - Watch for Wobble

**“Vee” Blocks and Dial Indicator**

Position propeller shaft roller bearing surfaces on vee blocks. Mount a dial indicator at front edge of propeller splines. Rotate propeller shaft. Dial indicator movement of more than 0.006 in. (0.152 mm) (or noticeable wobble) is reason for replacement.

DISASSEMBLY

1. Remove shift cam from cam follower.
2. Insert a thin blade screwdriver or awl under first coil of cross pin retainer spring and rotate propeller shaft to unwind spring from sliding clutch. DO NOT overstretch spring.



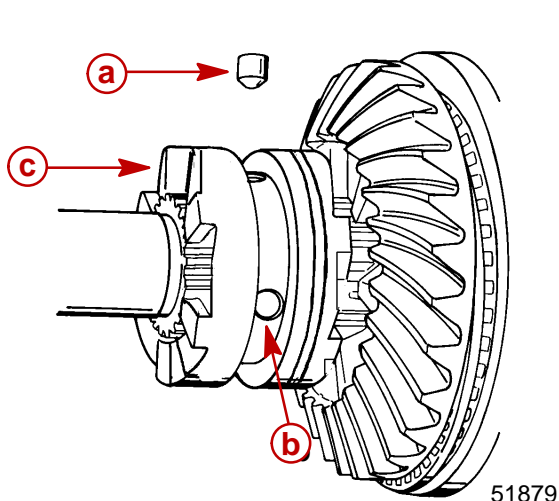
51875

a - Cross Pin Retainer Spring

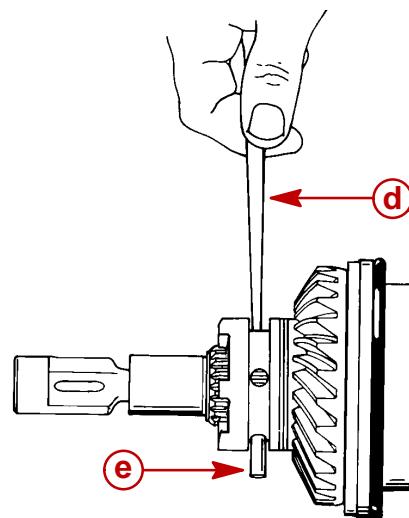
CAUTION

Detent pin is free and can fall out of sliding clutch. Care **MUST BE** taken not to lose pin.

3. Detent pin is free and can be removed from sliding clutch at this time.
4. Push cross pin out of sliding clutch and propeller shaft with a punch.



51879

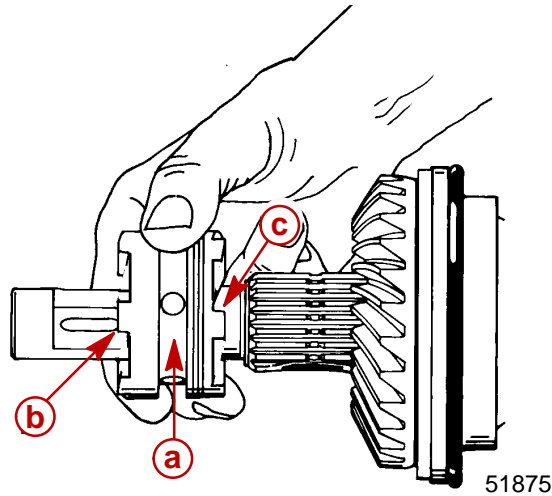


51875

- a** - Detent Pin
b - Cross Pin
c - Sliding Clutch
d - Cross Pin
e - Punch

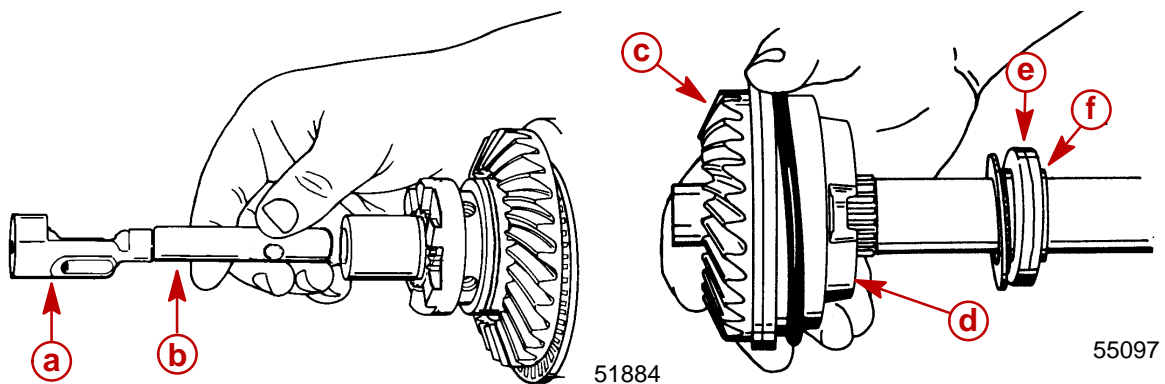


5. Pull sliding clutch off propeller shaft.
6. Inspect sliding clutch. Check reverse gear clutch “jaws” and forward gear clutch “jaws.” Rounded “jaws” indicate one or more of the following:
 - a. Improper shift cable adjustment.
 - b. Improper shift habits of operator(s) (shift from neutral to reverse gear or forward gear too slowly).
 - c. Engine idle speed too high (while shifting).



- a** - Sliding Clutch
- b** - Reverse Gear Clutch Jaws
- c** - Forward Gear Clutch Jaws

7. Pull cam follower and clutch actuator rod out of propeller shaft. DO NOT force cam follower up-or-down or side-to-side when pulling from propeller shaft.
8. Once cam follower and clutch actuator rod are removed from propeller shaft, lift rod out of cam follower.
9. Check condition of cam follower. If it shows wear (pitting, scoring or rough surface), replace cam follower and shift cam.
10. Remove forward gear and bearing adaptor assembly.
11. Remove 2 thrust races and 2 keepers from prop shaft.



- a** - Cam Follower
- b** - Clutch Actuator Rod
- c** - Forward Gear
- d** - Bearing Adaptor Assembly
- e** - Thrust Races (2)
- f** - Keepers (hidden) (2)



Clutch Actuator Rod

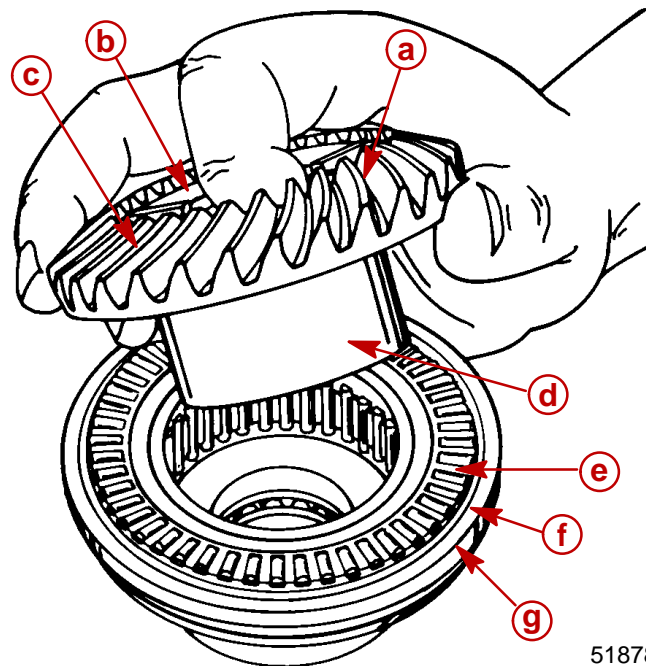
CLEANING AND INSPECTION

1. Clean clutch actuator rod in solvent and dry with compressed air.
2. Inspect actuator components for wear or damage. Replace components as required.

Forward Gear and Bearing Adapter

DISASSEMBLY/CLEANING/INSPECTION

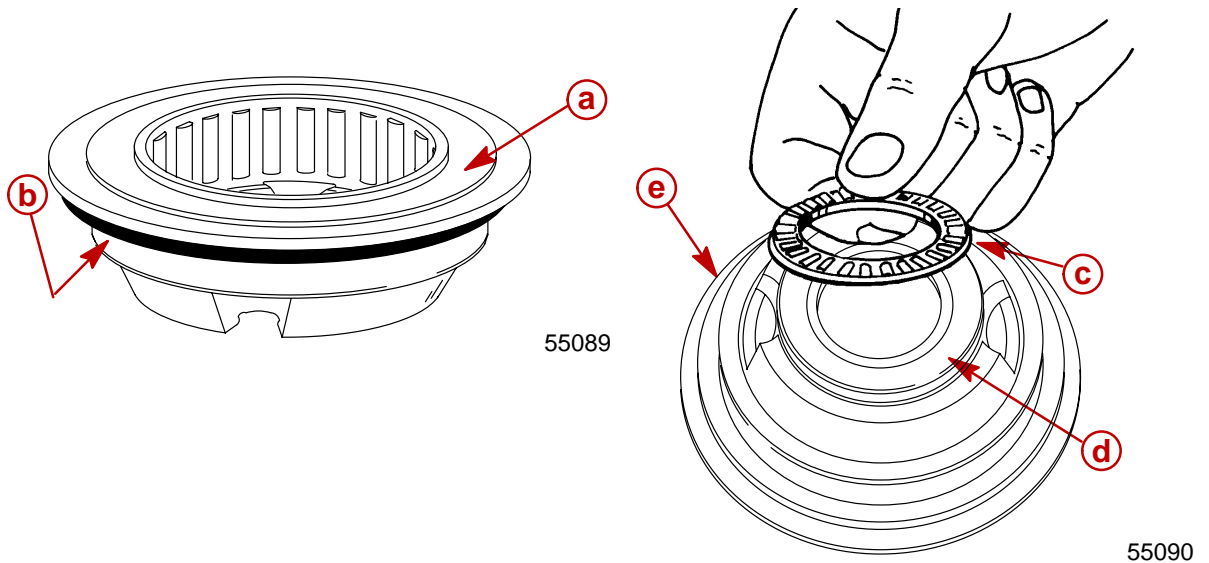
1. Remove forward gear from bearing adapter.
2. Inspect forward gear clutch teeth for signs of wear. If clutch teeth are worn, sliding clutch should be replaced also.
3. Inspect forward gear teeth for full tooth contact, chips, pits and signs of rust. If forward gear teeth are damaged, pinion gear must be inspected and replaced if necessary.
4. Inspect forward gear hub for signs of pitting, rust, scoring or discoloration (blueing) due to lack of lubricant.
5. Remove thrust bearing and spacer shim. Inspect thrust bearing for pits, rust, or discoloration (blueing) due to lack of lubricant.



- a** - Forward Gear
- b** - Forward Gear Clutch Teeth
- c** - Forward Gear Teeth
- d** - Forward Gear Hub
- e** - Thrust Bearing
- f** - Thrust Washer
- g** - Spacer Shim

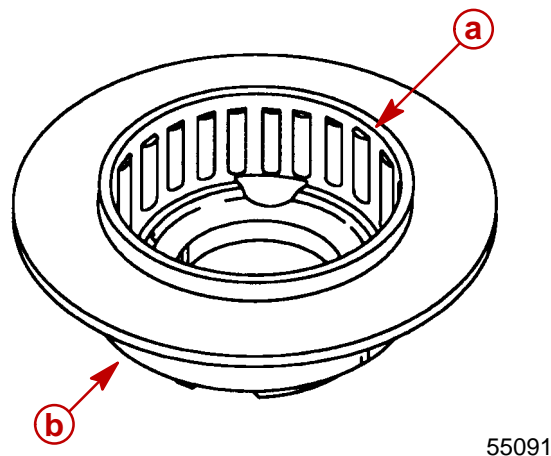


6. Remove thrust washer and O-ring. The thrust washer acts as a bearing surface for the thrust bearing and it should be inspected for pits, rust, scoring or discoloration due to lack of lubricant. O-ring should be inspected for cuts or abrasions and replaced if necessary.
7. Remove thrust bearing and thrust washer from bearing adaptor. Thrust roller bearing should be inspected for pitting, rust or signs of discoloration (blueing) due to lack of lubricant. If thrust roller bearing must be replaced, the bearing surfaces on the thrust washer and propeller shaft where the thrust roller bearing rides should also be inspected for signs of wear.



- a** - Thrust Washer
- b** - O-Ring (hidden)
- c** - Thrust Bearing
- d** - Thrust Washer
- e** - Bearing Adaptor

8. The forward gear bearing should be carefully inspected for smoothness of movement, pits, rust, or signs of discoloration (blueing) due to lack of lubricant. If the bearing must be replaced, it is recommended that a hammer and cape chisel be used to break the bearing loose from the bearing adaptor. Be careful not to damage bearing adaptor when removing roller bearing.



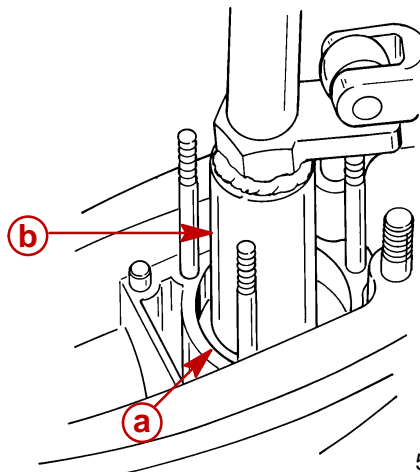
- a** - Forward Gear Bearing
- b** - Bearing Adaptor



Pinion Gear and Driveshaft

REMOVAL

1. Remove bearing retainer using Bearing Retainer Tool (91-43506).



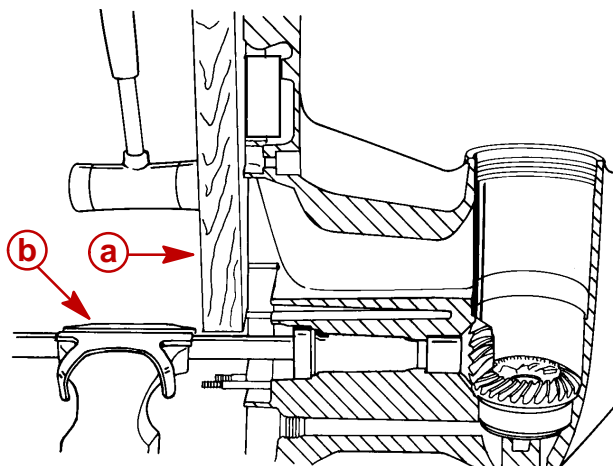
51865

- a** - Bearing Retainer
- b** - Bearing Retainer Tool (91-43506)

2. Place Driveshaft Holding Tool (91-34377A1) over driveshaft splines.
3. Use a socket and flex handle to hold pinion nut. (Pad area of gear housing, where flex handle will make contact, to prevent damage to gear housing.)
4. Use a socket and flex handle on Driveshaft Holding Tool to loosen pinion nut. Remove pinion nut and Driveshaft Holding Tool.
5. Remove gear housing from vise and re-position it as shown. Be sure to use soft jaw vise covers and clamp as close as possible to water pump studs.
6. Place a block of wood on gear housing mating surface. Use a mallet and carefully tap gear housing away from driveshaft.

CAUTION

DO NOT strike gear housing hard with the mallet or allow gear housing to fall.



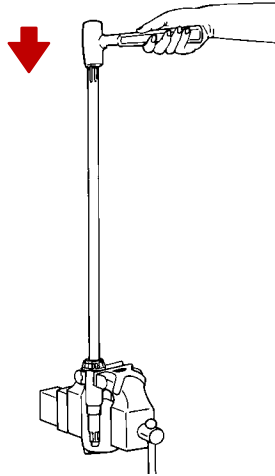
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- a** - Wooden Block
- b** - Soft Jaw Vise Covers

7. Reach into gear housing and remove pinion gear.



8. After driveshaft is removed from gear case, remove and retain shim(s) that were located under upper tapered driveshaft bearing.
9. If inspection determines that replacement of driveshaft tapered bearing is required, remove bearing from driveshaft as follows:
 - a. Position driveshaft in a vise; DO NOT tighten vise jaws against shaft.
 - b. Strike shaft with a lead hammer; take care not to drop shaft.

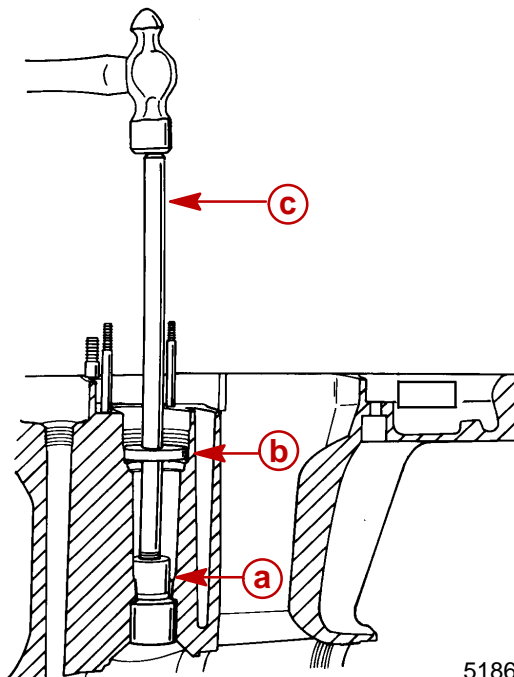


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10. Remove 18 loose needles from outer race of driveshaft needle bearing.
11. If inspection of driveshaft needle bearing surface determines that replacement of needle bearing is required, the 18 loose needle bearings previously removed must be reinstalled in bearing race to provide surface for mandrel to drive against.

NOTE: Reverse gear must be removed first before removing driveshaft needle bearing.

IMPORTANT: Discard driveshaft needle bearing after removal. (Bearing cannot be reused.)



51869

- a** - Mandrel (91-37263)
b - Pilot* (91-36571)
c - Driver Rod* (91-37323)

*From Bearing Removal and Installation Kit (91-31229A5)



CLEANING AND INSPECTION

1. Clean driveshaft, tapered bearing and race, and pinion gear with solvent. Dry with compressed air. DO NOT allow driveshaft bearing to spin while drying.
2. Inspect pinion gear for pitting, grooves, scoring, uneven wear and/or discoloration from overheating. Replace pinion gear, if any of the above conditions are found.
3. Inspect driveshaft needle bearing surface (area just above pinion gear splines) for pitting, grooves, scoring, uneven wear and/or discoloration from overheating. Replace driveshaft and driveshaft needle bearing, if any of the preceding conditions are found.
4. Inspect driveshaft to crankshaft splines for wear. Replace driveshaft if wear is excessive.
5. Inspect tapered bearing race for pitting, grooves, scoring, uneven wear and discoloration from overheating. Replace tapered bearing and race as a set, if any of the preceding conditions are found.
6. Inspect driveshaft for groove(s) where water pump base oil seals contact shaft. Replace driveshaft if groove(s) are found.

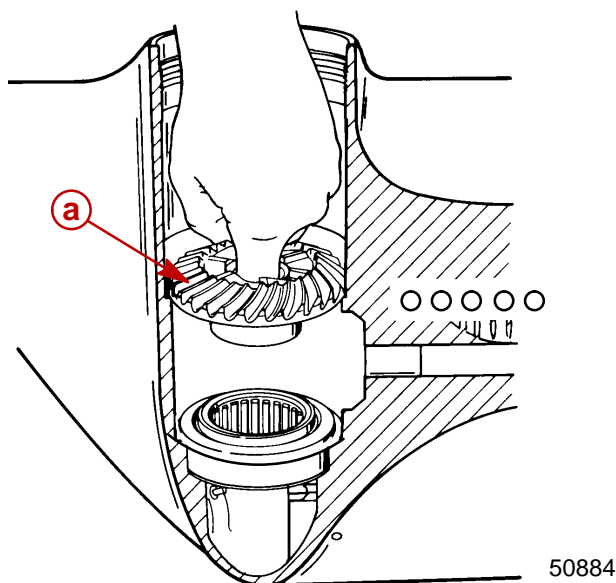
Reverse Gear

REMOVAL AND DISASSEMBLY

NOTE: Reverse gear can be removed from gear housing only after driveshaft and pinion gear have been removed.

NOTE: Cautiously applying heat to both sides of gearcase where reverse gear assembly is located will aid in removal of bearing cup adapter.

1. Remove reverse gear by hand.

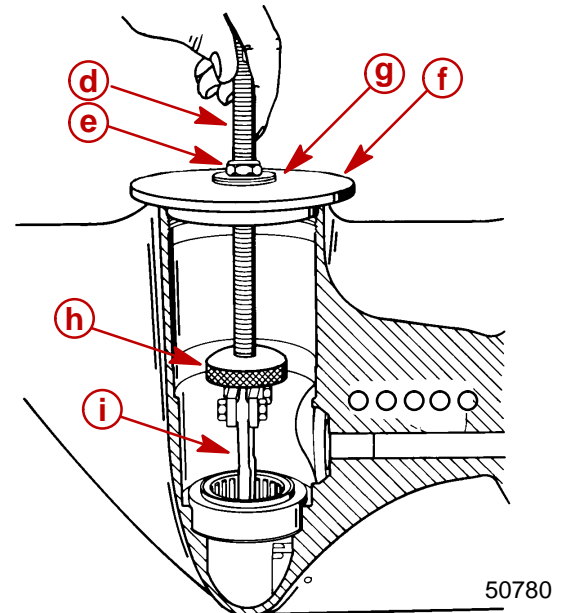
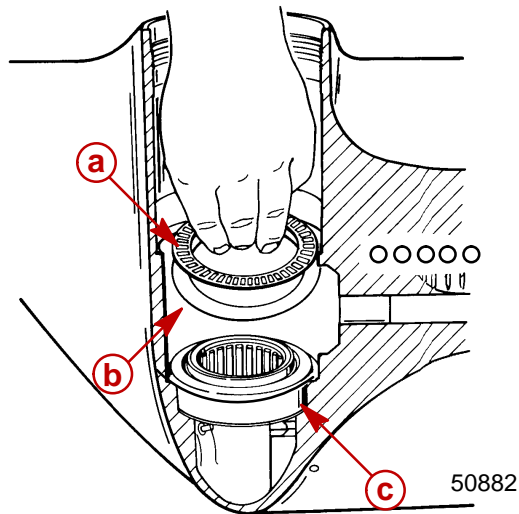


a - Reverse Gear

IMPORTANT: DO NOT remove needle bearing from reverse gear unless replacement of bearing is required. Bearing cannot be reused after it has been removed.



2. Remove thrust bearing and thrust washer from reverse gear bearing cup.
3. Remove reverse gear bearing adaptor. Remove, measure and make note of the shim thickness and **discard (DO NOT reuse) the shims.**



- a - Thrust Bearing
- b - Thrust Washer
- c - Reverse Gear Bearing Adaptor
- d - Bolt (91-31229)
- e - Nut (91-11-24156)
- f - Guide Plate (91-816243)
- g - Washer (91-34961)
- h - Puller Head (from Slide Hammer Puller Kit 91-34569A1)
- i - Jaws (91-816242)

CLEANING AND INSPECTION

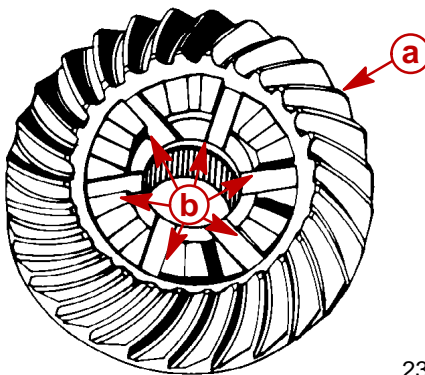
⚠ CAUTION

DO NOT spin bearings dry with compressed air, as this could cause bearing to score.

1. Clean reverse gear and bearing with solvent and dry with compressed air. **DO NOT** spin the bearing.
2. Inspect gear teeth for pitting, grooves, scoring, uneven wear and for discoloration (from overheating). Replace gear if any of these conditions are found.



3. Check clutch jaws on reverse gear for damage. Replace reverse gear if damage is found.



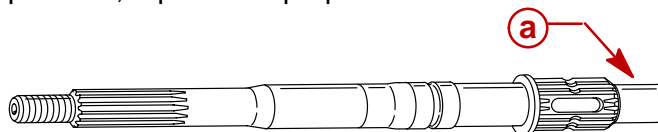
23351

a - Reverse Gear Teeth

b - Clutch Jaws

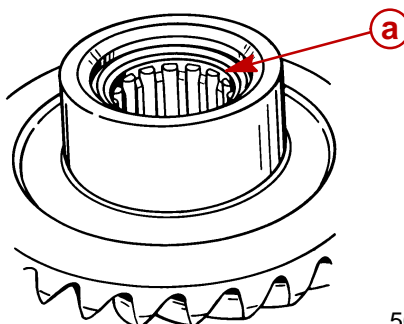
NOTE: The needle bearings in the reverse gear should not be removed unless damage has been found. Inspect to ensure that all of the needles are present and in position. Needles that have been dislodged may be snapped back into place as long as no damage has occurred to the bearing cage.

4. Inspect the needle bearings on the inside of the reverse gear and the bearing surface on the propeller shaft. If either the needle bearings or the bearing surface of the propeller shaft is pitted, grooved, worn unevenly, discolored from overheating or has embedded particles, replace the propeller shaft and needle bearing in the reverse gear.



a - Reverse Gear Needle Bearing Contact Area

5. If reverse gear needle bearing is found to be damaged, place reverse gear in a press and use mandrel 91-63569 to press bearing out of gear.



50778

a - Bearing

Gear Housing

CLEANING AND INSPECTION

1. Clean gear housing with solvent and dry with compressed air.
2. Check gear housing carefully for impact damage.
3. Check for loose fitting bearing adaptors and needle bearings.

NOTE: If bearing adaptors have spun in gear case, gear housing must be replaced.

4. Inspect bearing carrier cover nut retainer threads in gear housing for corrosion damage and/or stripped threads.



Reassembly and Installation of Counter Rotation Gear Housing

Driveshaft Needle Bearing

REASSEMBLY/INSTALLATION

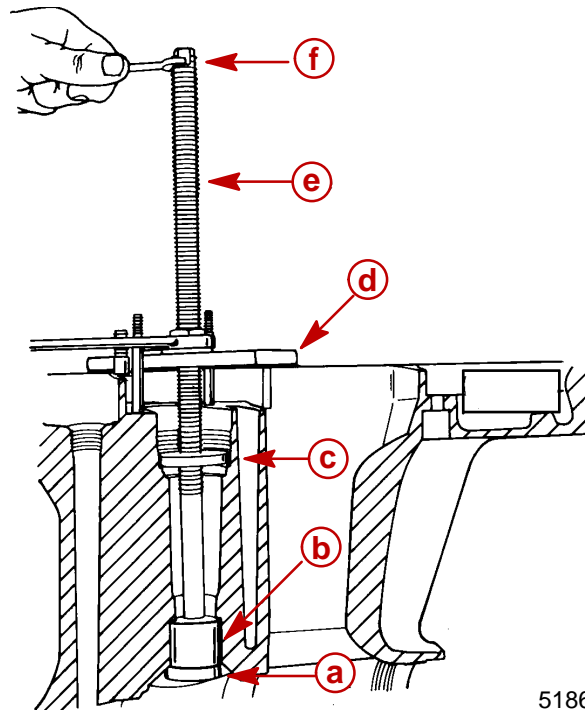
⚠ CAUTION

If driveshaft needle bearing failure has occurred, and original bearing race has turned in the gear housing, gear housing must be replaced. Loose fitting needle bearing will move out of position and cause repeated failures.

NOTE: Driveshaft needle bearing must be installed prior to installation of reverse gear.

1. Apply a thin coat of Quicksilver 2-4-C w/Teflon Lubricant to driveshaft needle bearing bore in gear housing.
2. By way of propeller shaft cavity, place needle bearing in driveshaft bore with numbered side of bearing facing up driveshaft bore.
3. Install and seat needle bearing with the following tools: Puller Rod* (91-31229), Nut* (91-24156), Pilot* (91-36571), Plate* (91-29310), and Mandrel* (91-92788). Pull bearing up into bore until it bottoms on gear housing shoulder. (DO NOT use excessive force.)

*From Bearing Removal and Installation Kit (91-31229A5)



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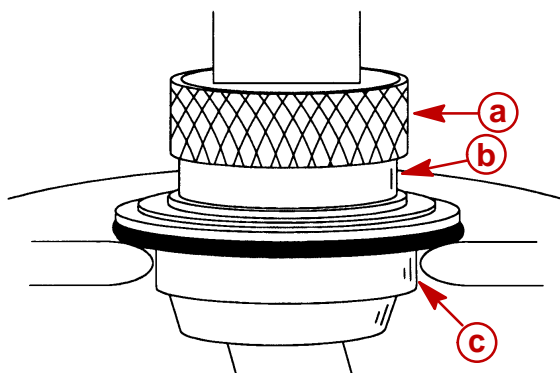
- a - Mandrel
- b - Bearing
- c - Pilot
- d - Plate
- e - Puller Rod
- f - Hold



Bearing Carrier, Forward Gear and Bearing Adaptor

REASSEMBLY

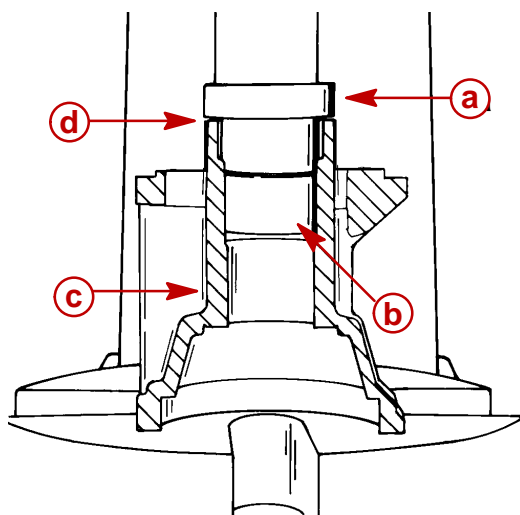
1. Using suitable mandrel, press forward gear bearing into bearing adaptor until bearing is flush with lip of adaptor.



- a** - Suitable Mandrel
- b** - Forward Gear Bearing
- c** - Bearing Adaptor

PROPELLER SHAFT NEEDLE ROLLER BEARING AND OIL SEAL INSTALLATION

1. Using mandrel 91-15755, press bearing carrier needle bearing (number side up) into bearing carrier until mandrel shoulder contacts bearing carrier.



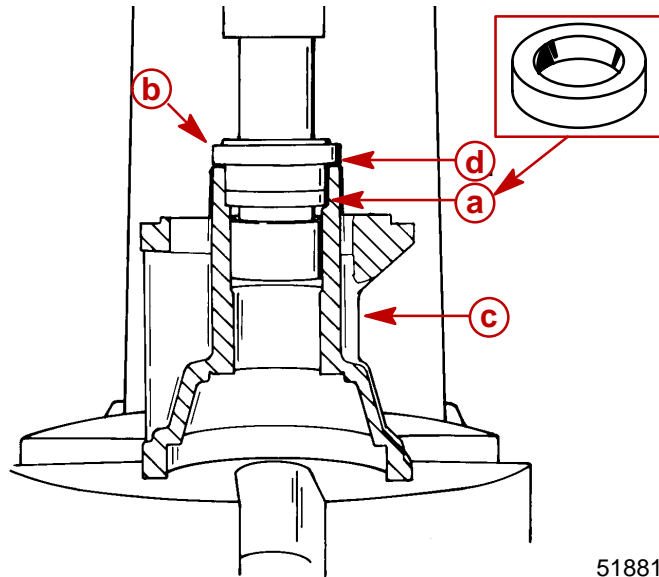
51881

- a** - Mandrel (91-15755)
- b** - Bearing Carrier Needle Bearing
- c** - Bearing Carrier
- d** - Shoulder

2. Apply Loctite 271 (92-809820) to outside diameter of oil seals.



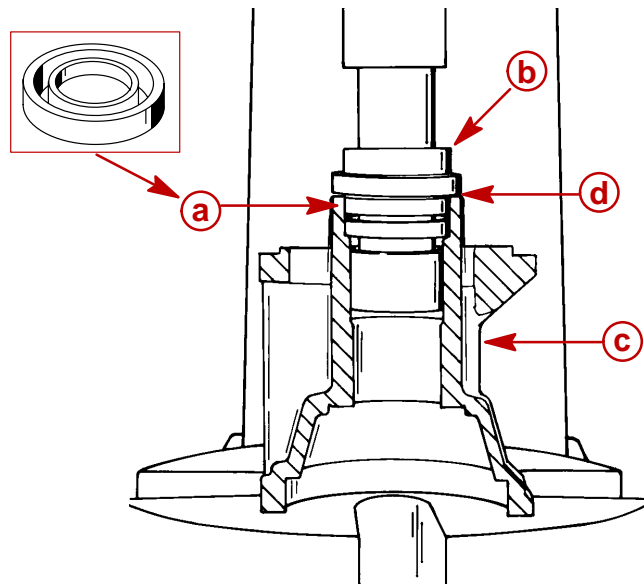
3. With seal lip facing towards bearing, press inner seal (a) using long end of mandrel (b) (91-31108) into bearing carrier (c) until mandrel shoulder (d) bottoms out on bearing carrier.



51881

- a - Inner Seal
- b - Mandrel (91-31108)
- c - Bearing Carrier
- d - Mandrel Shoulder

4. With seal lip facing towards mandrel, press outer seal (a) using short end of mandrel (b) (91-31108) into bearing carrier (c) until mandrel shoulder (d) bottoms out on bearing carrier.



51881

- a - Outer Seal
- b - Mandrel (91-31108)
- c - Bearing Carrier
- d - Mandrel Shoulder

5. Lubricate both seal lips with 2-4-C w/Teflon Marine Lubricant (92-90018A12).

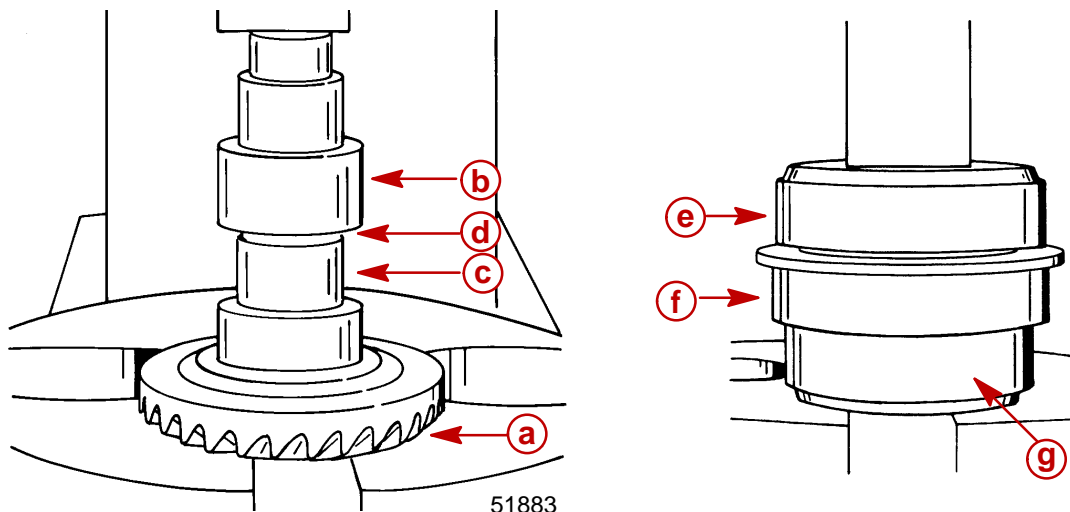


REVERSE GEAR AND BEARING CUP ADAPTOR REASSEMBLY

1. With reverse gear teeth facing down, use mandrel (91-86943) to press propeller shaft needle bearing (NUMBERS/LETTERS UP) into reverse gear until short shoulder on mandrel bottoms on reverse gear.

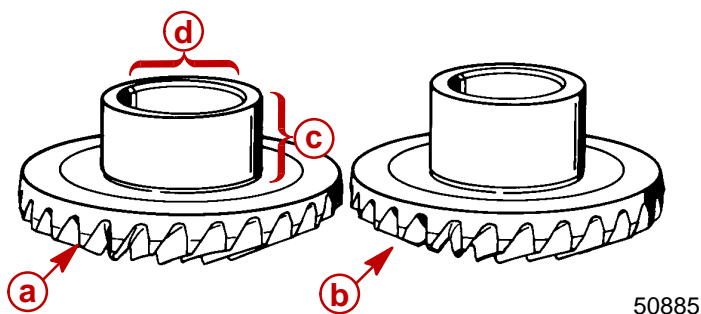
NOTE: If gear housing has been replaced or inspection determines that reverse gear bearing adapter must be replaced, assemble and install as follows:

2. Place reverse gear roller bearing (NUMBER/LETTERS UP) in press. Using suitable mandrel, press bearing cup adapter onto reverse gear bearing.



- a - Reverse Gear Teeth
- b - Mandrel (91-86943)
- c - Propeller Shaft Needle Bearing
- d - Shoulder
- e - Mandrel
- f - Bearing Cup Adapter
- g - Reverse Gear Roller Bearing

IMPORTANT: The appearance of the forward and reverse gear is almost identical. There are two ways to distinguish between the reverse and forward gears. The reverse gear has a shorter hub and it has a smaller inner diameter needle bearing bore.



- a - Reverse Gear
- b - Forward Gear
- c - Shorter Length Hub
- d - Smaller Diameter Bearing Bore



Reverse Gear Bearing Adaptor Assembly

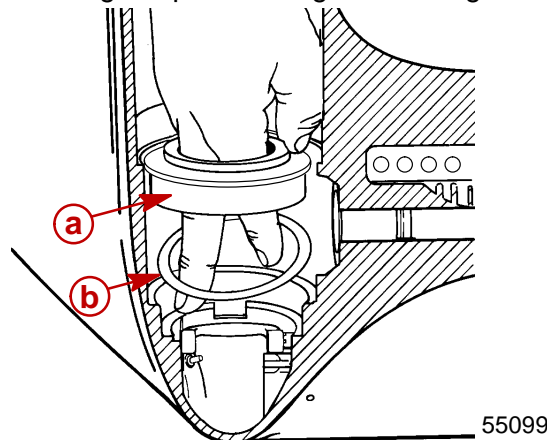
INSTALLATION

NOTE: If the reverse gear, reverse gear adaptor, large thrust bearing, or bearing race in the gear housing were not replaced, install the same shim(s) (or the same thickness of shim(s)) that were taken out when adaptor was removed. If the reverse gear, reverse gear adaptor, large thrust bearing, bearing race, or gear housing were replaced, install 0.008 in. (0.51 mm) of shims.

NOTE: If backlash has already been checked and it has determined that it needs to be adjusted, (see Checking Reverse Gear Backlash), adding 0.001 in. (0.025 mm) shims will **reduce** the gear backlash by approximately 0.001 in. (0.025 mm). Subtracting 0.001 in. (0.025 mm) shims will **increase** backlash by approximately the same amount.

Example 1 (if backlash is too high)		
Backlash checks:	0.045 in.	(1.14 mm)
(subtract) middle of specification:	0.025 in.	(0.64 mm)
You get:	0.020 in.	(0.51 mm)
add this quantity of shims:		
Example 2 (if backlash is too low)		
middle of specification:	0.025 in.	(0.64 mm)
Backlash checks:	0.009 in.	(0.23 mm)
(subtract) You get:	0.016 in.	(0.41 mm)
subtract this quantity of shims:		

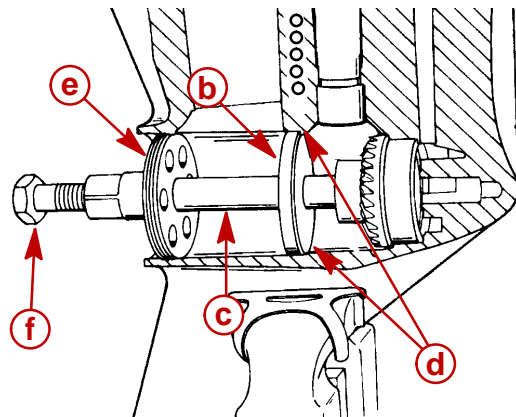
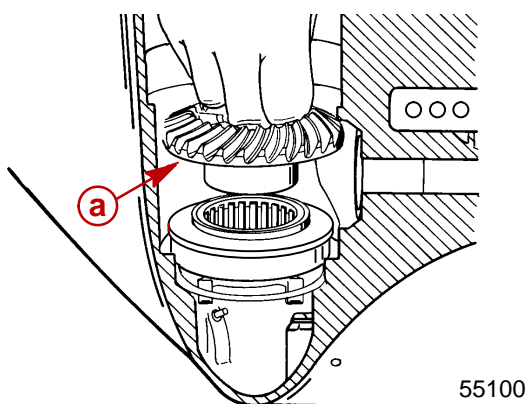
1. Lubricate the bore into which the reverse gear bearing adaptor is to be installed with Quicksilver Super Duty Gear Lubricant.
2. Place the shim(s) into reverse bore of gear housing.
3. Position the bearing adaptor in the gear housing.



- a** - Bearing Adaptor
b - Shims

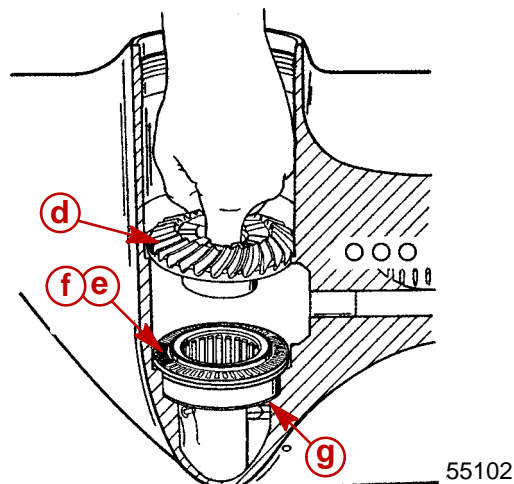
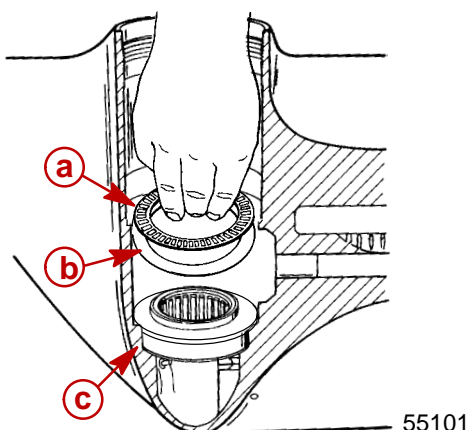


- Position the reverse gear (without the thrust race or thrust bearing) into the gear housing and into the adaptor.
- Install PILOT RING (91-18603) over DRIVER TOOL (91-18605) and seat pilot ring in gearcase against inner ledge. Thread RETAINER (91-18604) into bearing carrier threads. Install SCREW (10-18602) into retainer and gently tighten screw against driver tool while holding retainer securely. Continue to apply pressure against driver rod until reverse gear/bearing cup adaptor JUST SEATS in gearcase. DO NOT OVER-SEAT the adaptor as the reverse gear bearing cup adaptor JUST SEATS in gearcase. As bearing adaptor begins to seat, the effort required to turn screw will increase considerably.



- a** - Reverse Gear
- b** - Pilot Ring (91-18603)
- c** - Driver Tool (91-18605)
- d** - Inner Ledge
- e** - Retainer (91-18604)
- f** - Screw (10-18602)

- After reverse bearing adaptor is seated, remove screw, retainer, driver tool, pilot ring and reverse gear. Apply Quicksilver Super Duty Gear Lubricant to thrust bearing and install thrust race and bearing onto bearing adaptor.
- Reinstall reverse gear into bearing adaptor.



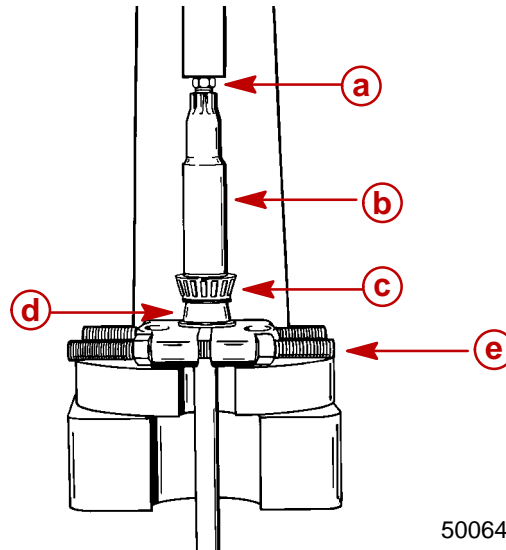
- a** - Thrust Bearing
- b** - Thrust Washer
- c** - Bearing Adaptor
- d** - Reverse Gear
- e** - Thrust Bearing
- f** - Thrust Washer (under thrust bearing)
- g** - Bearing Adaptor



Driveshaft and Pinion Gear

REASSEMBLY/INSTALLATION

1. Apply a light coat of Quicksilver Super Duty Gear Lubricant on I.D. of driveshaft tapered bearing.
2. Thread a used pinion nut onto end of driveshaft. Leave approximately 1/16 in. (2 mm) of nut threads exposed. Driveshaft threads **MUST NOT** extend beyond nut or thread damage could result while pressing.
3. Place bearing over driveshaft.
4. Using an old driveshaft bearing inner race or other suitable mandrel (which applies pressing force on center bearing race only), press bearing onto shaft until seated.

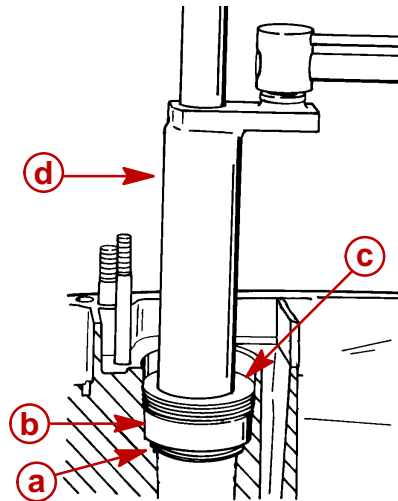


- a** - Used Pinion Nut
- b** - Driveshaft
- c** - Tapered Bearing
- d** - Old Bearing Inner Race
- e** - Universal Puller Plate

5. Position pinion gear in gear housing below driveshaft bore with teeth of pinion gear meshed with teeth of reverse gear.
6. Insert driveshaft into driveshaft bore while holding pinion gear. Rotate driveshaft to align and engage driveshaft splines with pinion gear splines. Continue to insert driveshaft into gear housing until driveshaft tapered bearing is against bearing race.
7. Apply Loctite 271 to threads of pinion gear nut and install flat washer and nut on driveshaft with flat side of nut away from pinion gear.
8. Place shim(s) (retained from disassembly) into gear housing. If shim(s) were lost or are not reusable (damaged), start with approximately 0.010 in. (0.254 mm).



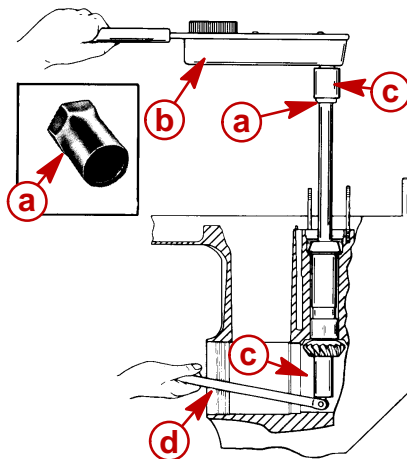
9. Install bearing race and bearing retainer.



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- a** - Shim(s)
- b** - Bearing Race
- c** - Bearing Retainer (Word "OFF" must be visible); Torque to 100 lb. ft. (135.5 Nm)
- d** - Bearing Retainer Tool (91-43506)

10. Use a socket and breaker bar to hold pinion nut (pad area where flex handle will contact gear housing while torquing nut).
11. Place Driveshaft Holding Tool (91-34377A1) over crankshaft end of driveshaft. Torque pinion nut to 75 lb. ft. (101.5 Nm).



- a** - Driveshaft Holding Tool (91-34377A1)
- b** - Torque Wrench; Torque Nut to 75 lb. ft. (101.5 Nm)
- c** - Socket
- d** - Breaker Bar

IMPORTANT: Wipe any excess Loctite from pinion nut and pinion gear.



Pinion Gear Depth

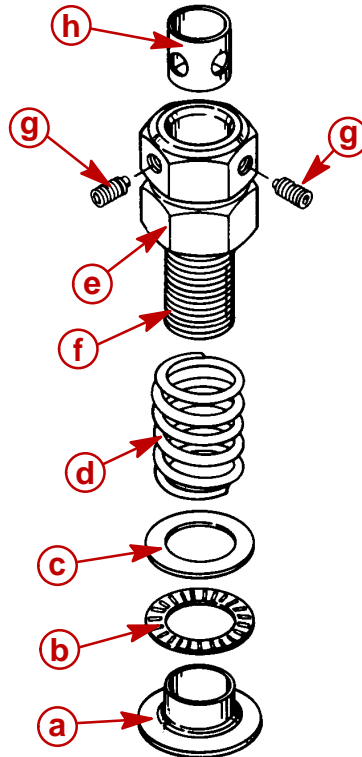
DETERMINING PINION GEAR DEPTH

NOTE: Read entire procedure before attempting any change in shim thickness.

IMPORTANT: Reverse gear assembly must be installed in gear housing when checking pinion gear depth or an inaccurate measurement will be obtained.

1. Clean gear housing bearing carrier shoulder.
2. Install Bearing Preload Tool (91-14311A1) over driveshaft in sequence shown.

NOTE: Bearing Preload Tool (91-44307A1) may also be used. Follow instructions provided with tool for proper installation.

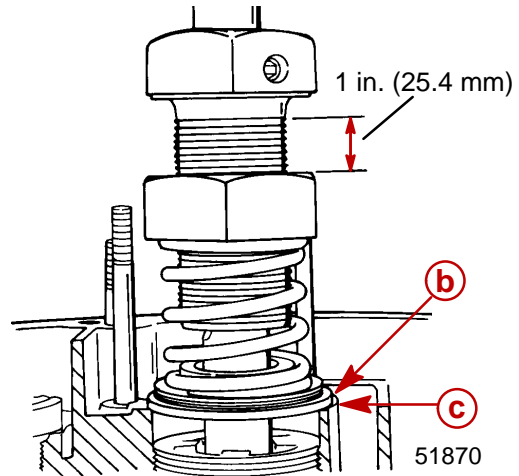
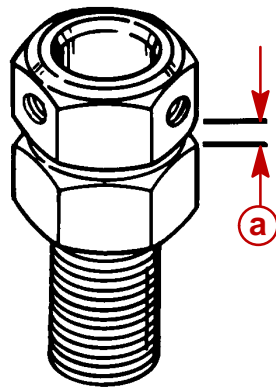


- a - Adaptor
- b - Bearing
- c - Washer
- d - Spring
- e - Nut; thread nut all the way onto bolt
- f - Bolt
- g - Set Screw
- h - Sleeve; holes in sleeve must align with set screws

3. Align adaptor on driveshaft bearing pocket ledge.
4. With tool installed over driveshaft, tighten both set screws securely, making certain to align sleeve holes to allow set screws to pass thru.

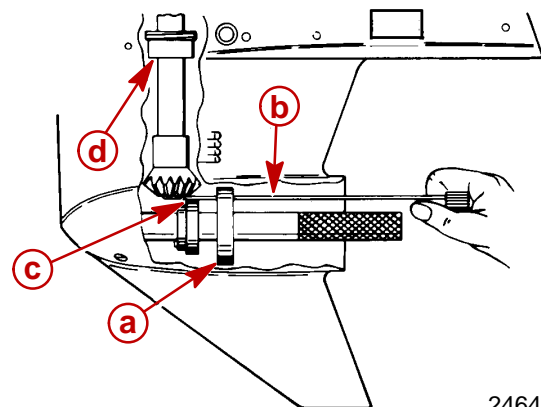
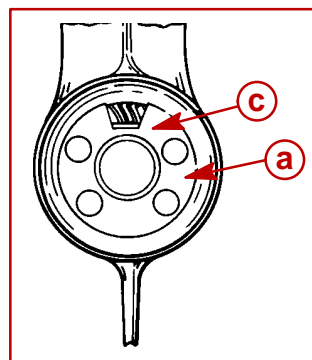


5. Measure distance (a) and increase that distance by 1 in. (25.4 mm) by turning bottom nut away from top nut.



- a - Distance
- b - Adaptor
- c - Ledge

6. Turn driveshaft clockwise 2 or more turns to seat driveshaft bearings.
 7. Insert Pinion Gear Locating Tool* (91-74776) into gear housing until it bottoms out on bearing carrier Shoulder.
- *Pinion Gear Locating Tool (91-12349A2) can be used. Use flat #7 and disc #2. Follow instructions supplied with tool.
8. Determine pinion gear depth by inserting a feeler gauge thru access slot in pinion gear shimming tool.
 9. Clearance between shimming tool and pinion gear should be 0.025 in. (0.64 mm).
 10. If clearance is correct, leave Bearing Preload Tool on driveshaft for “**Determining Forward Gear Backlash,**” following.
 11. If clearance is not correct, add (or subtract) shims at location shown to raise (or lower) pinion gear. When reinstalling pinion nut, apply Loctite 271 on threads of nut and retorque pinion nut.



- a - Pinion Gear Shimming Tool (91-74776 or 91-12349A2)
- b - Feeler Gauge
- c - Obtain 0.025 in. (0.64 mm) Clearance between Shimming Tool and Pinion Gear
- d - Add or Subtract Shim(s) Here



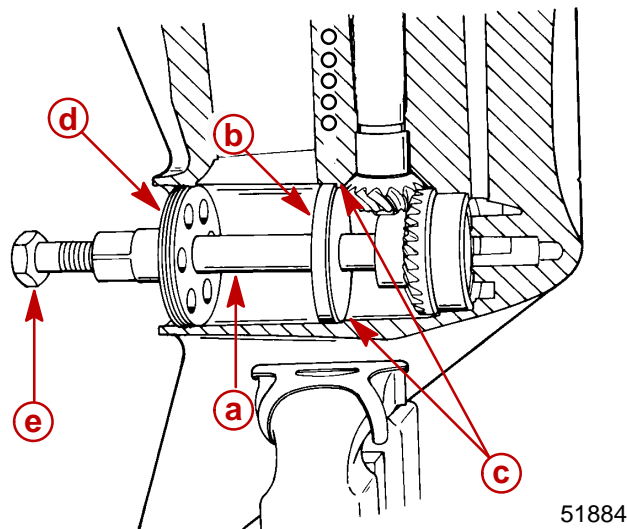
NOTE: Bearing Preload Tool (91-14311A1) should remain installed on driveshaft after setting pinion gear depth as it is required to properly check forward gear and reverse gear backlash.

Reverse Gear

DETERMINING REVERSE GEAR BACKLASH

NOTE: Reverse gear backlash is adjustable using shims; it can be checked as follows:

1. Install Driver Tool (91-18605) into reverse gear assembly.
2. Slide Pilot Ring (91-18603) over driver tool and seat pilot ring against inner ledge in gear case.
3. Thread Retainer (91-18604) into gear case cover nut threads.
4. Torque Screw (91-18602) to 45 lb. in. (5 Nm) against driver tool.

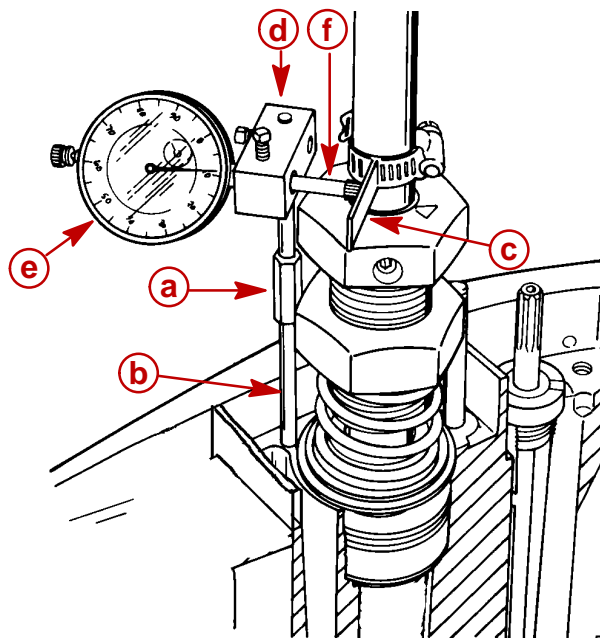


- a - Driver Tool (91-18605)
- b - Pilot Ring (91-18603)
- c - Inner Ledge
- d - Retainer (91-18604)
- e - Screw (91-18602) [Torque to 45 lb. in. (5 Nm)]

5. Thread stud adapter [from Bearing Preload Tool (91-14311A1)] all the way onto stud.
6. Install: Backlash Indicator Tool (91-78473)
Dial Indicator Holder (91-89897)
Dial Indicator (91-58222A1)
7. Position dial indicator pointer on line marked "1" on Backlash Indicator Tool, if gear ratio is 1.87:1 (15 teeth on pinion gear), or on line marked "2" on Backlash Indicator Tool, if gear ratio is 2:1 (14 teeth on pinion gear).
8. Lightly turn driveshaft back-and-forth (no movement should occur at propeller shaft).



- Dial Indicator registers amount of backlash, which should be 0.030 in. to 0.050 in. (0.76 mm to 1.27 mm).



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- a** - Stud Adaptor (from 91-14311A1)
- b** - Stud
- c** - Backlash Indicator Tool (91-78473)
- d** - Dial Indicator Holder (91-89897)
- e** - Dial Indicator (91-58222A1)
- f** - Dial Indicator Pointer

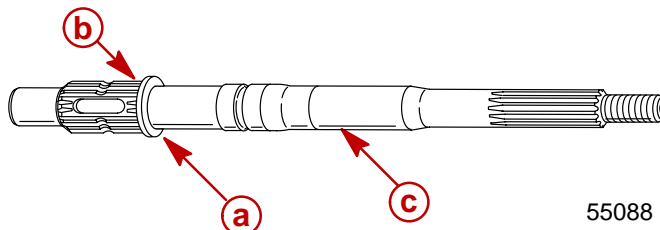
NOTE: If reverse gear backlash is not within specifications, then gear case is not properly assembled or component(s) within gear case are excessively worn and must be replaced before returning gear case to service.

- Remove Driver Tool, Pilot Ring, Retainer and Screw from gear case.

Forward Gear

DETERMINING FORWARD GEAR BACKLASH

- Install a load washer (12-37429) over a 44-93003 propeller shaft so that it seats against the REAR shoulder of the clutch spline teeth.

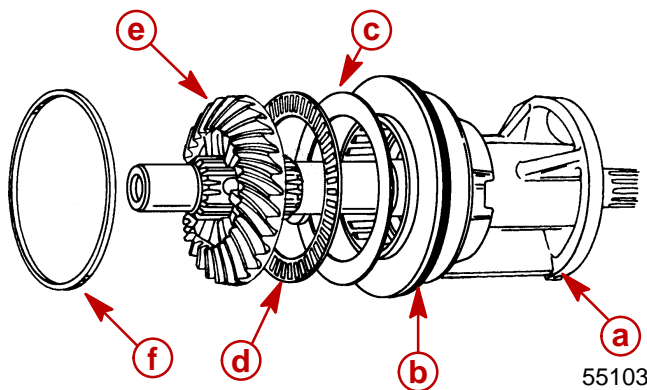


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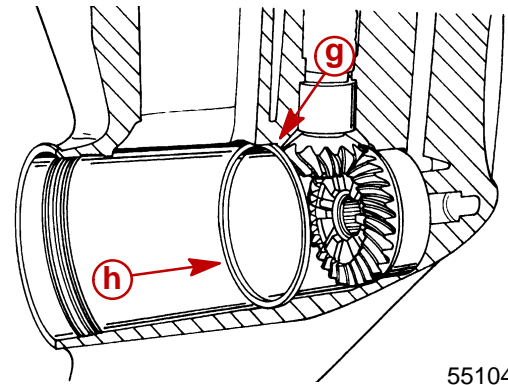
- a** - Load Washer (12-37429)
- b** - Shoulder
- c** - Propeller Shaft (44-93003)



- Assemble BEARING CARRIER, BEARING ADAPTOR, THRUST WASHER, THRUST BEARING, and FORWARD GEAR onto propeller shaft.
- Position shim against shoulder in gear case.



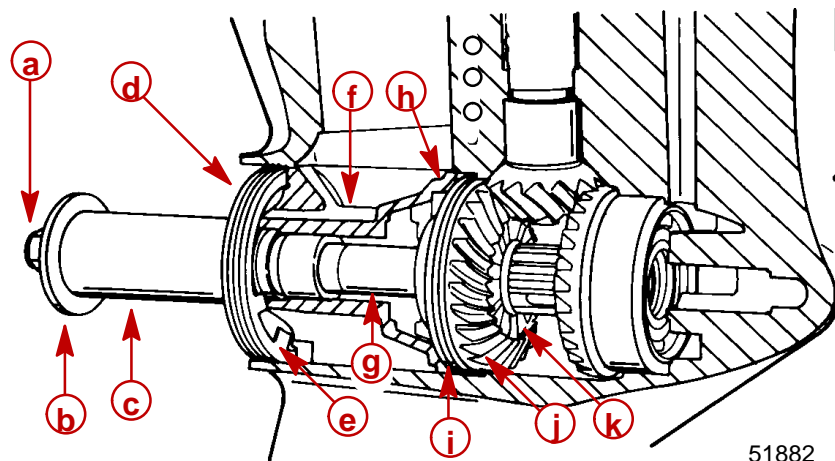
- a** - Bearing Carrier
- b** - Bearing Adaptor
- c** - Thrust Washer
- d** - Thrust Bearing
- e** - Forward Gear
- f** - Shim (PLACE IN GEARCASE FIRST)
- g** - Shoulder
- h** - Shim



- Insert entire propeller assembly into gear case.
- Install tab washer and cover nut. Torque cover nut to 100 lb. ft. (135.5 N m) to seat forward gear assembly in gear case.

NOTE: Drill a 3/8 in. (22.2 mm) diameter hole through the side (PROPELLER NUT END) of a 5 in. x 2 in. (127 mm x 50.8 mm) long piece of PVC pipe. A screwdriver may be inserted thru pipe into propeller shaft splines to prevent PVC pipe from turning while tightening retaining nut.

- Install a 5 in. x 2 in. (127 mm x 50.8 mm) long piece of PVC pipe (obtain locally) over propeller shaft and secure it against the bearing carrier with a flat washer and nut.



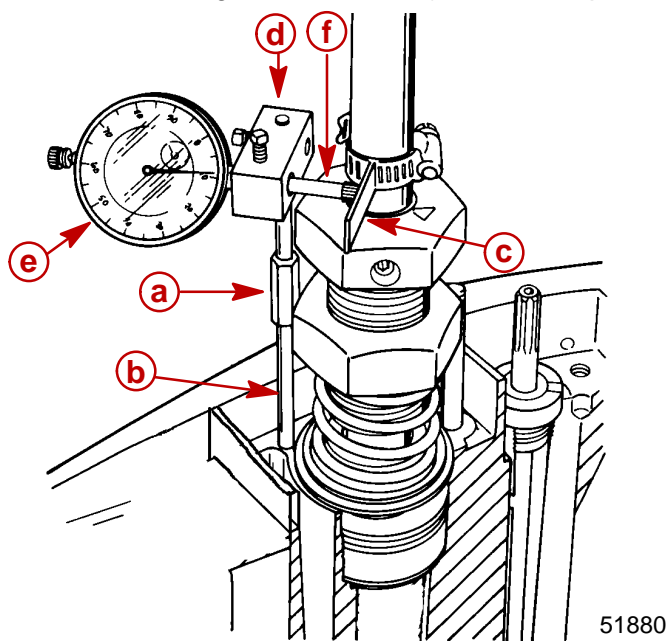
- a** - Prop Nut
- b** - Flat Washer
- c** - PVC Pipe [5 in. x 2 in. (127 mm x 50.8 mm)]
- d** - Cover Nut
- e** - Tab Washer
- f** - Bearing Carrier
- g** - Prop Shaft
- h** - Bearing Adaptor
- i** - Shim
- j** - Forward Gear
- k** - Load Washer



7. Tighten nut to 45 lb. in. (5 Nm). This will seat the forward gear against the forward thrust bearing and tends to hold the propeller shaft from moving when measuring backlash.

NOTE: Bearing Preload Tool (91-44307A1) should still be installed from having previously been used to determine pinion gear depth and reverse gear backlash. If it is not still installed on gear case, refer to “**DETERMINING PINION GEAR DEPTH,**” previously, for proper installation procedure.

8. With the proper preload applied to the propeller shaft and the driveshaft, rotate the driveshaft clockwise 5 to 10 complete revolutions. This will seat the forward gear and upper driveshaft bearings and thus provide the most accurate backlash readings.
9. If not previously installed:
 - a. Thread stud adaptor [from bearing preload tool (91-44307A1) all the way onto stud.
 - b. Install: Backlash Indicator Tool (91-78473)
Dial Indicator Holder (91-89897)
Dial Indicator (91-58222A1)
10. Position dial indicator pointer on line marked “1” on BACKLASH INDICATOR TOOL, if gear ratio is 1.87:1 (15 teeth on pinion gear), or on line marked “2” on BACKLASH INDICATOR TOOL, if gear ratio is 2:1 (14 teeth on pinion gear).



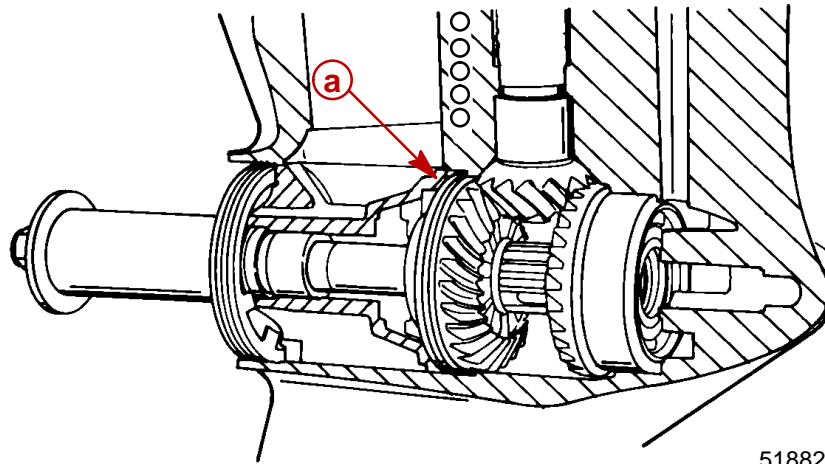
- a - Stud Adaptor (from 91-44307A1)
- b - Stud
- c - Backlash Indicator Tool (91-78473)
- d - Dial Indicator Holder (91-89897)
- e - Dial Indicator (91-58222A1)
- f - Dial Indicator Pointer

11. Gently rock driveshaft back and forth to determine forward gear backlash.
175 and 200 HP models with 1.87:1 Ratio = 0.018 in. to 0.027 in. (0.46 mm - 0.69 mm) backlash.
135 and 150 HP models with 2.00:1 Ratio = 0.015 in. to 0.022 in. (0.38 mm - 0.56 mm) backlash.



- If backlash is less than the specifications, then a larger shim should be installed. Conversely, if the backlash indicated is greater than specifications, then a smaller shim should be installed.

NOTE: By adding or subtracting 0.002 in. (0.051 mm) shim, the backlash will change approximately 0.002 in. (0.051 mm).



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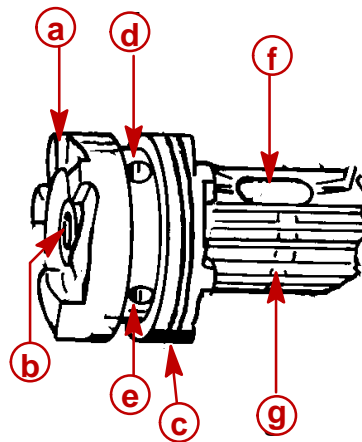
a - Shim

- If forward gear backlash is within specifications, then Bearing Preload Tool, Dial Indicator, Backlash Indicator Tool/Dial Indicator Holder, PVC pipe, forward gear assembly, bearing adaptor, bearing carrier and test propeller shaft can all be removed from the gear case.

Propeller Shaft/Forward Gear Bearing Adapter/Bearing Carrier

REASSEMBLY

- Position sliding clutch onto propeller shaft. "GROOVED RINGS" are for manufacturing purposes only and may be positioned towards either gear. Cross pin hole and detent hole in sliding clutch must line up with cross pin slot and detent notch in propeller shaft.

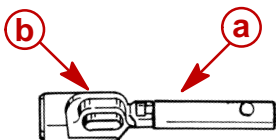


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- a** - Sliding Clutch
- b** - Propeller Shaft
- c** - Grooved Rings
- d** - Cross Pin Hole
- e** - Detent Hole
- f** - Cross Pin Slot
- g** - Detent Notches

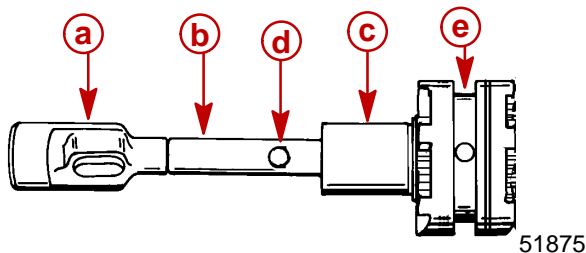


- Place a small amount of Quicksilver 2-4-C w/Teflon Lubricant on actuator rod and install cam follower.



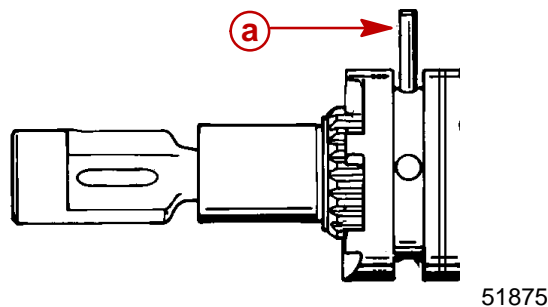
- a** - Actuator Rod
- b** - Cam Follower

- Slide clutch actuator assembly into propeller shaft. Align cross pin slot in actuator rod with cross pin slot in clutch/propeller shaft.



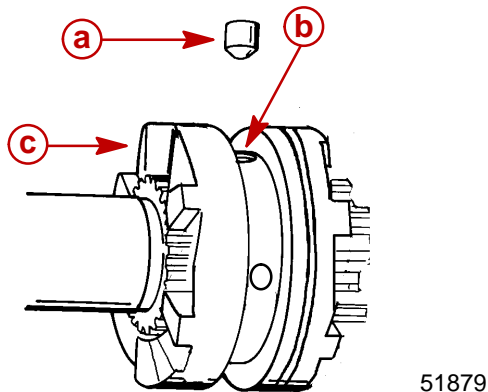
- a** - Cam Follower
- b** - Clutch Actuator Rod
- c** - Propeller Shaft
- d** - Cross Pin Slot
- e** - Clutch/Propeller Shaft

- Insert cross pin through sliding clutch, propeller shaft and actuator rod forcing cross pin tool out.



- a** - Cross Pin

- Apply a small amount of 2-4-C w/Teflon Marine Lubricant (92-90018A12) to the rounded end of detent pin. Position detent pin in detent pin hole of sliding clutch with rounded end of pin toward propeller shaft.



- a** - Detent Pin
- b** - Detent Pin Hole
- c** - Sliding Clutch



6. Install cross pin retaining spring onto sliding clutch as follows:

IMPORTANT: DO NOT over-stretch retaining spring when installing onto sliding clutch.

a. Install spring.

(1.) Spirally wrap spring into groove on sliding clutch.

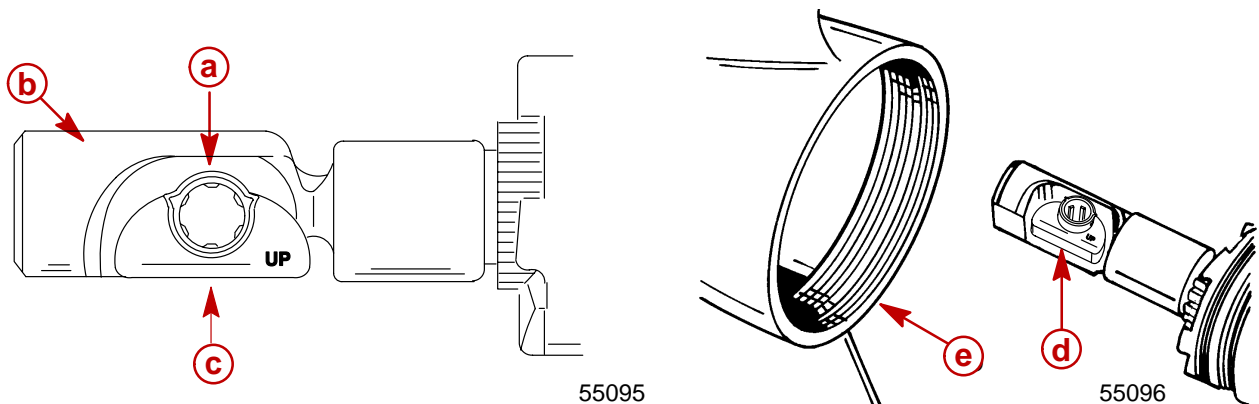
(2.) Position spring in groove so that straight end of spring is against the side of groove.

7. Place gear housing in a soft jaw vise with the driveshaft in a vertical position.

8. Coat cam pocket of cam follower with 2-4-C w/Teflon Marine Lubricant (92-90018A12).

9. Place shift cam into cam pocket of cam follower with numbered side of cam facing up.

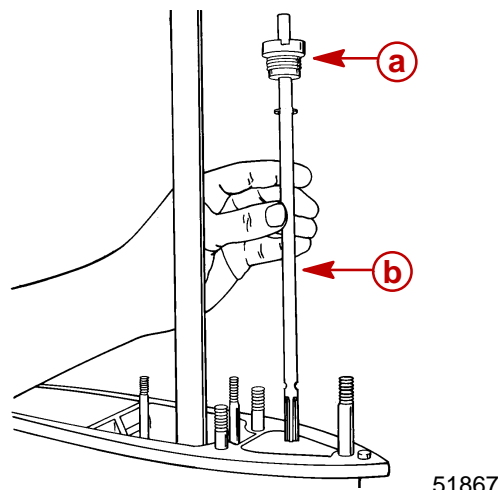
10. Slide propeller shaft assembly into reverse gear assembly.



- a - Cam Pocket
- b - Cam Follower
- c - Shift Cam
- d - Shift Cam (Position as Shown)
- e - Gear Housing

11. Apply a light coat of 2-4-C w/Teflon to the threads of the shift shaft bushing.

12. Insert shift shaft down shift shaft hole in gear housing and into shift cam. It may be necessary to rotate shift shaft back-and-forth slightly in order for splines of shift shaft to match up with splines of shift cam. Thread bushing into position, but do not tighten down at this time.

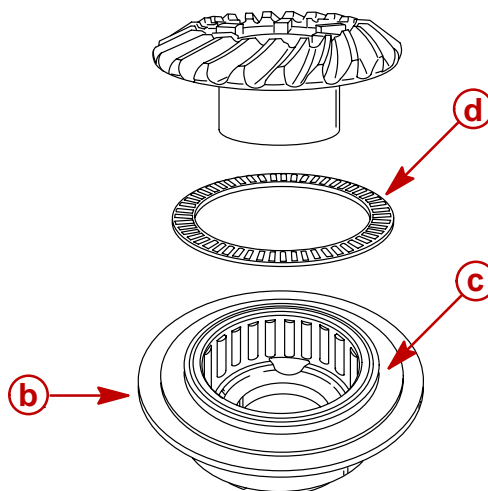
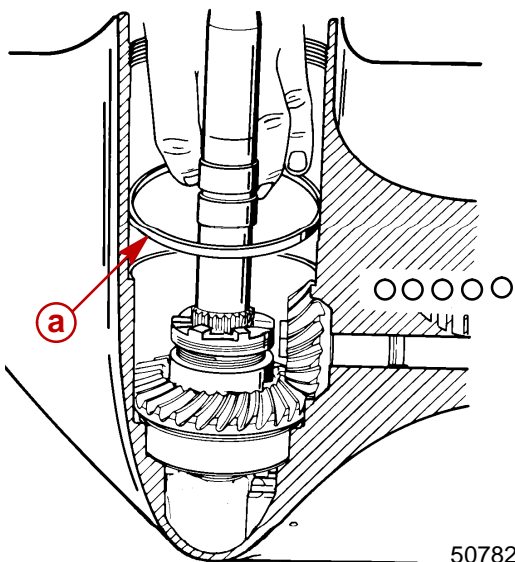


- a - Shift Shaft Bushing
- b - Shift Shaft



13. Install appropriate spacer shim into the gear housing.

14. Apply Quicksilver Super Duty Gear Lubricant to to thrust bearing and install thrust bearing and thrust race onto forward gear bearing adaptor.

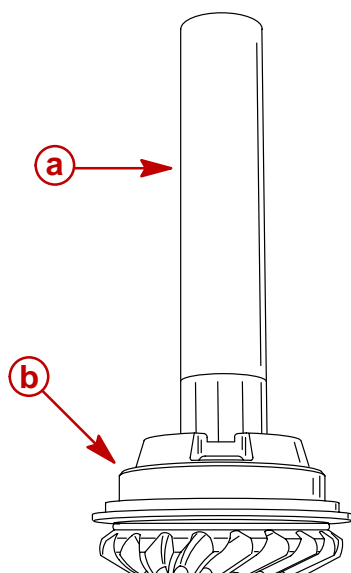


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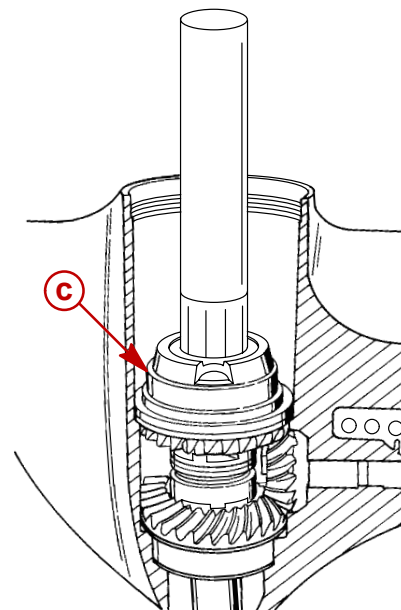
- a** - Shim
- b** - Bearing Adaptor
- c** - Thrust Washer
- d** - Thrust Bearing

15. Insert Forward Gear Installation Tool (91-815850) into forward gear/bearing adaptor assembly.

16. Install tool with adaptor assembly over propeller shaft and into gear housing. Applying downward pressure to bearing adaptor, remove installation tool from assembly.



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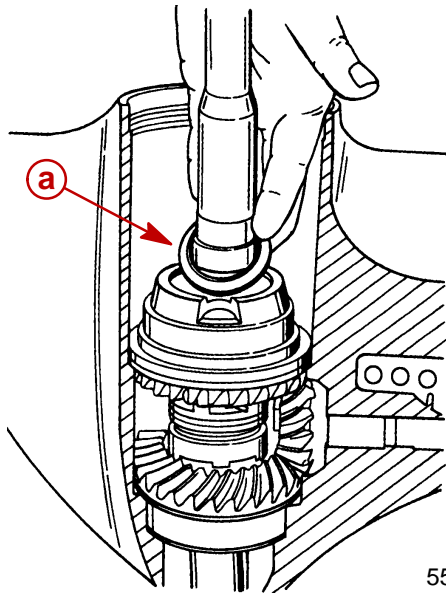
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- a** - Forward Gear Installation Tool (91-815850)
- b** - Forward Gear/Bearing Adaptor Assembly
- c** - Forward Gear Bearing Adaptor

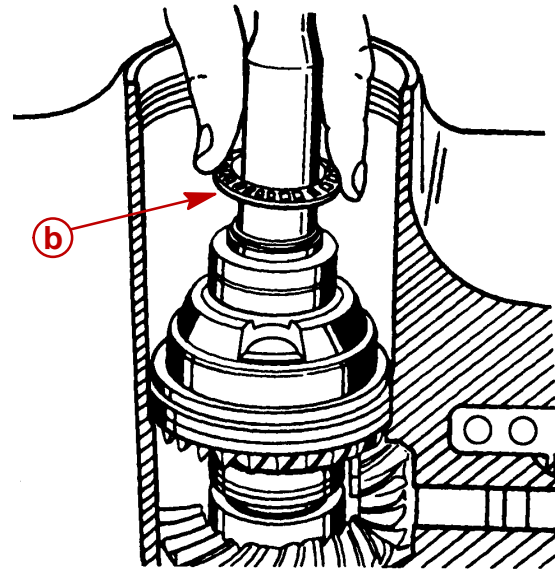


17. Install thrust race on top of bearing adaptor.

18. Apply Quicksilver Super Duty Gear Lubricant to small thrust bearing and install bearing on thrust race.



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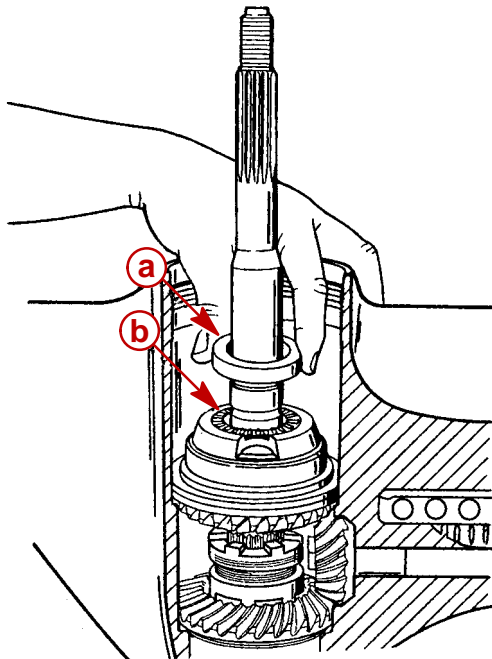


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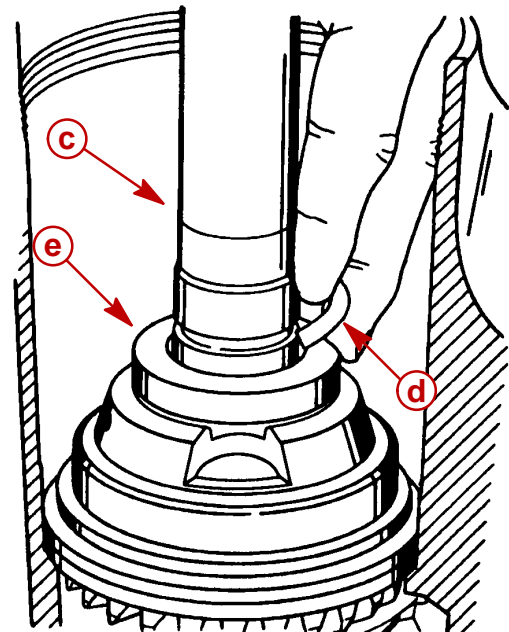
- a** - Thrust Race
- b** - Thrust Bearing

19. Install thrust collar with its **STEPPED SIDE DOWN** toward the small thrust bearing.

20. Pull up slightly on the propeller shaft to gain access to the groove on the shaft for the keepers. Install the 2 keepers into the groove and lower the propeller shaft.



55109



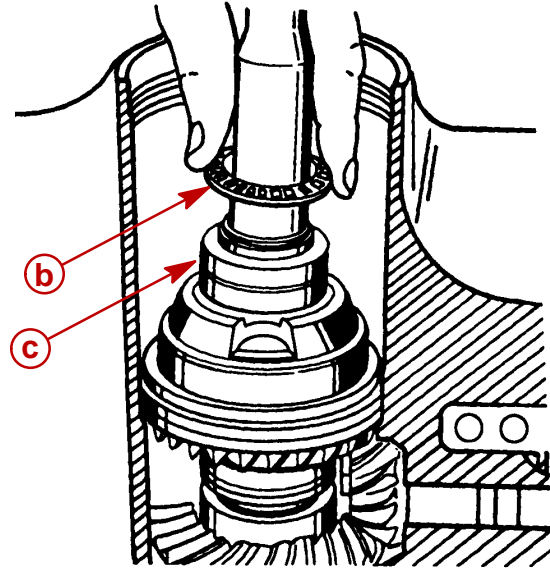
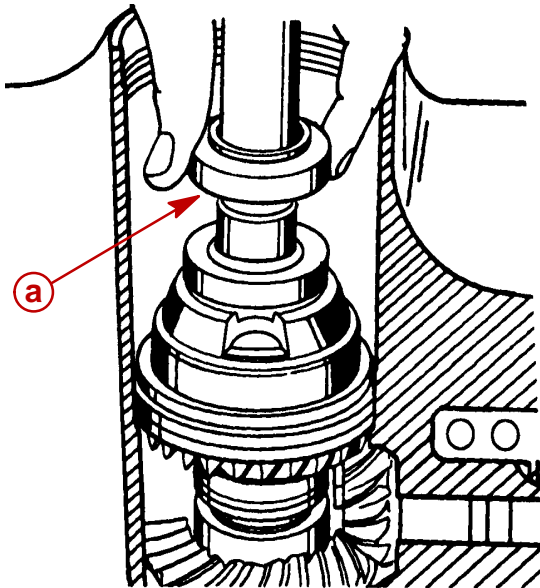
55110

- a** - Thrust Collar
- b** - Thrust Bearing
- c** - Propeller Shaft
- d** - Keepers (2)
- e** - Thrust Collar



21. Install second thrust collar with its stepped side **UP**.

22. Apply Quicksilver Super Duty Gear Lubricant to the second thrust bearing and install it on top of the second thrust collar.

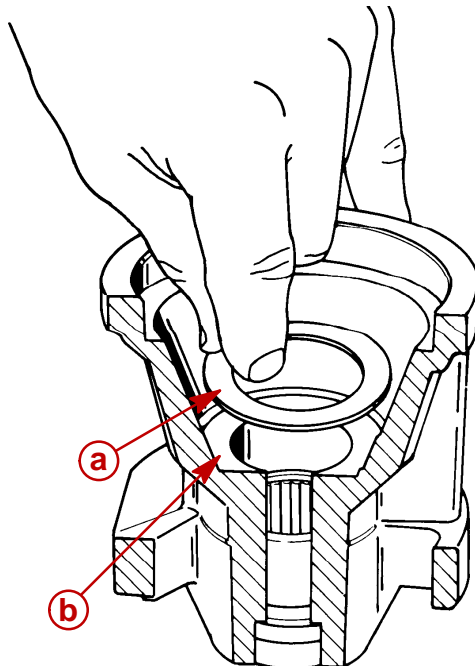


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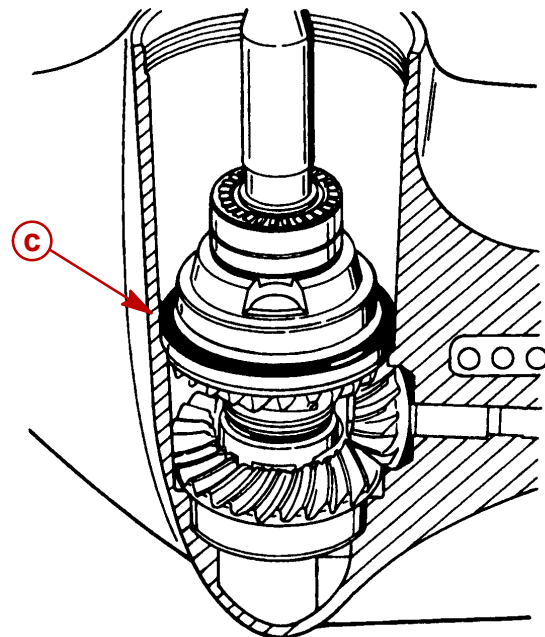
- a** - Thrust Collar
- b** - Thrust Bearing
- c** - Thrust Collar

23. Apply Quicksilver Super Duty Gear Lubricant to the second small thrust bearing race and install race to the surface inside of the bearing carrier.

24. Apply Quicksilver 2-4-C w/Teflon Marine Lubricant to bearing carrier O-ring. Install O-ring onto bearing adaptor.



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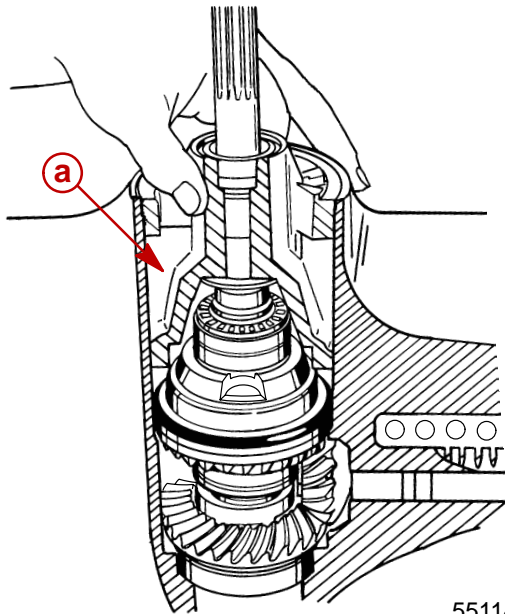


55113

- a** - Thrust Race
- b** - Bearing Carrier Race Surface
- c** - O-ring

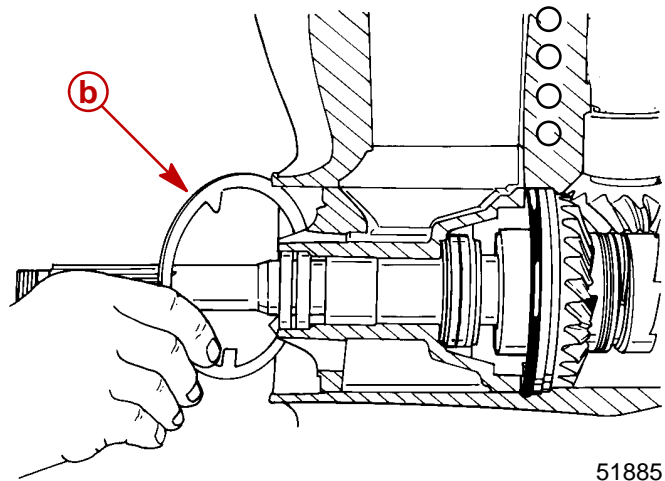


25. Apply Quicksilver 2-4-C w/Teflon Marine Lubricant to:
 - a. Outer diameter of bearing carrier which contacts gear case.
 - b. Space between carrier oil seals.
26. Apply Quicksilver Super Duty Gear Lubricant to bearing carrier needle bearing.
27. Install bearing carrier into gear housing.
28. Verify bearing carrier keyway is aligned with gear housing keyway and install bearing carrier key.
29. Place tab washer against bearing carrier.



55114

- a - Bearing Carrier
- b - Tab Washer

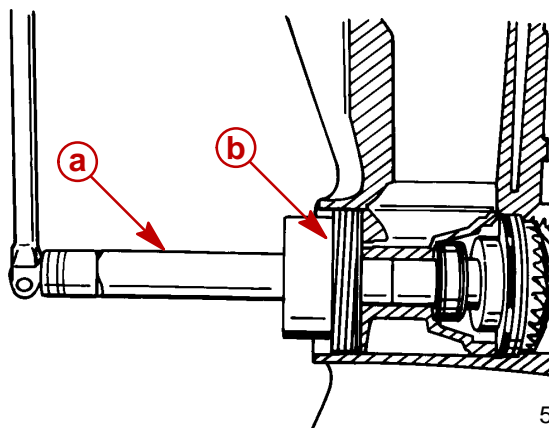


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30. Apply 2-4-C w/Teflon to threads of cover nut and install cover nut in gear housing. Verify that the word "OFF" and arrow are visible.

NOTE: Before torquing bearing carrier cover nut, gear case should either be mounted in a stand specifically designed for holding gear cases or bolted to a driveshaft housing to avoid possible damage to the gear case.

31. Using Cover Nut Tool (91-61069), torque cover nut to 210 lb. ft. (285 Nm).

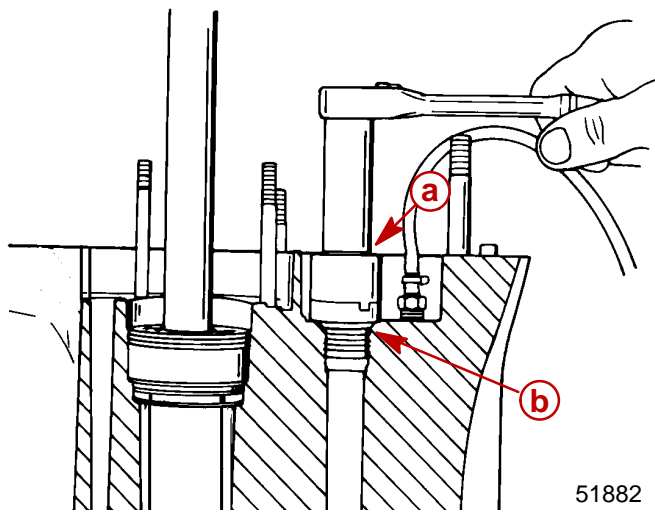


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- a - Retainer Nut Tool (91-61069)
- b - Retainer Nut



32. Bend one lock tab of tab washer into cover nut (only one will align).
33. Bend remaining tabs of tab washer toward front of gear housing.
34. Use Shift Shaft Bushing Tool (91-31107) and torque shift shaft bushing to 50 lb. ft. (68 Nm).

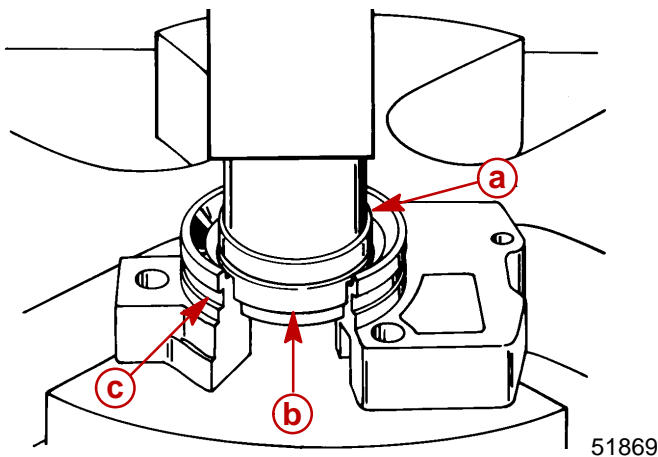


- a** - Shift Shaft Bushing Tool (91-31107)
- b** - Shift Shaft Bushing

Water Pump

REASSEMBLY/INSTALLATION

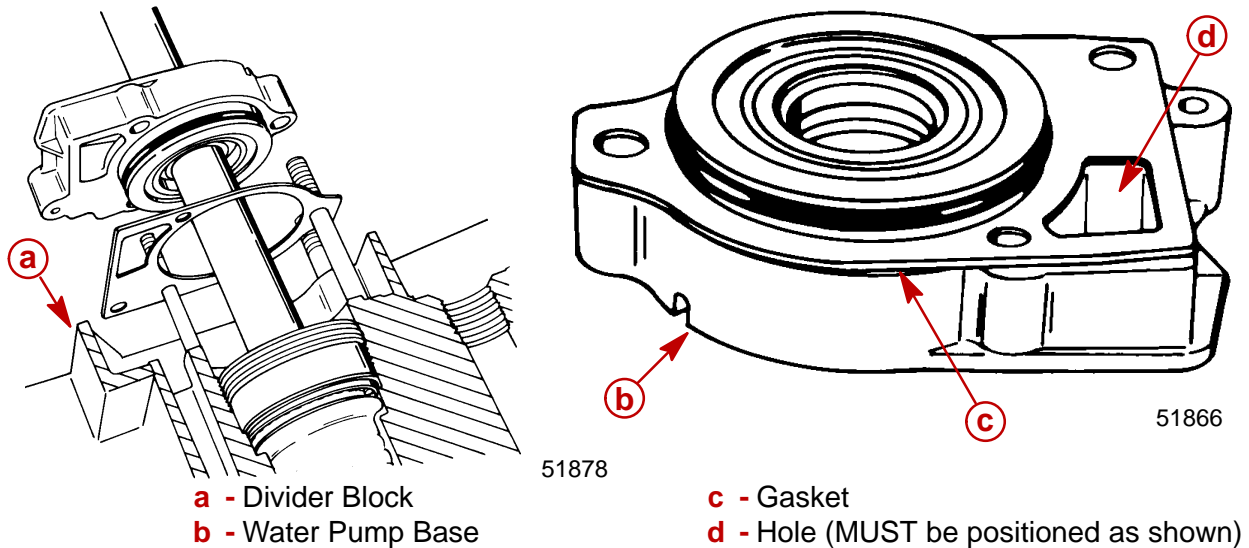
1. Install oil seals into water pump base, as follows:
 - a. Place water pump base on a press.
 - b. Just before installing each seal apply Loctite 271 on outside diameter of oil seal.
 - c. With a suitable mandrel, press the smaller diameter oil seal into pump base with lip of oil seal toward impeller side of base.
 - d. With a suitable mandrel, press the larger diameter oil seal into pump base with lip of oil seal toward gear housing side of base.
 - e. Wipe any excess Loctite from oil seals and water pump base.
2. Install O-ring into O-ring groove of water pump base. Lubricate O-ring and oil seals with 2-4-C w/Teflon Marine Lubricant (92-90018A12).



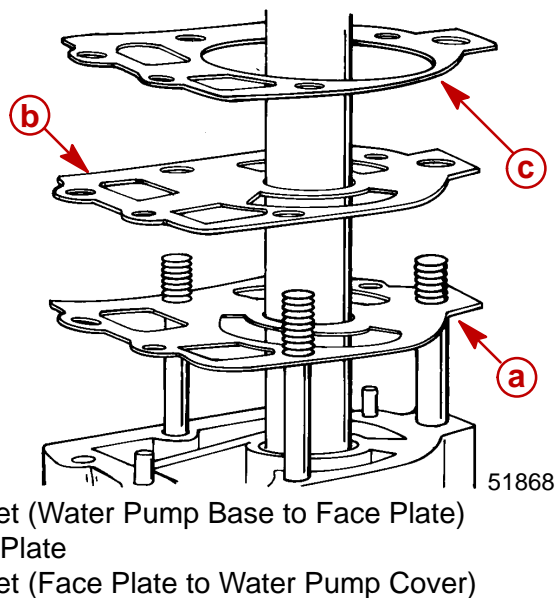
- a** - Mandrel
- b** - Oil Seal (Smaller OD)
- c** - O-Ring Groove



3. Install divider block if removed. Use RTV Sealer to seal seams between divider block and gear housing.
4. Install a new water pump base gasket and install water pump base.



5. Install the following in order: Pump base to face plate gasket, face plate to pump cover gasket. Gaskets and face plate are indexed by dowel pin location and must be installed correctly.



6. Place impeller drive key on flat of driveshaft. Hold key on driveshaft with a small amount of Quicksilver 2-4-C w/Teflon Marine Lubricant (92-90018A12).

IMPORTANT: When completing gear housing repair that requires removal of water pump impeller, it is recommended that the impeller be replaced. If it is necessary to reuse the impeller, DO NOT install in reverse to original rotation or premature impeller failure will occur. Original rotation is clockwise.

CAUTION

A visual inspection of impeller drive key MUST BE made to determine that drive key is on flat of driveshaft after impeller is installed. If key has moved off flat of driveshaft, repeat Steps 7 and 8.



7. Slide impeller down driveshaft to impeller drive key. Align drive key with keyway in the center hub of impeller, and slide impeller over drive key.
8. If removed, install new water pump insert into pump cover as follows:
 - a. Apply Quicksilver Perfect Seal to water pump insert area of pump cover.
 - b. Install water pump insert into pump cover, being sure that tab on insert enters recess in pump cover.
 - c. Wipe any excess Quicksilver Perfect Seal from insert and cover.

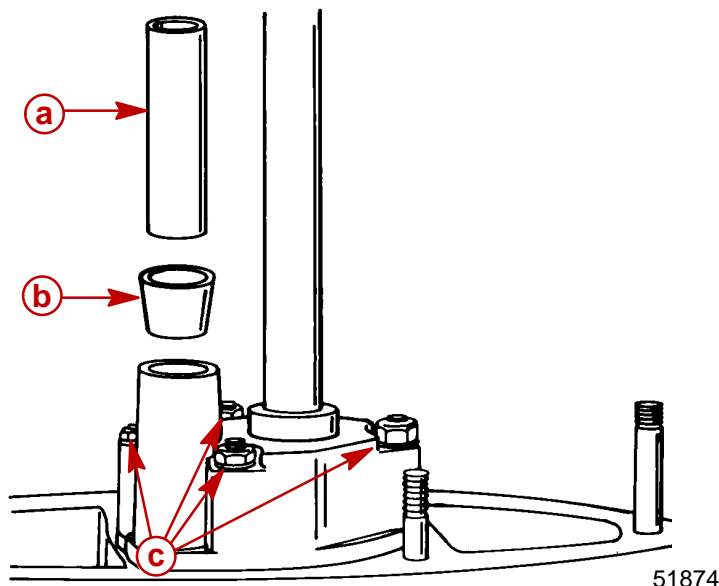
NOTE: If 2 holes were drilled in top of water pump cover to aid in removal of insert, fill holes with RTV Sealer or equivalent. Allow to cure 24 hours prior to operating engine.

9. Install water tube seal into pump cover. Plastic side of seal goes into cover first.
10. Reinstall water tube guide into water pump cover.
11. Apply a light coat of Quicksilver 2-4-C w/Teflon Marine Lubricant to inside of water pump insert.
12. Position assembled water pump cover over driveshaft and lower over water pump studs. Rotate driveshaft in a clockwise direction (viewed from top), while pushing down on pump cover to ease impeller entry into cover.
13. Install water pump cover retainer washers, nuts and bolt.

⚠ CAUTION

DO NOT over-torque nuts and bolt, as this could cause cover to crack during operation.

14. Torque water pump nuts to 50 lb. in. (6.0 Nm), and water pump bolt to 35 lb. in. (4 Nm).
15. Install centrifugal slinger over driveshaft and down against pump cover.



- a** - Water Tube Guide
- b** - Water Tube Seal
- c** - Nuts, Bolts and Washers



Gear Lubricant Filling Instructions

1. Remove any gasket material from “Fill” and “Vent” screws and gear housing.
2. Install new gaskets on “Fill” and “Vent” screws.

IMPORTANT: Never apply lubricant to gear housing without first removing “Vent” screw, or gear housing cannot be filled because of trapped air. Fill gear housing ONLY when housing is in a vertical position.

3. Slowly fill housing thru “Fill” hole with Quicksilver Super Duty Lower Unit Lubricant until lubricant flows out of “Vent” hole and no air bubbles are visible.
4. Install “Vent” screw into “Vent” hole.

IMPORTANT: DO NOT lose more than one fluid ounce (30cc) of gear lubricant while reinstalling “Fill” screw.

5. Remove grease tube (or hose) from “Fill” hole and quickly install “Fill” screw into “Fill” hole.

Installing Gear Housing to Driveshaft Housing

⚠ WARNING

Disconnect high tension leads from spark plugs and remove spark plugs from engine before installing gear housing onto driveshaft housing.

1. Tilt engine to full up position and engage the tilt lock lever.
2. Apply a light coat of Quicksilver 2-4-C w/Teflon Marine Lubricant onto driveshaft splines.

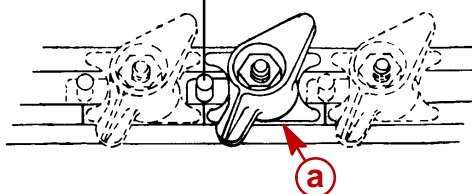
⚠ CAUTION

DO NOT allow lubricant on top of driveshaft. Excess lubricant, that is trapped in clearance space, will not allow driveshaft to fully engage with crankshaft. Subsequently, tightening the gear housing nuts (while excess lubricant is on top of driveshaft) will load the driveshaft/crankshaft and damage either or both the powerhead and gear housing. Top of driveshaft is to be wiped free of lubricant.

3. Apply a light coat of Quicksilver 2-4-C w/Teflon Marine Lubricant onto shift shaft splines. (DO NOT allow lubricant on top of shift shaft.)
4. Apply a thin bead of G.E. Silicone Sealer (92-90113--2) against the top of divider block.
5. Insert trim tab bolt into hole in rear of gear housing to driveshaft housing machined surface.
6. Shift gear housing into forward gear and place guide block anchor pin into forward gear position.

Counter Rotation Outboard

Reverse Gear ← → Forward Gear



a - Guide Block Anchor Pin



7. Position gear housing so that the driveshaft is protruding into driveshaft housing.

NOTE: If, while performing Step 8, the driveshaft splines will not align with crankshaft splines, place a propeller onto propeller shaft and turn it counterclockwise as the gear housing is being pushed toward driveshaft housing.

8. Move gear housing up toward driveshaft housing while aligning shift shaft splines and water tube with water tube guide (in water pump cover).

9. Place flat washers onto studs (located on either side of driveshaft housing). Start a nut (a) on these studs and tighten finger-tight.

10. Start bolt (b) at rear of gear housing inside trim tab recess. DO NOT tighten bolt at this time.

11. Recheck shift shaft spline engagement and correct if necessary.

IMPORTANT: Do not force gear case up into place with attaching nuts.

12. Evenly tighten 2 nuts (a) which were started in Step 9. Torque to listing in “**Torque Specifications,**” preceding.

13. After 2 nuts (located on either side of driveshaft housing) are tightened, check shift operation as follows:

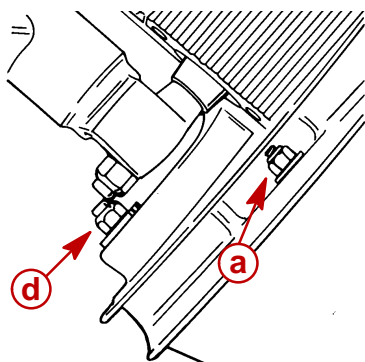
a. Place guide block anchor pin into forward gear position while turning prop shaft. Rotate flywheel clockwise (viewed from top); propeller shaft should rotate clockwise.

b. Place guide block anchor pin into NEUTRAL position. Propeller shaft should rotate freely clockwise/counterclockwise.

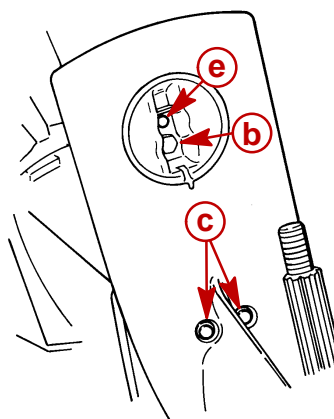
c. Place guide block anchor pin into REVERSE gear position. Rotate flywheel clockwise (viewed from top); propeller shaft should rotate counterclockwise.

IMPORTANT: If shifting operation is not as described, preceding, the gear housing must be removed and the cause corrected.

14. Install washers and nuts (c) onto studs (located on bottom center of anti-cavitation plate). Torque to listing in “**Torque Specifications,**” preceding.



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15. Install special flat washer and nut (d) on stud at leading edge of driveshaft housing. Torque to listing in “**Torque Specifications,**” preceding.

16. Torque bolt (started in Step 10) to listing in “**Torque Specifications,**” preceding.

17. Install trim tab, adjust to position in which it had previously been installed, and tighten bolt (e) securely.

18. Install plastic cap into trim tab bolt opening at rear edge of driveshaft housing.

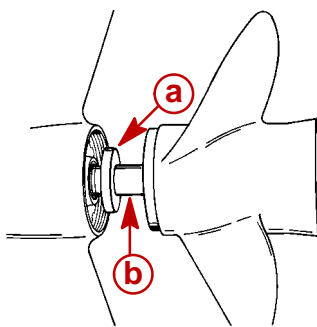


Propeller Installation

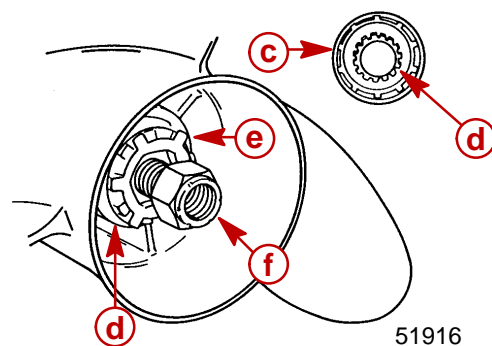
⚠ WARNING

When installing or removing propeller, because of the engine's ease in starting, **VERIFY** that the remote control is in **NEUTRAL** position and that the key switch is "OFF." Place a block of wood between the anti-cavitation plate and propeller to prevent accidental starting and to protect hands from propeller blades while removing or installing nut.

1. To aid in future removal of the propeller, liberally coat the propeller shaft splines with one of the following Quicksilver products:
 - Anti-Corrosion Grease (92-78376A6)
 - Special Lubricant 101 (92-13872A1)
 - 2-4-C Marine Lubricant (92-90018A12)
 - Perfect Seal (92-34227--1)
2. Place forward thrust hub over propeller shaft with shoulder side toward propeller.
3. Place propeller on propeller shaft and slide it up against thrust hub.
4. Place continuity washer (if equipped) onto shoulder of rear thrust hub.
5. Place rear thrust hub, tab washer and propeller nut on propeller shaft.
6. Thread propeller nut onto propeller shaft until nut is recessed into tab washer.
7. After propeller nut is recessed into tab washer, tighten nut securely [minimum of 55 lb. ft. (74.5 Nm) torque].
8. Bend 3 of the tabs of tab washer down in grooves of rear thrust hub to secure propeller nut. (If tab washer tabs do not align with slots, continue to tighten propeller nut to obtain alignment. **DO NOT** loosen nut to align tabs.)



- a** - Forward Thrust Hub
- b** - Propeller Shaft
- c** - Continuity Washer (If Equipped)



- d** - Rear Thrust Hub
- e** - Tab Washer
- f** - Propeller Nut

⚠ CAUTION

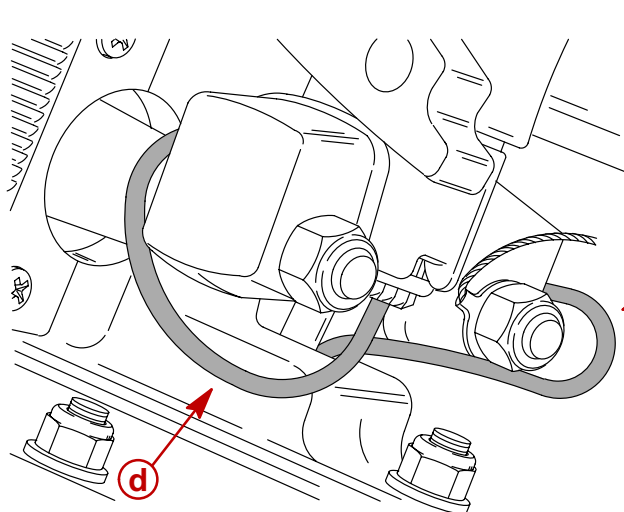
DO NOT misinterpret propeller shaft movement with propeller movement. If propeller and propeller shaft together move forward-and-aft, this is normal; however, propeller should not move forward-and-aft on propeller shaft.

9. After first use, retighten propeller nut and again secure with tab washer (Steps 7 and 8, preceding). Propeller should be checked periodically for tightness, particularly if a stainless steel propeller is used.

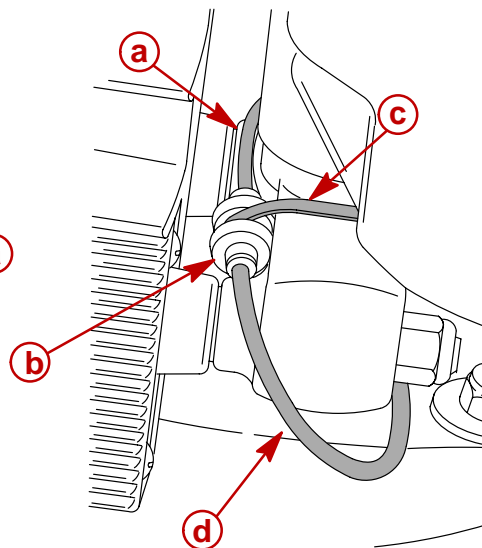


Speedometer Tube Installation

1. Route speedometer tube from gearcase around lower yoke and push into junction. Junction should be secured to yoke with sta-strap.
2. Route speedometer tube from swivel tube around lower yoke and push into junction. After insertion of speedometer tubes into junction, pull on each tube to verify that they are locked into junction. If tube pulls out, reinsert into junction.



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- a** - Speedometer Tube from Gearcase
- b** - Junction
- c** - Sta-strap
- d** - Speedometer Tube from Swivel Tube



ATTACHMENTS / CONTROL LINKAGE

Section 7

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Ride Guide Steering Cable/Attaching Kit Installation (92876A1)

Single Cable

Refer to “**Quicksilver Accessories Guide**” to determine correct length of steering cable and remote control cables.

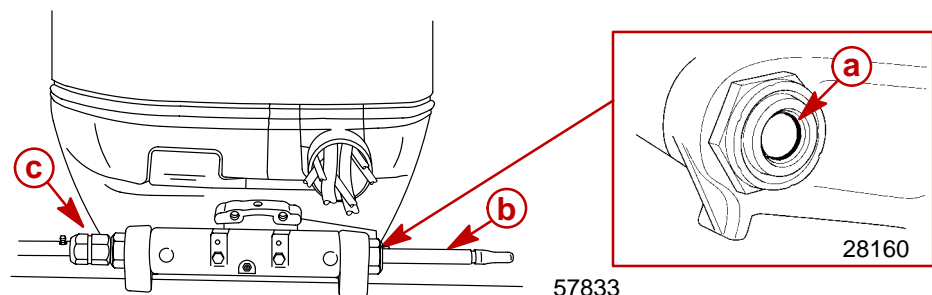
IMPORTANT: Steering cable and remote control cables must be the correct length, sharp bends on too-short cables result in “kinks”; too-long cables require unnecessary bends and/or loops. Both conditions place extra stress on the cables and will reduce the performance of the steering system.

INSTALLING RIDE GUIDE CABLE TO OUTBOARD TILT TUBE

IMPORTANT: Before installing steering cable in tilt tube, lubricate entire cable end with Quicksilver 2-4-C w/Teflon.

NOTE: Ride Guide steering cable is lubricated at the factory and requires no additional lubrication at initial installation.

1. Lubricate seal (a) inside of outboard tilt tube and entire cable end (b) with Quicksilver 2-4-C w/Teflon.
2. Insert steering cable end thru outboard tilt tube and secure steering cable to tilt tube with steering cable attaching nut (c), as shown. Torque nut to 35 lb. ft. (47.5 N·m).





STEERING LINK ROD INSTALLATION

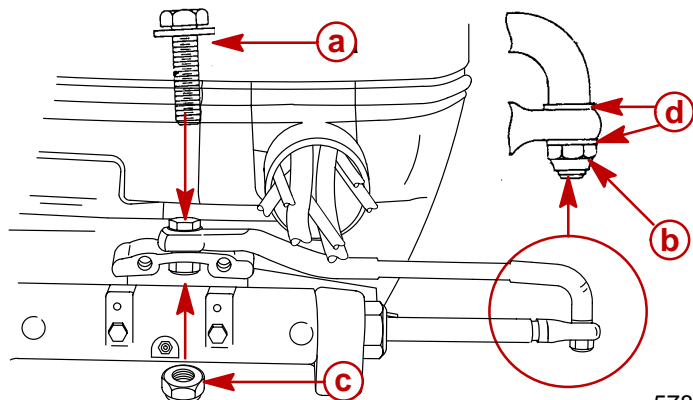
IMPORTANT: The steering link rod that connects the steering cable to the engine must be fastened using special washer head bolt (“a” - Part Number 10-14000) and self locking nuts (“b” & “c” - Part Number 11-34863). These locknuts must never be replaced with common nuts (non locking) as they will work loose and vibrate off freeing the link rod to disengage.

⚠ WARNING

Disengagement of a steering link rod can result in the boat taking a full, sudden, sharp turn. This potentially violent action can cause occupants to be thrown overboard exposing them to serious injury or death.

3. Assemble steering link rod to steering cable with two flat washers (d) and nylon insert locknut (“b” - Part Number 11-34863). Tighten locknut (b) until it seats, then back nut off 1/4 turn.
4. **Production Outboards** - Assemble steering link rod to engine with special washer head bolt (“a” - Part Number 10-14000) and nylon insert locknut (“c” - Part Number 11-34863). First torque bolt (a) to 20 lb. ft. (27 Nm), then torque locknut (c) to 20 lb. ft. (27 N·m).

High Performance Outboards - An access hole is provided through the bottom cowl to ease installation of the link rod connecting bolt. Remove the **BACK** plug for installation and reinstall after installation.



⚠ WARNING

After installation is complete (and before operating outboard), check that boat will turn right when steering wheel is turned right and that boat will turn left when steering wheel is turned left. Check steering thru full range (left and right) and at all tilt angles to assure interference-free movement.

Maintenance Instructions

Maintenance inspection is owner’s responsibility and must be performed at intervals specified, following:

Normal Service - Every 50 hrs. of operation or 60 days (whichever comes first)

***Severe Service** - Every 25 hrs. of operation or 30 days (whichever comes first)

*Operation in a salt water area is considered “**Severe Service.**”

1. Carefully check steering system components for wear. Replace worn parts.
2. Check steering system fasteners to be sure that they are torqued to correct specifications.

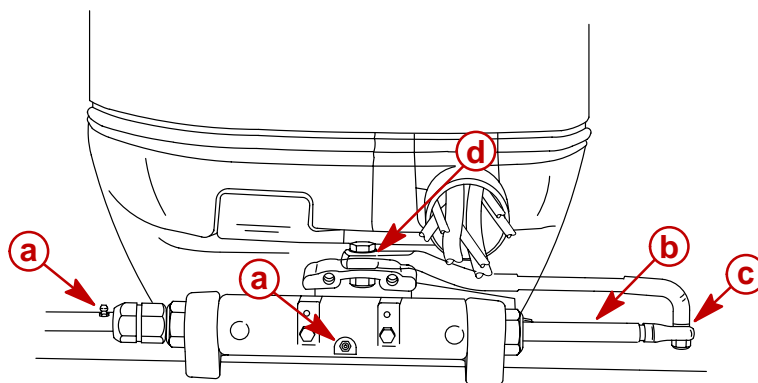


NOTE: Ride-Guide Steering Cables are lubricated at the factory and require no additional lubrication at initial installation.

⚠ WARNING

Core of each steering cable (transom end) must be fully retracted into cable housing before lubricating cable. If cable is lubricated while extended, hydraulic lock of cable could occur.

3. With core of Ride-Guide Steering Cable (transom end) fully retracted, lubricate transom end of steering cables thru grease fittings (a) with 2-4-C w/Teflon (92-825407A12). Lubricate exposed portion of cable end (b) with 2-4-C w/Teflon.
4. Lubricate pivot point (c) of steering link rod and ball joint (d) of link rod with SAE 30 Weight Oil.
5. Inspection and lubrication of steering head assembly (rotary or straight rack) should be performed once each year (by your Authorized Dealer) or whenever steering mount and/or steering head are disassembled, or if steering effort has increased. Lubricate with 2-4-C w/Teflon.



57833

Ride Guide Steering Cable/Attaching Kit Installation (92876A3)

Dual Cable - Single Outboard

⚠ WARNING

Quicksilver Super Ride-Guide Steering (dual cables) **MUST BE USED** with this attaching kit. Failure to adhere to this requirement could result in steering system failure.

Refer to “**Quicksilver Accessories Guide**” to determine correct length of steering cables and remote control cables.

IMPORTANT: Steering cables and remote control cables **MUST BE THE CORRECT LENGTH**, sharp bends on too-short cables result in “kinks”; too-long cables require unnecessary bends and/or loops. Both conditions place extra stress on the cables and will reduce the performance of the steering system.

⚠ CAUTION

With this kit installed, the upper (outboard) mounting bolts **MUST BE** installed so that hex head end of bolts is on the inside of boat transom, as illustrated. Failure to install upper mounting bolts, as shown in illustration, could result in interference between steering cable nut and ends of mounting bolts when outboard is tilted up.



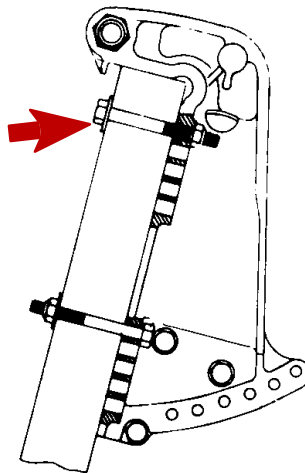
⚠ CAUTION

Marine sealer must be used on shanks bolts to make a water-tight installation.

IMPORTANT: DO NOT use an impact driver when tightening transom bolts.

Apply marine sealer to shanks of mounting bolts (not threads) and secure outboard to transom with 4 bolts, flat washers and locknuts, as shown. Be sure that installation is water-tight.

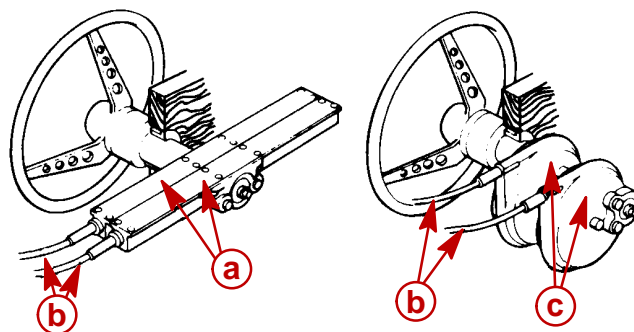
Install upper bolts so that hex head end of bolts is on the inside of boat transom.



Super Ride-Guide Steering Kit Installation

IMPORTANT: Both gear racks or rotary steering heads must be installed so that both steering cables will be routed together on the same side of the boat and will push-and-pull together.

1. Install Super Ride-Guide Steering Kit in accordance with instructions included with Super Ride-Guide Kit.
2. Make sure that both gear racks or rotary steering heads are installed so that both steering cables are routed together down starboard side of boat and will push-and-pull together.



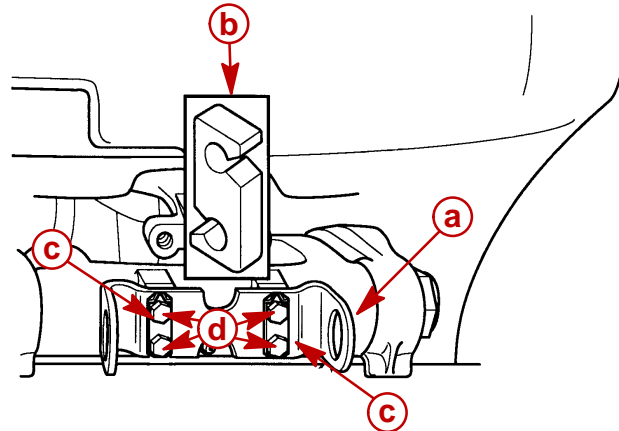
- a** - Gear Rack
- b** - Steering Cables
- c** - Rotary Steering Heads



Steering Cable Mounting Tube Installation

IMPORTANT: Spacers (b) must be installed between outboard swivel bracket and mounting bracket for steering cable mounting tube to provide proper spacing between steering cables.

Secure mounting bracket for steering cable mounting tube on to swivel bracket of outboard.



28163

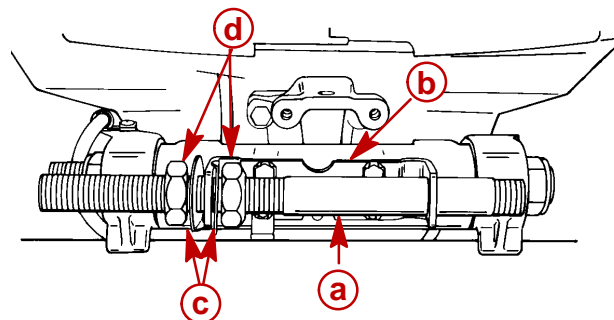
- a - Mounting Bracket for Steering Cable Mounting Tube
- b - Spacer (2)
- c - Locking Retainer (2)
- d - Bolts (4) - 7/8 in. (22 mm) Long - Torque to 100 lb. in. (11.5 Nm), then Bend Corner Tabs of Locking Retainers Up and Against Flats on Each Bolt

⚠ WARNING

Locking retainer corner tabs, MUST BE bent up and against flats on each bolt that secures mounting bracket for steering cable mounting tube to outboard swivel bracket to prevent bolts from turning out.

Install steering cable mounting tube into mounting bracket with 2 adjusting nuts and 2 locking tab washers. Verify longer threaded end of tube is toward starboard side of boat.

Temporarily adjust tube so that longer threaded end of tube extends out the same distance as the outboard tilt tube. Do not tighten adjustment nuts at this time.



51891

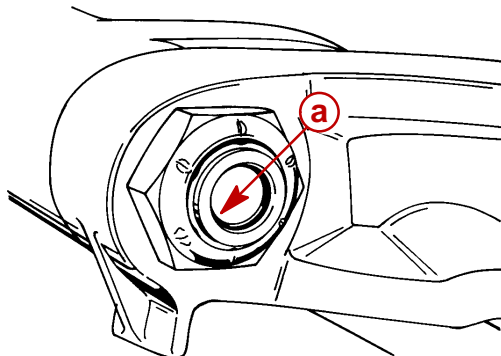
- a - Steering Cable Mounting Tube (End of Tube with Longer Threads Toward Starboard Side of Boat)
- b - Mounting Bracket
- c - Locking Tab Washers (2)
- d - Adjustment Nuts (Flats of Nuts Facing Toward Locking Tab Washer)



Installing Steering Cables

IMPORTANT: Lubricate inside of outboard tilt tube, inside of steering cable mounting tube and rubber O-ring seal (located in outboard tilt tube) with Quicksilver 2-4-C w/Teflon before installing steering cables.

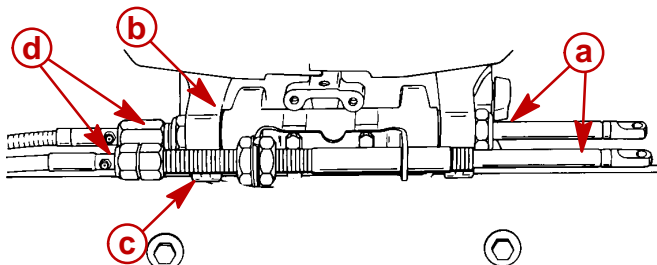
Lubricate inside of outboard tilt tube and inside of steering cable mounting tube with Quicksilver 2-4-C w/Teflon. Verify rubber O-ring seal (a) (located in outboard tilt tube) is lubricated.



51890

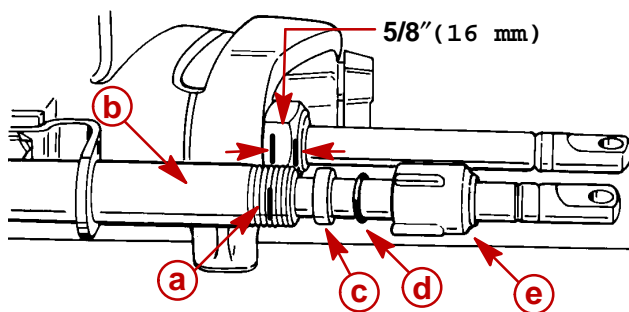
Insert steering cable ends (a) thru outboard tilt tube (b) and cable mounting tube (c). Thread steering cable attaching nuts (d) on to tubes hand tight.

NOTE: Torque steering cable attaching nuts only after final steering adjustments have been made.



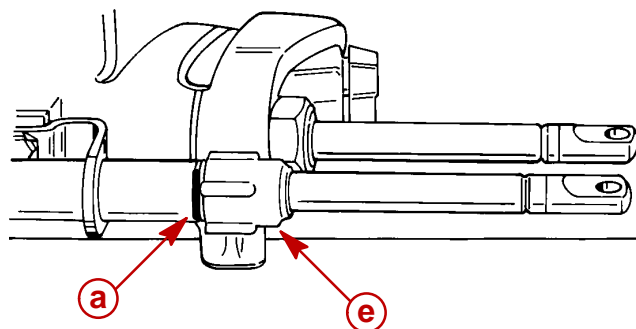
51891

Place a mark (a) on steering cable mounting tube (b) 5/8 in. (16 mm) from end of mounting tube. Slide plastic spacer (c), O-ring (d) and cap (e) over steering cable.



51890

Thread cap (e) onto steering cable mounting tube, up to mark (a).



51890

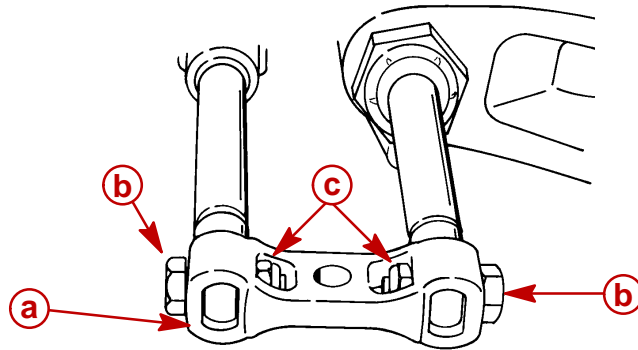


Coupler Installation

⚠ WARNING

Locknuts must be used with bolts to secure steering cables to coupler. Failure to adhere to this requirement could result in steering system failure.

Slide coupler (a) onto steering cable ends and secure each steering cable to coupler with bolt (b) and locknut (c) as shown. Tighten to a torque of 20 lb. ft. (27 Nm).



51888

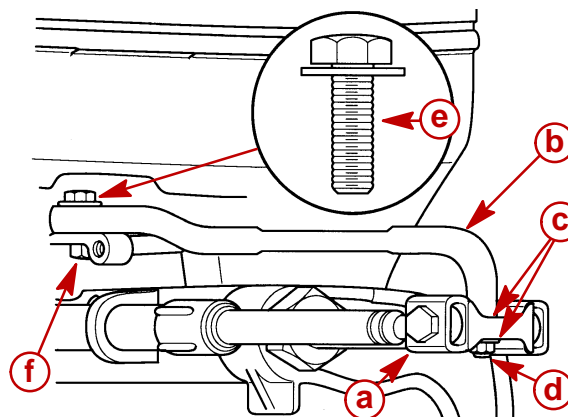
Installing Link Rod

⚠ WARNING

Steering link rod **MUST BE** secured between outboard steering arm and steering coupler, using special washer head bolt (10-14000) and two nylon insert locknuts (11-34863), as shown. Both special washer head bolt and nylon insert locknuts **MUST BE** tightened as specified.

Lubricate hole in steering coupler, with Quicksilver 2-4-C w/Teflon. Assemble steering link rod to steering coupler, using 2 flat washers (one each side of coupler) and nylon insert locknut. Tighten locknut until it seats [DO NOT exceed 120 lb. in. (13.5 Nm) of torque], then back nut off 1/4 turn.

Lubricate ball joint in steering link rod with SAE 30W Motor Oil. Secure link rod to outboard steering arm, using special washer head bolt (10-14000) provided and nylon insert locknut as shown. Torque special bolt to 20 lb. ft. (27 Nm), then torque locknut to 20 lb. ft. (27 Nm).



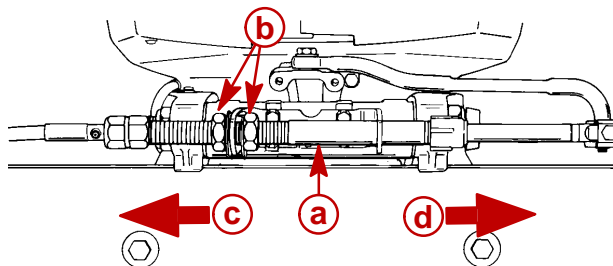
28172

- a** - Steering Coupler
- b** - Steering Link Rod
- c** - Flat Washer (2)
- d** - Nylon Insert Locknut - Torque until it seats [DO NOT exceed 120 lb. in. (13.5 Nm) of torque], then back nut off 1/4 turn
- e** - Special Washer Head Bolt (10-14000) - Torque to 20 lb. ft. (27 Nm)
- f** - Nylon Insert Locknut - Torque to 20 lb. ft. (27 Nm)

**STEERING SYSTEM TENSION ADJUSTMENT**

IMPORTANT: After this dual steering cable attachment kit is installed, there must be proper tension in forward mounted steering cable for this attachment kit to operate properly. Not enough tension will cause slack (or play) in steering system. Too much tension will cause steering cables to bind. Perform the following steps to adjust for correct tension.

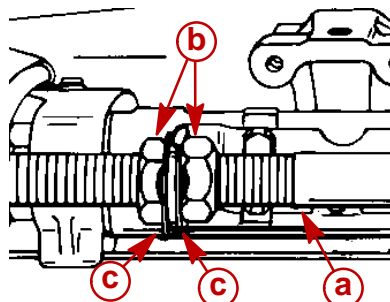
Loosen adjustment nuts and pull steering cable mounting tube (by hand) away from end of steering cable (to remove slack in steering system). Tighten adjustment nuts against mounting bracket and check system for slack (play.) If steering system is too tight, readjust tube toward end of steering cable or, if too much slack (play) exists in system, readjust tube away from end of steering cable. Tighten nuts against mounting bracket and readjust, if necessary.



51887

- a** - Steering Cable Mounting Tube
- b** - Adjustment Nuts
- c** - Adjust Tube in This Direction to Remove Slack from Steering System
- d** - Adjust Tube in This Direction to Reduce Tension from Steering System

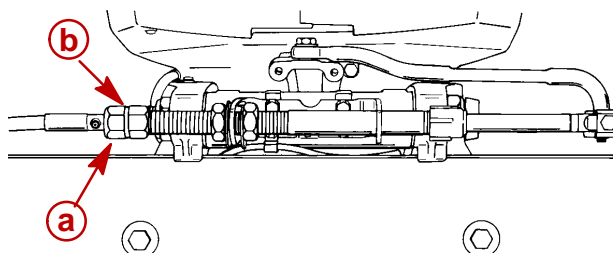
After steering system tension is adjusted correctly, tighten adjustment nuts against mounting bracket, to a torque of 35 lb. ft. (47.5 Nm) and bend a tab lock washer against flat on each adjustment nut.



51887

- a** - Steering Cable Mounting Tube
- b** - Adjustment Nuts; Torque to 35 lb. ft. (47.5 Nm)
- c** - Tab Lock Washer (Bend Against Flat on Each Adjustment Nut)

Tighten steering cable attaching nuts of each steering cable to a torque of 35 lb. ft. (47.5 Nm).



51889

- a** - Cable Attaching Nut
- b** - "V" Groove

NOTE: Cable attaching nuts with a "V" groove around the outer circumference of the nut are self locking and do not require locking sleeves.

**⚠ WARNING**

After installation is complete [and before operating outboard(s)], check that boat will turn right when steering wheel is turned right and that boat will turn left when steering wheel is turned left. Check steering thru full range (left and right) at all tilt angles to assure interference-free movement.

Maintenance Instructions

Maintenance inspection is owner's responsibility and must be performed at intervals specified, following:

Normal Service - Every 50 hrs. of operation or 60 days (whichever comes first)

***Severe Service** - Every 25 hrs. of operation or 30 days (whichever comes first)

*Operation in a salt water area is considered "Severe Service."

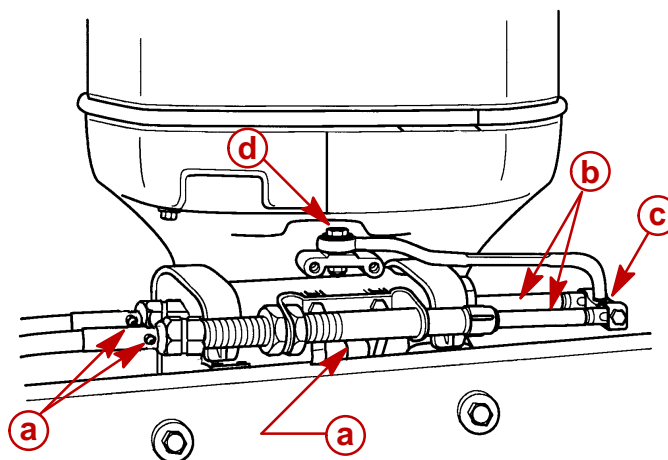
1. Carefully check steering system components for wear. Replace worn parts.
2. Check steering system fasteners to be sure that they are torqued to correct specifications.

NOTE: Ride-Guide Steering Cables are lubricated at the factory and require no additional lubrication at initial installation.

⚠ WARNING

Core of each steering cable (transom end) must be fully retracted into cable housing before lubricating cable. If cable is lubricated while extended, hydraulic lock could occur.

3. With core of Ride-Guide Steering Cable (transom end) fully retracted, lubricate transom end of steering cables thru grease fittings (a) with 2-4-C w/Teflon (92-825407A2). Lubricate exposed portion of cable ends (b) with 2-4-C w/Teflon.
4. Lubricate pivot point (c) of steering link rod and ball joint (d) of link rod/steering coupler with SAE 30W Motor Oil.
5. Inspection and lubrication of steering head assembly (rotary or straight rack) should be performed once each year (by your Authorized Dealer) or whenever steering mount and/or steering head are disassembled, or if steering effort has increased. Lubricate with 2-4-C w/Teflon.



28170



Ride Guide Steering Cable/Attaching Kit Installation (92876A6)

Dual Cable - Dual Outboard

⚠ WARNING

Quicksilver Super Ride-Guide Steering (dual cables) **MUST BE USED** with this attaching kit. Failure to adhere to this requirement could result in steering system failure.

Refer to “**Quicksilver Accessories Guide**” to determine correct length of steering cable and remote control cables.

IMPORTANT: Steering cable and remote control cables MUST BE THE CORRECT LENGTH, sharp bends on too-short cables result in “kinks”; too-long cables require unnecessary bends and/or loops. Both conditions place extra stress on the cables and reduce the performance of the steering system.

Installation Requirements

IMPORTANT: The distance from each outboard’s centerline to the side of transom opening MUST BE a minimum of 16 in. (406 mm).

This kit contains all necessary parts to connect both outboards to Ride-Guide Steering Cables for 23-1/2 in. thru 27-1/2 in. (597 mm thru 699 mm) outboard centerline spacing. If outboard centerline distance is other than specified, refer to end of this instruction manual for optional extension couplers.

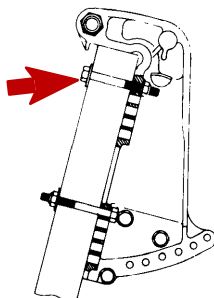
DETERMINE ROUTING OF STEERING CABLES

Use “1” or “2”, following, to route steering cables:

1. **Parallel cable routing:** Cables routed together down starboard side of boat Refer to “**Parallel Routed Steering Cables and Attaching Kit Installation,**” immediately following.
2. **Opposite side cable routing:** One cable routed down starboard side of boat and one cable routed down port side of boat. Refer to “**Opposite Side Routed Steering Cables and Attaching Kit Installation,**” located on page 18 of this instruction manual.

⚠ CAUTION

With this kit installed, the upper (outboard) mounting bolts **MUST BE** installed so that hex head end of bolts is on the inside of boat transom, as illustrated. Failure to install upper mounting bolts, as shown in illustration, could result in interference between steering cable nut and ends of mounting bolts when outboard is tilted up.



Install upper bolts so that hex head end of bolts is on the inside of boat transom.



Parallel Routed Steering Cables and Attaching Kit Installation

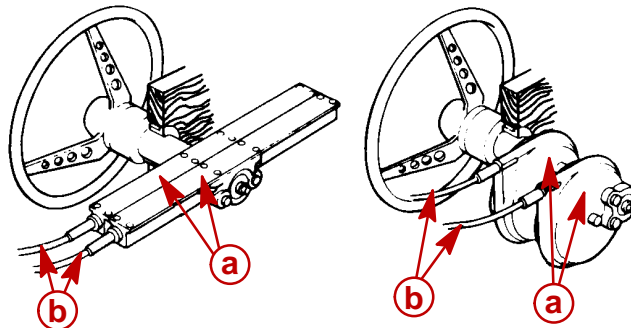
(Both Steering Cables Routed Together Down Starboard Side of Boat)

SUPER RIDE-GUIDE STEERING KIT INSTALLATION

IMPORTANT: Steering cable must be installed into tilt tube of port outboard before outboard is mounted on boat transom.

Both gear racks or rotary steering heads must be installed so that both steering cables will be routed together on the same side of the boat and will push- and-pull together.

1. Install Super Ride-Guide Steering Kit in accordance with instructions included with Super Ride-Guide Kit.
2. Make sure that both gear racks or rotary steering heads are installed so that both steering cables are routed together and will push-and-pull together.



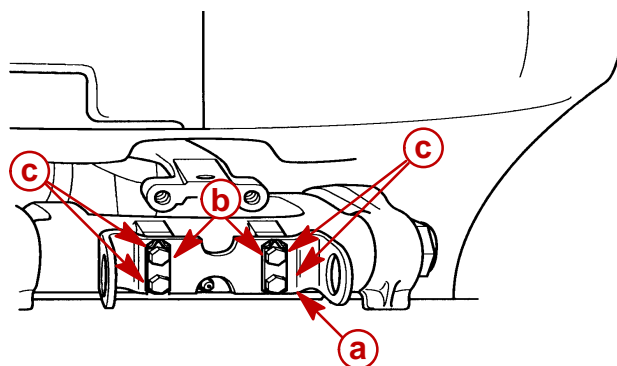
a - Straight Rack (Left); Rotary Steering (Right)

b - Steering Cables (Install so that Both Cables Will Push and Pull Together)

STEERING CABLE INSTALLATION STARBOARD OUTBOARD

IMPORTANT: Mounting bracket for steering cable mounting tube **MUST BE** secured to outboard swivel bracket, using 5/8 in. (16 mm) long bolts supplied with this dual cable - dual outboard attaching kit.

Secure mounting bracket for steering cable mounting tube, onto swivel bracket of starboard outboard.



a - Mounting Bracket for Steering Cable Mounting Tube

b - Locking Retainers (2)

c - Bolts (4) - 5/8 in. (16 mm) Long - Torque to 100 lb. in. (11.5 Nm), then Bend Corner Tabs of Locking Retainers Up and Against Flats on Each Bolt

28164

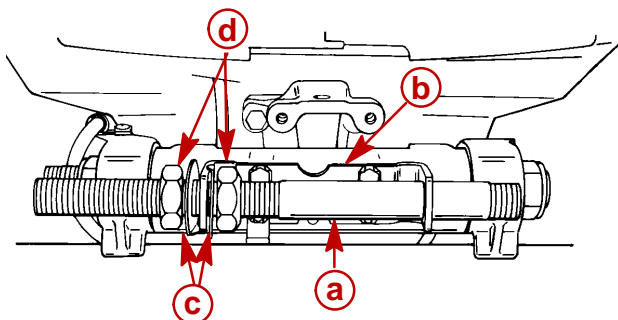
⚠ WARNING

Locking retainer corner tabs, **MUST BE** bent up and against flats on each bolt that secures mounting bracket for steering cable mounting tube to outboard swivel bracket, to prevent bolts from turning out.



Install steering cable mounting tube into mounting bracket with 2 adjusting nuts and 2 locking tab washers. Be sure longer threaded end of tube is toward starboard side of boat.

Temporarily adjust tube, so that longer threaded end of tube extends out the same distance as the outboard tilt tube. Do not tighten adjustment nuts at this time.



51891

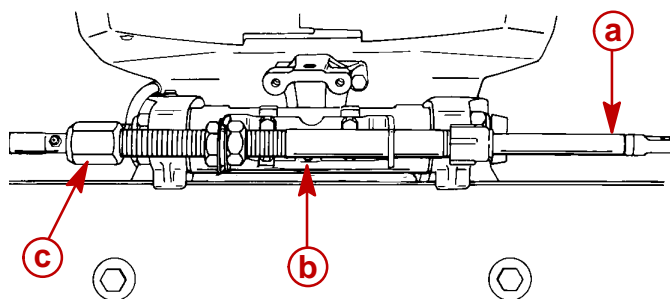
- a** - Steering Cable Mounting Tube (End of Tube with Longer Threads Toward Starboard Side of Boat)
- b** - Mounting Bracket
- c** - Locking Tab Washers (2)
- d** - Adjustment Nuts (Flats of Nuts Facing Toward Locking Tab Washer)

IMPORTANT: Lubricate inside of steering cable mounting tube with 2-4-C w/Teflon before installing steering cable.

Lubricate inside of steering cable mounting tube (starboard outboard) with 2-4-C w/Teflon.

Insert steering cable end (a) thru cable mounting tube (b) and thread steering cable attaching nut (c) onto tube hand tight.

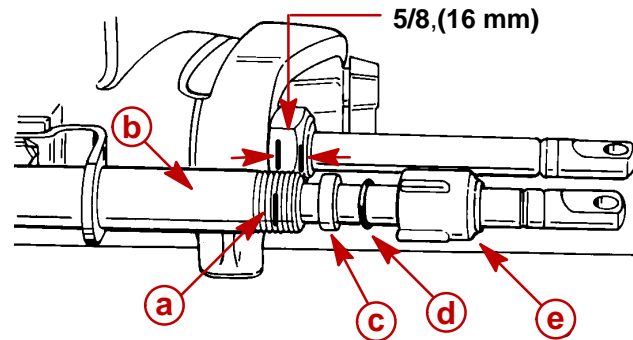
NOTE: Torque steering cable attaching nut only after final steering adjustments have been made.



51887

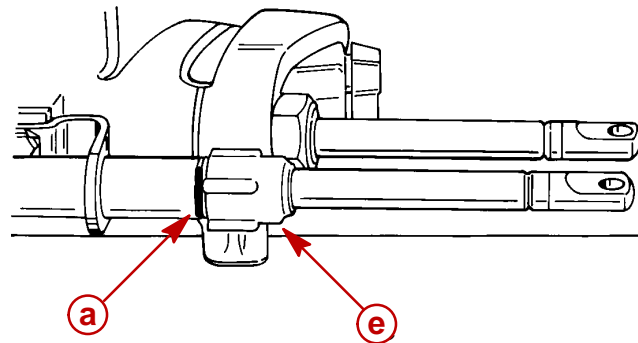


Place a mark (a) on steering cable mounting tube (b) 5/8 in. (16 mm) from end of mounting tube. Slide plastic spacer (c), O-ring (d) and cap (e) over steering cable.



51890

Thread cap (e) onto steering cable mounting tube, up to mark (a).

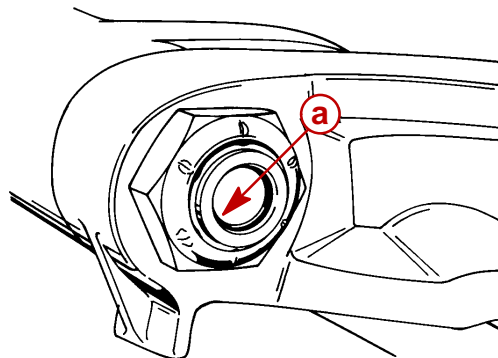


51890

STEERING CABLE INSTALLATION - PORT OUTBOARD

IMPORTANT: Lubricate inside of port outboard's tilt tube and rubber O-ring seal located inside tilt tube with 2-4-C w/Teflon, before installing steering cable.

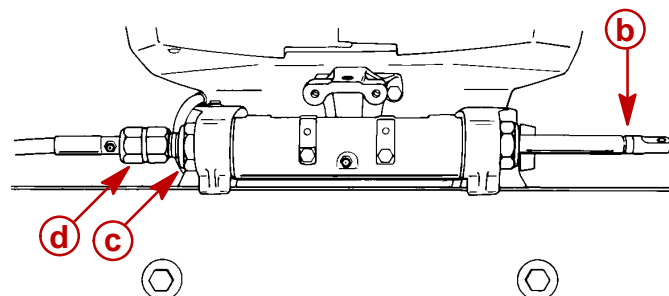
Lubricate inside of port outboard's tilt tube and rubber O-ring seal (a) with 2-4-C w/Teflon.



51890

Insert steering cable end (b) thru tilt tube (c) of port outboard and thread steering cable attaching nut (d) onto tilt tube hand tight.

NOTE: Torque steering cable attaching nuts only after final steering adjustments have been made.



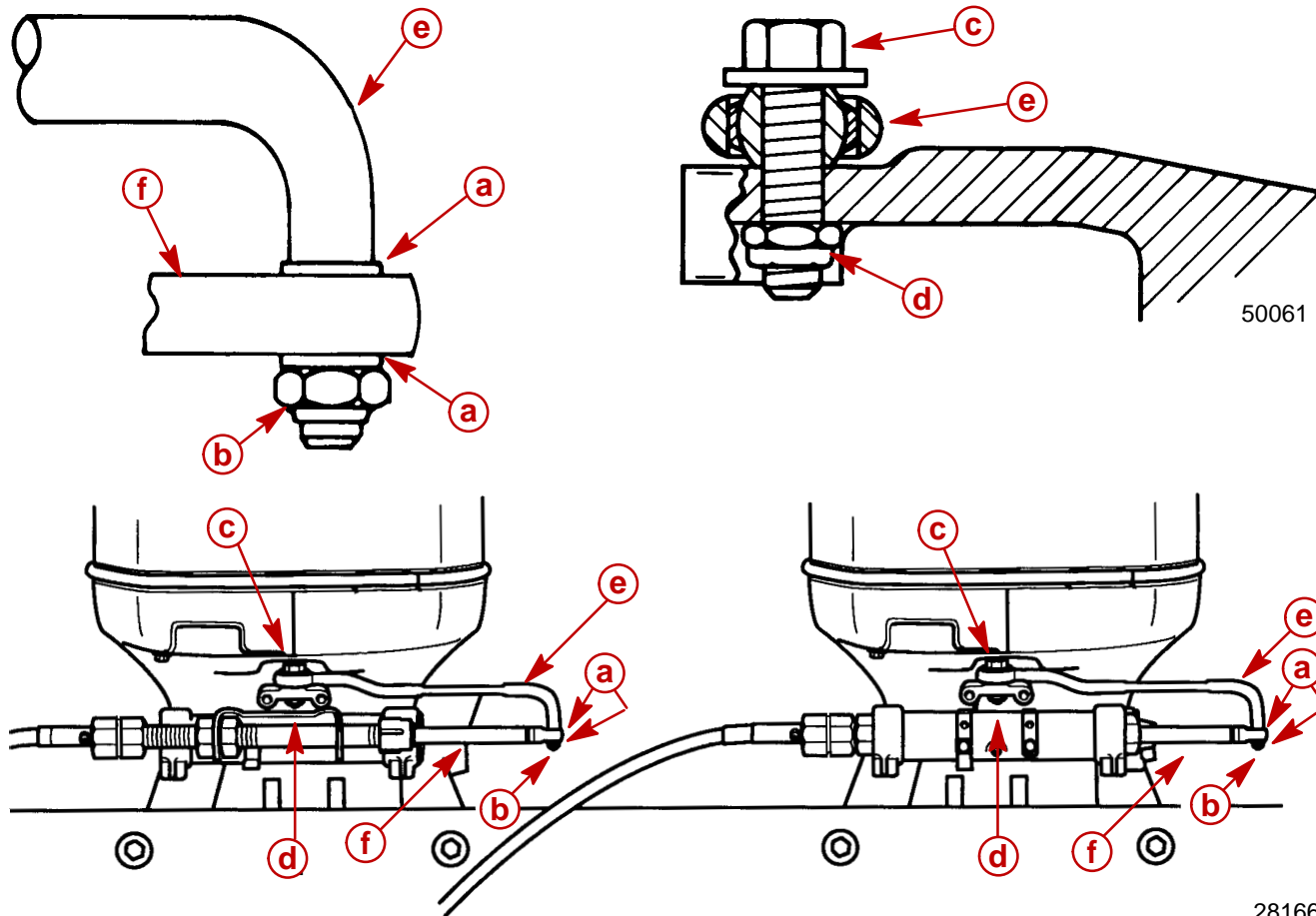
51887



STEERING LINK ROD INSTALLATION

⚠ WARNING

Steering link rods **MUST BE** secured between outboard steering arm and steering cable end, using special washer head bolt (10-14000) and two nylon insert locknuts (11-34863), as shown. Both special washer head bolt and nylon insert locknuts **MUST BE** tightened as specified.



28166

- a** - Flat Washer (2 Each Link Rod)
- b** - Nylon Insert Locknut - Torque Until it Seats [DO NOT Exceed 120 lb. in. (13.5 Nm) of Torque], Then Back Off 1/4 Turn
- c** - Special Washer Head Bolt (10-14000) - Torque to 20 lb. ft. (27 Nm)
- d** - Nylon Insert Locknut - Torque to 20 lb. ft. (27 Nm)
- e** - Steering Link Rod
- f** - Steering Cable End

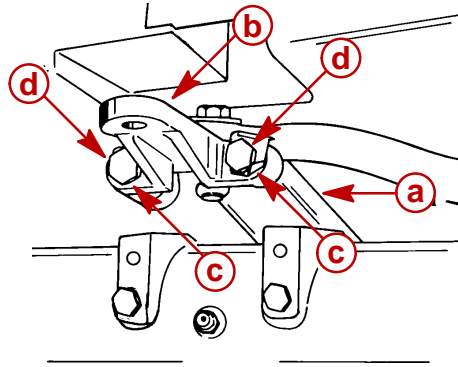
Lubricate holes in ends of steering cables, with Quicksilver 2-4-C w/Teflon Marine Lubricant. Assemble steering link rods to steering cable ends of each outboard, using flat washers and nylon insert locknuts. Tighten locknuts until they seat [DO NOT exceed 120 lb. in. (13.5 Nm) of torque], then back nut off 1/4 turn.

Lubricate ball joints in steering link rods with SAE 30W Motor Oil. Secure link rods to outboard steering arms, using special washer head bolts (10-14000) provided and nylon insert locknuts as shown. Torque special bolts to 20 lb. ft. (27 Nm) then torque locknuts to 20 lb. ft. (27 Nm).



STEERING ARM EXTENSION BRACKET INSTALLATION

Secure a steering arm extension bracket to each out-board's steering arm.



51889

- a** - Steering Arm (Port Outboard Shown)
- b** - Extension Bracket
- c** - Locking Retainer (2 Each Bracket)
- d** - Bolts (2 Each Bracket) 1-1/4 in. (31.8 mm) Long - Torque to 23 lb. ft. (31 Nm), Then Bend Corner Tabs of Locking Retainers Up Against Flats on Each Bolt

⚠ WARNING

Locking retainer corner tabs **MUST BE** bent up and against flats on each bolt that secures extension bracket to outboard steering arm to prevent bolts from turning out.

STEERING COUPLER ASSEMBLY AND INSTALLATION

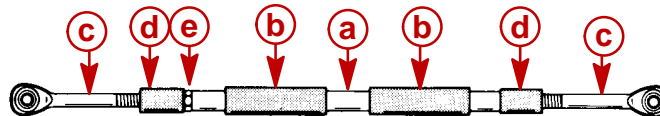
Position outboards so that they are facing straight forward. (Distance between threaded hole centers of steering arm extensions **MUST BE** equal to distance between propeller shaft centerlines.)

Lubricate inside of rubber sleeves with 2-4-C w/Teflon and slide sleeves on steering coupler.

Work rubber bushings onto threaded ends of steering eyes.

Thread jam nut on starboard steering eye.

Thread steering eyes equally into coupler, so that distance between hole centers of steering eye ball joints is equal to distance between threaded hole centers of steering arm extensions. Exposed threads of steering eyes **MUST BE** of equal length and threads **MUST NOT** extend out from coupler more than 2-3/4 in. (70 mm).



50061

- a** - Coupler
- b** - Rubber Sleeve
- c** - Steering Eye
- d** - Rubber Bushing
- e** - Jam Nut

⚠ WARNING

Both steering eyes must be threaded into coupler 3/4 in. (19 mm) minimum. Thread length of steering eye is 3-1/2 in. (89 mm), so exposed thread must not extend out of coupler more than 2-3/4 in. (70 mm). Failure to adhere to this requirement could result in steering system failure.



Lubricate ball joint in steering eyes, with SAE 30W Motor Oil.

Assemble steering coupler between outboard steering arm extension brackets, using special washer head bolts (10-14000) provided and nylon insert locknuts as shown.

IMPORTANT: With assembled steering coupler installed and before tightening special washer head bolts/locknuts, check outboard alignment. Distance between centers of special washer head bolts MUST BE equal to distance between propeller shaft center lines, for proper steering. If adjustment is necessary, temporarily remove special washer head bolt/locknut from one steering eye and turn eye in or out to correct alignment.

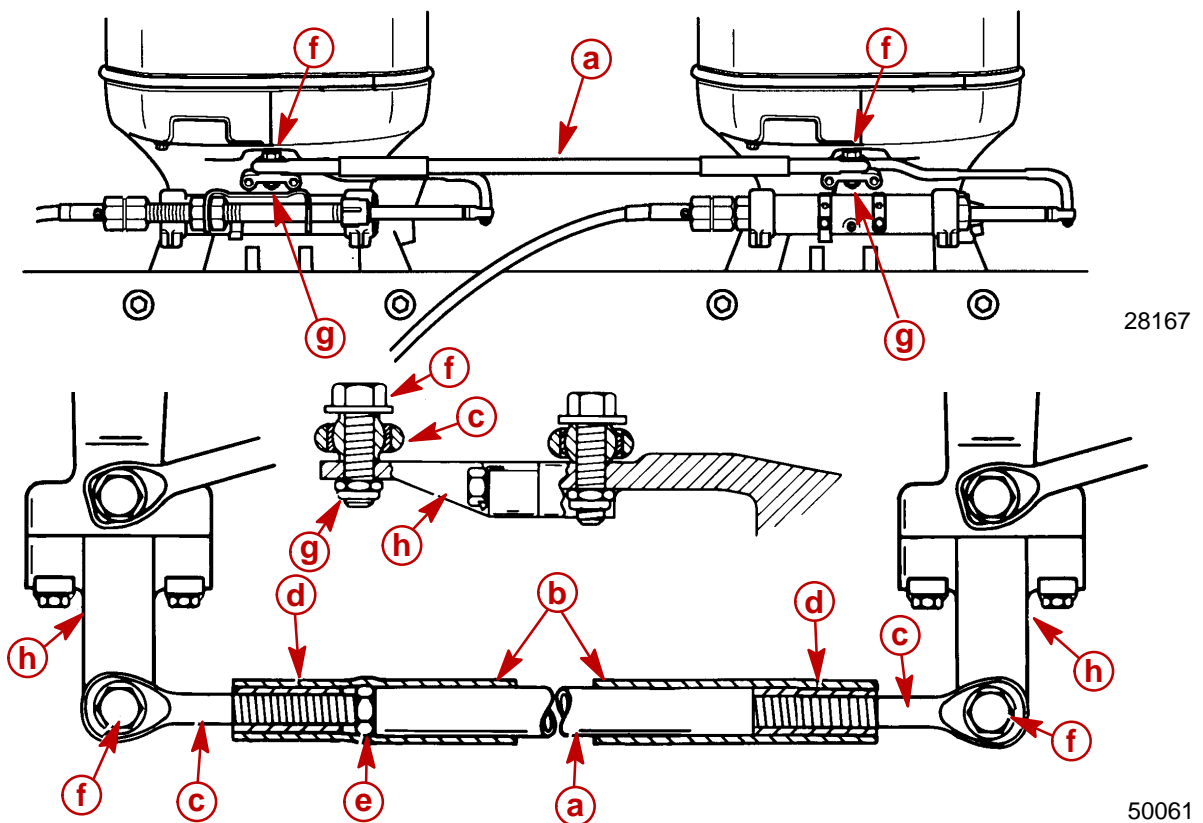
Torque special washer head bolts to 20 lb. ft. (27 Nm), then torque locknuts to 20 lb. ft. (27 Nm).

⚠ WARNING

Both steering eyes MUST BE threaded into coupler 3/4 in. (19 mm) minimum, and jam nut must be tightened against coupler to prevent coupler from turning. Torque "jam" nut to 20 lb. ft. (27 N·m).

Tighten "jam" nut against coupler. Torque "jam" nut to 20 lb. ft. (27 Nm).

Spray Quicksilver Corrosion Guard on exposed threads of steering eyes and position rubber bushings and rubber sleeves to cover exposed threads of steering eyes.

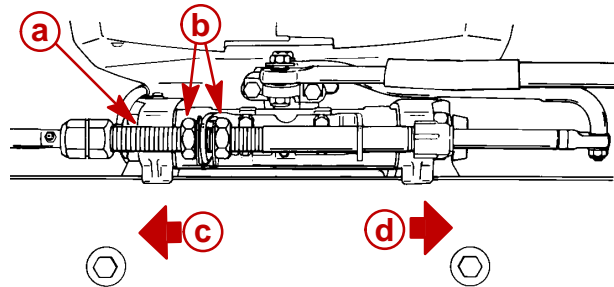


- a - Coupler
- b - Rubber Sleeve
- c - Steering Eye
- d - Rubber Bushing
- e - Jam Nut - Torque (Against Coupler) to 20 lb. ft. (27 Nm)
- f - Special Washer Head Bolt (10-14000) - Torque to 20 lb. ft. (27 Nm)
- g - Nylon Insert Locknut - Torque to 20 lb. ft. (27 Nm)
- h - Steering Arm Extension Bracket

**STEERING SYSTEM TENSION ADJUSTMENT (PARALLEL ROUTED STEERING CABLES)**

IMPORTANT: For proper operation of this dual cable - dual outboard steering installation, there **MUST BE** proper tension in the steering system. **NOT ENOUGH** tension will cause slack (play) in steering system. **TOO MUCH** tension will cause steering cables to bind. Perform the following steps to correctly adjust tension.

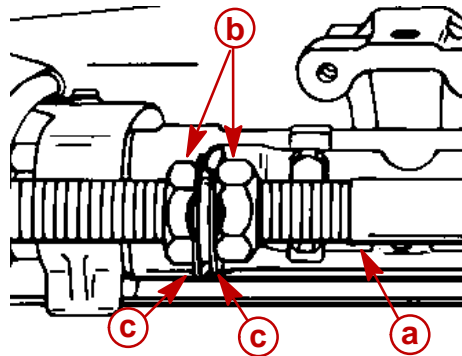
Loosen adjustment nuts and pull steering cable mounting tube (by hand) away from end of steering cable (to remove slack in steering system). Tighten adjustment nuts against mounting bracket and check system for slack (play). If steering system is too tight, readjust tube toward end of steering cable or, if too much slack (play) exists in system, readjust tube away from end of steering cable. Tighten nuts against mounting bracket and readjust, if necessary.



51887

- a** - Steering Cable Mounting Tube
- b** - Adjustment Nuts
- c** - Adjust Tube in This Direction to Remove Slack from Steering System
- d** - Adjust Tube in This Direction to Reduce Tension from Steering System

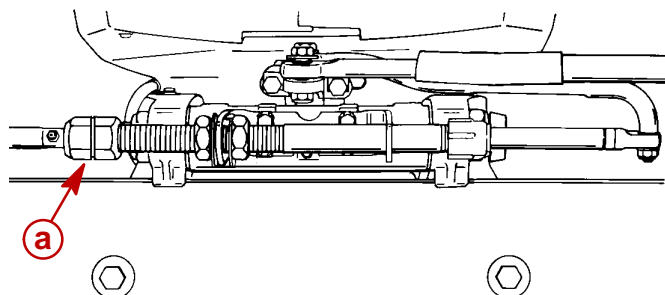
After steering system tension is adjusted correctly, tighten adjustment nuts against mounting bracket, to a torque of 35 lb. ft. (47.5 Nm) and bend a tab lock washer against a flat on each nut.



51887

- a** - Steering Cable Mounting Tube
- b** - Adjustment Nuts Torque to 35 lb. ft. (47.5 Nm)
- c** - Tab Lock Washer (Bend Against Flat on Each Adjustment Nut)

Tighten steering cable attaching nuts of each steering cable to a torque of 35 lb. ft. (47.5 Nm).



51887

- a** - Cable Attaching Nut



⚠ WARNING

After installation is complete (and before operating outboard(s), check that boat will turn right when steering wheel is turned right and that boat will turn left when steering wheel is turned left. Check steering thru full range (left and right) at all tilt angles to assure interference-free movement.

Adjust trim tabs of both outboards, as outlined in “Trim Tab Adjustment”, following.

Opposite Side Routed Steering Cables and Attaching Kit Installation

(One Cable Routed down Starboard Side of Boat and One Cable Routed down Port Side of Boat)

SUPER RIDE-GUIDE STEERING KIT INSTALLATION

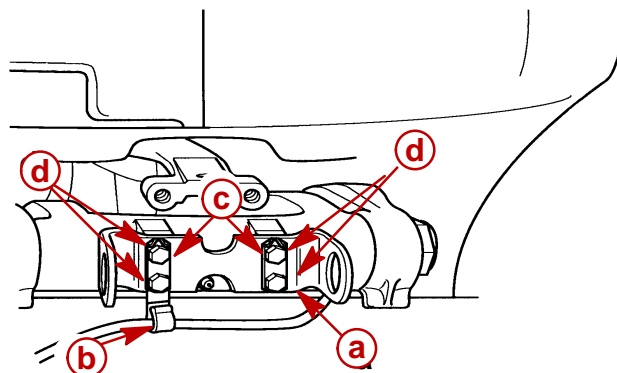
IMPORTANT: Steering cable must be installed into tilt tube of port outboard before outboard is mounted on boat transom.

Install Super Ride-Guide Steering Kit in accordance with instructions included with Super Ride-Guide Kit.

STEERING CABLE INSTALLATION - STARBOARD OUTBOARD

IMPORTANT: Mounting bracket for steering cable mounting tube **MUST BE** secured to outboard swivel bracket, using 5/8 in. (16 mm) long bolts supplied with this dual cable - dual outboard attaching kit.

Secure mounting bracket for steering cable mounting tube, onto swivel bracket of starboard outboard.



28164

- a** - Mounting Bracket for Steering Cable Mounting Tube
- b** - “J” Clip - Supplied with Outboard
- c** - Locking Retainers (2)
- d** - Bolts (4) - 5/8 in. (16 mm) Long - Torque to 100 lb. in. (11.5 Nm), Then Bend Corner Tabs of Locking Retainers Up and Against Flats on Each Bolt.

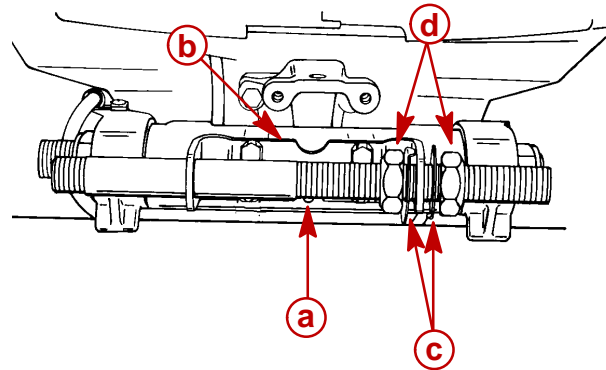
⚠ WARNING

Locking retainer corner tabs **MUST BE** bent up and against flats on each bolt that secures mounting bracket for steering cable mounting tube, to prevent bolts from turning out.

Install Steering Cable mounting tube into mounting bracket with 2 adjusting nuts and 2 locking tab washers. Verify longer threaded end of tube is toward center of boat transom.



Temporarily adjust tube, so that longer threaded end of tube extends out the same distance as the outboard tilt tube. Do not tighten adjustment nuts at this time.



51891

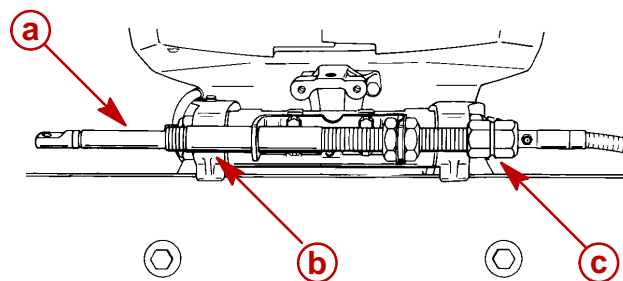
- a** - Steering Cable Mounting Tube (End of Tube with Longer Threads Toward Center of Boat Transom)
- b** - Mounting Bracket
- c** - Locking Tab Washers (2)
- d** - Adjustment Nuts (Flats of Nuts Facing Toward Locking Tab Washer)

IMPORTANT: Lubricate inside of steering mounting tube with 2-4-C w/Teflon (92-825407A12) before installing steering cable.

Lubricate inside of steering cable mounting tube (starboard outboard) with 2-4-C w/Teflon.

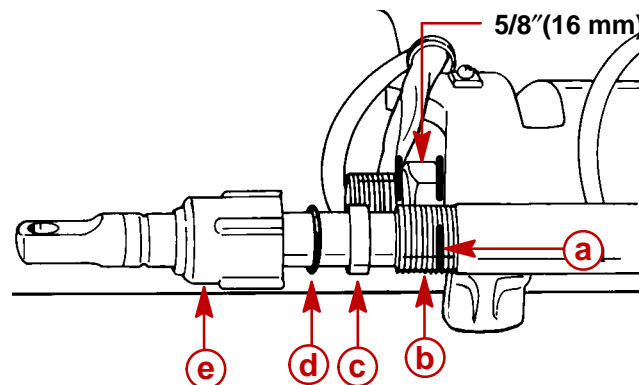
Insert steering cable end (a) (steering cable routed down port side of boat) thru cable mounting tube (b) and thread steering cable attaching nut (c) onto tube hand tight.

NOTE: Torque steering cable attaching nut only after final steering adjustments have been made.



51887

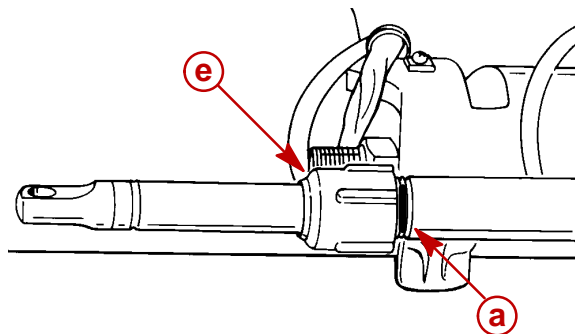
Place a mark (a) on steering cable mounting tube (b) 5/8 in (16 mm) from end of mounting tube. Slide plastic spacer (c), O-ring (d) and cap (e) over steering cable.



51890



Thread cap (e) onto steering cable mounting tube, up to mark (a).

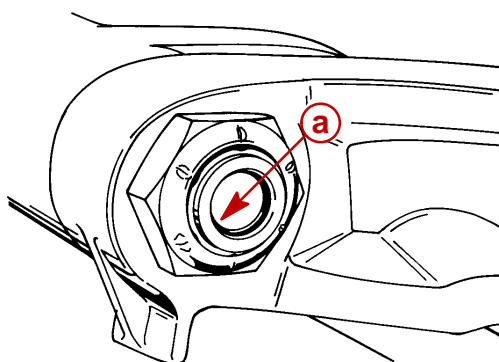


51888

STEERING CABLE INSTALLATION - PORT OUTBOARD

IMPORTANT: Lubricate inside of port outboard's tilt tube and rubber O-ring seal located inside tilt tube with 2-4-C w/Teflon, before installing steering cable.

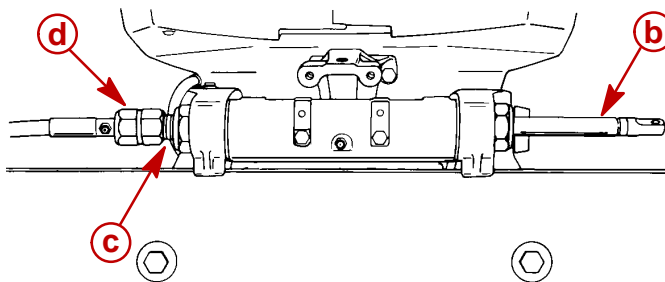
Lubricate inside of port outboard's tilt tube and rubber O-ring seal (a) with 2-4-C w/Teflon.



51890

Insert steering cable end (b) (steering cable routed down starboard side of boat) thru tilt tube (c) of port outboard and thread steering cable attaching nut (d) onto tilt tube hand tight.

NOTE: Torque steering cable attaching nut only after final steering adjustments have been made.



51887

STEERING LINK ROD INSTALLATION

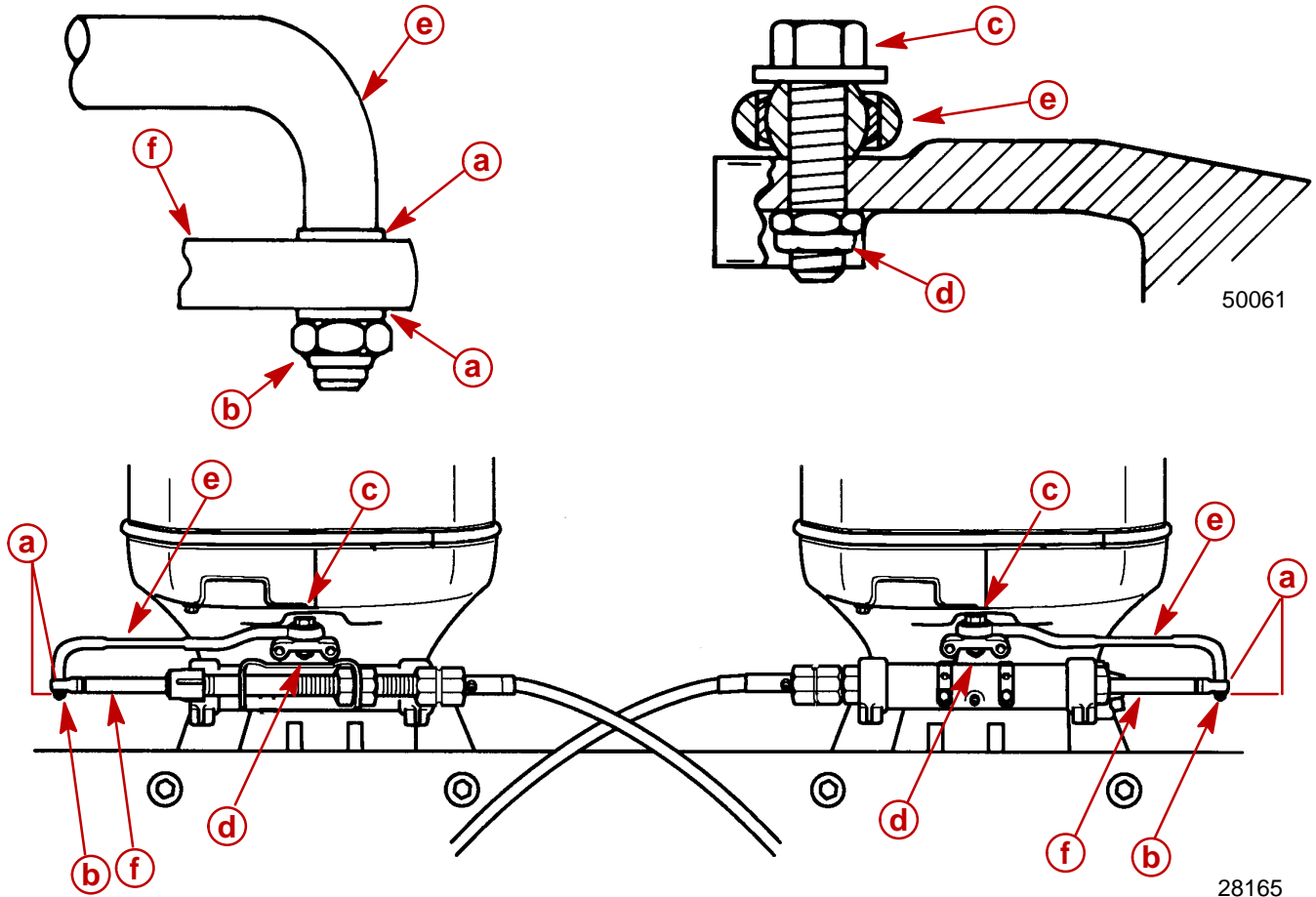
⚠ WARNING

Steering link rods **MUST BE** secured between outboard steering arm and steering cable end, using special washer head bolt (10-14000) and two nylon insert locknuts (11-34863), as shown. Both special washer head bolt and nylon insert locknuts **MUST BE** tightened as specified.

Lubricate holes in ends of steering cables, with Quicksilver 2-4-C w/Teflon (92-825407A12). Assemble steering link rods to steering cable ends of each outboard, using flat washers and nylon insert locknuts. Tighten locknuts until they seat [DO NOT exceed 120 lb. in. (13.5 Nm) of torque], then back nut off 1/4 turn.



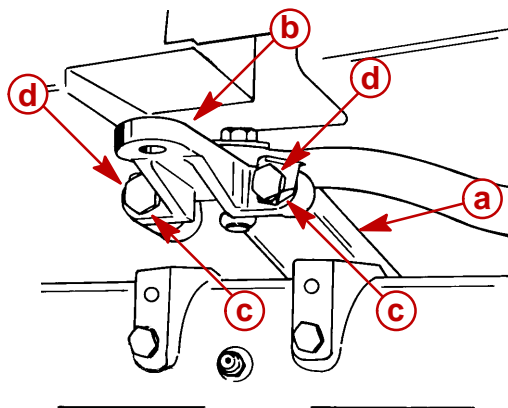
Lubricate ball joints in steering link rods with SAE 30W Motor Oil. Secure link rods to out-board steering arms, using special washer head bolts (10-14000) provided and nylon insert locknuts as shown. Torque special bolts to 20 lb. ft. (27 Nm) then torque locknuts to 20 lb. ft. (27 Nm).



- a** - Flat Washer (2 Each Link Rod)
- b** - Nylon Insert Locknut - Torque Until it Seats [DO NOT Exceed 120 lb. in. (13.5 Nm) of Torque], Then Back Off 1/4 Turn
- c** - Special Washer Head Bolt (10-14000) - Torque to 20 lb.ft. (27 Nm)
- d** - Nylon Insert Locknut - Torque to 20 lb. ft. (27 Nm)
- e** - Steering Link Rod
- f** - Steering Cable End

**STEERING ARM EXTENSION BRACKET INSTALLATION**

Secure a steering arm extension bracket to each out-board's steering arm.



51889

- a** - Steering Arm (Port Outboard Shown)
- b** - Extension Bracket
- c** - Locking Retainer (2 Each Bracket)
- d** - Bolts (2 Each Bracket) 1-1/4 in. (31.8 mm) Long - Torque to 23 lb. ft. (31 Nm), Then Bend Corner Tabs of Locking Retainers Up Against Flats on Each Bolt

⚠ WARNING

Locking retainer corner tabs, MUST BE bent up and against flats on each bolt that secures extension bracket to outboard steering arm, to prevent bolts from turning out.

STEERING COUPLER ASSEMBLY AND INSTALLATION

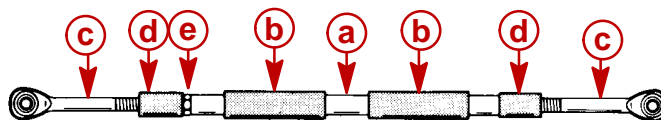
Position outboards so that they are facing straight forward. (Distance between threaded hole centers of steering arm extensions **MUST BE** equal to distance between propeller shaft centerlines.)

Lubricate inside of rubber sleeves with 2-4-C w/Teflon and slide sleeves on steering coupler.

Work rubber bushings onto threaded ends of steering eyes.

Thread jam nut on starboard steering eye.

Thread steering eyes equally into coupler, so that distance between hole centers of steering eye ball joints is equal to distance between threaded hole centers of steering arm extensions. Exposed threads of steering eyes **MUST BE** of equal length and threads **MUST NOT** extend out from coupler more than 2-3/4 in. (70 mm).



50061

- a** - Coupler
- b** - Rubber Sleeve
- c** - Steering Eye
- d** - Rubber Bushing
- e** - Jam Nut

⚠ WARNING

Both steering eyes must be threaded into coupler 3/4 in. (19 mm) minimum. Thread length of steering eye is 3-1/2 in. (89 mm), so exposed thread must not extend out of coupler more than 2-3/4 in. (70 mm). Failure to adhere to this requirement could result in steering system failure.



Lubricate ball joint in steering eyes with SAE 30W Motor Oil.

Assemble steering coupler between outboard steering arm extension brackets, using special washer head bolts (10-14000) provided and nylon insert locknuts, as shown.

IMPORTANT: With assembled steering coupler installed and before tightening special washer head bolts/locknuts, check outboard alignment. Distance between centers of special washer head bolts MUST BE equal to distance between propeller shaft center lines, for proper steering. If adjustment is necessary, temporarily remove special washer head bolt/locknut from one steering eye and turn eye in or out to correct alignment.

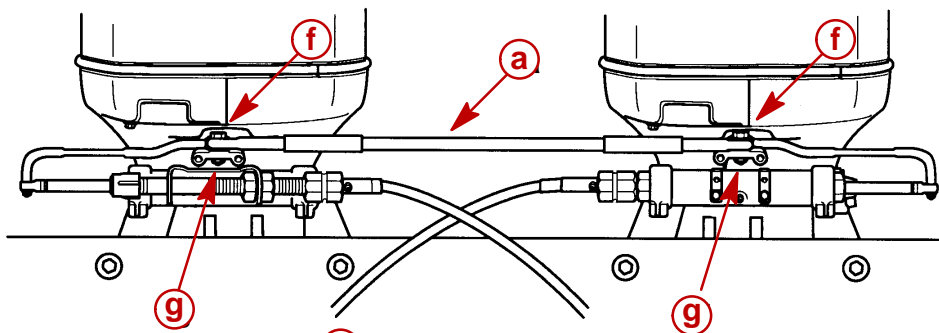
Torque special washer head bolts to 20 lb. ft. (27 Nm), then torque locknuts to 20 lb. ft. (27 Nm).

⚠ WARNING

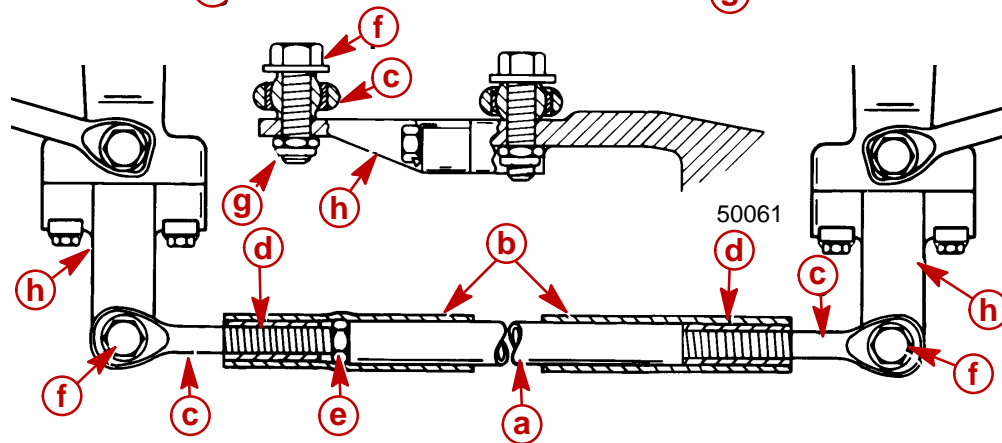
Both steering eyes MUST BE threaded into coupler 3/4 in. (19 mm) minimum, and jam nut must be tightened against coupler to prevent coupler from turning. Torque "jam" nut to 20 lb. ft. (27 Nm).

Tighten "jam" nut against coupler. Torque "jam" nut to 20 lb. ft. (27 Nm).

Spray Quicksilver Corrosion Guard on exposed threads of steering eyes and position rubber bushings and rubber sleeves to cover exposed threads of steering eyes.



28174



50061

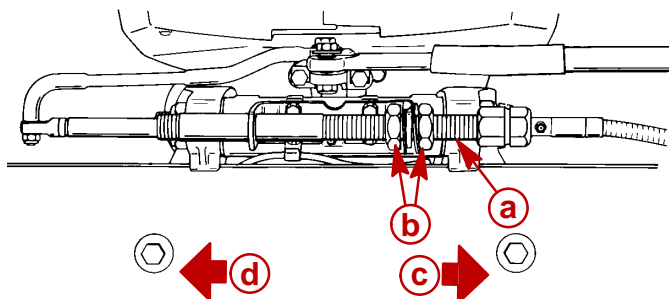
- a** - Coupler
- b** - Rubber Sleeve
- c** - Steering Eye
- d** - Rubber Bushing
- e** - Jam Nut - Torque (Against Coupler) to 20 lb. ft. (27 Nm)

- f** - Special Washer Head Bolt (10-14000) - Torque to 20 lb.ft. (27 Nm)
- g** - Nylon Insert Locknut - Torque to 20 lb. ft. (27 Nm)
- h** - Steering Arm Extension Bracket

**STEERING SYSTEM TENSION ADJUSTMENT (PARALLEL ROUTED STEERING CABLES)**

IMPORTANT: For proper operation of this dual cable - dual outboard steering installation, there **MUST BE** proper tension in the steering system. **NOT ENOUGH** tension will cause slack (play) in steering system. **TOO MUCH** tension will cause steering cables to bind. Perform the following steps to correctly adjust tension.

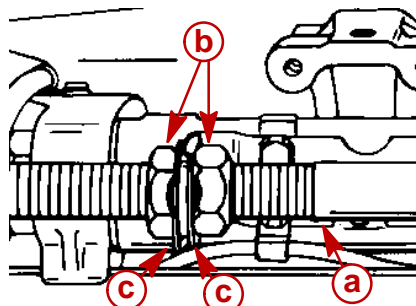
Loosen adjustment nuts and pull steering cable mounting tube (by hand) away from end of steering cable (to remove slack in steering system). Tighten adjustment nuts against mounting bracket and check system for slack (play). If steering system is too tight, readjust tube toward end of steering cable or, if too much slack (play) exists in system, readjust tube away from end of steering cable. Tighten nuts against mounting bracket and readjust, if necessary.



51887

- a** - Steering Cable Mounting Tube
- b** - Adjustment Nuts
- c** - Adjust Tube in This Direction to Remove Slack from Steering System
- d** - Adjust Tube in This Direction to Reduce Tension from

After steering system tension is adjusted correctly, tighten adjustment nuts against mounting bracket to a torque of 35 lb. ft. (47.5 Nm) and bend a tab lock washer against a flat on each nut.



51887

- a** - Steering Cable Mounting Tube
- b** - Adjustment Nuts; Torque to 35 lb. ft. (47.5 Nm)
- c** - Tab Lock Washer (Bend Against Flat on Each Adjustment Nut)

Tighten steering cable attaching nuts of each steering cable to a torque of 35 lb. ft. (47.5 Nm).

NOTE: Cable attaching nuts with a "V" groove around outer circumference are self locking and do not require locking sleeves.

WARNING

After installation is complete [and before operating outboard(s)], check that boat will turn right when steering wheel is turned right and that boat will turn left when steering wheel is turned left. Check steering thru full range (left and right) at all tilt angles to assure interference-free movement.

Adjust trim tabs of both outboards, as outlined in "Trim Tab Adjustment," following.



Trim Tab Adjustment

DUAL OUTBOARD - COUNTER ROTATION INSTALLATION

1. Shift outboard into neutral and make sure ignition key is at "OFF" position.
2. Remove plastic cap from rear of driveshaft housing and loosen bolt and trim tab.
3. Position trim tabs of both outboards straight to rear of outboard, so that tabs are aligned with gear housing centerline.
4. Tighten both trim tab bolts securely and replace plastic caps. No further adjustment will be required.

DUAL OUTBOARD - NON COUNTER ROTATION INSTALLATION

1. Check trim tab position as follows:

IMPORTANT: Initial trim tab setting for both outboards should be straight to rear of outboard, so that tabs are aligned with gear housing center line. Refer to "If necessary, adjust trim tab as follows," following.

- a. Operate boat at normal cruise throttle setting and adjust trim to optimum setting.
 - b. If boat pulls to the right (starboard), trailing edge of trim tab must be moved to the right (when viewing outboard from behind). If boat pulls to the left (port), trailing edge of trim tab must be moved to the left.
2. If necessary, adjust trim tab as follows:
 - a. Shift outboard into NEUTRAL and make sure ignition key is at "OFF" position.
 - b. Remove plastic cap from rear of driveshaft housing and loosen bolt and trim tab.

IMPORTANT: Trim tabs MUST BE set in the same position on both outboards.

- c. If boat pulls to the right, adjust trailing edges of both trim tabs to the right. If boat pulls to the left, adjust trailing edges of both trim tabs to the left.
- d. Tighten both trim tab bolts securely and replace plastic caps.
- e. Operate boat per "**Check trim tab position as follows,**" preceding, to check trim tab setting. Readjust trim tabs, if necessary.

Ride Guide Steering Attachment Extension Couplers

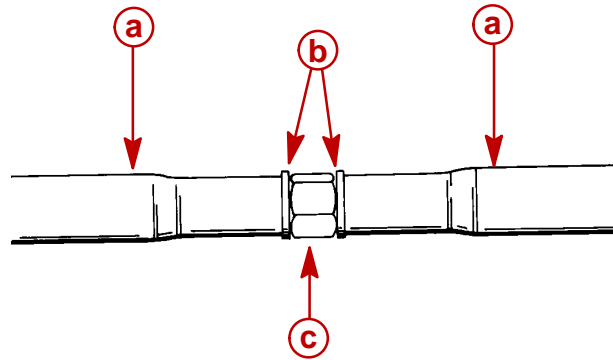
Listed below are typical couplers available. Refer to the current Quicksilver Accessory Guide for specific coupler lengths and part numbers.

Outboard Center Line Distance	Required Coupler(s) Between Steering Eyes
22-1/2 in. thru 24-1/2 in. (572 mm thru 622 mm)	12" (305 mm) Coupler
23-1/2 in. thru 27-1/2 in. (597 mm thru 699 mm)	15" (381 mm) Coupler (Supplied with this kit)
26-1/2 in. thru 30-1/2 in. (673 mm thru 755 mm)	18" (457 mm) Coupler
30 in. thru 34 in. (763 mm thru 864 mm)	9" (229 mm) Coupler and 12" (305 mm) Coupler (Connected together with coupler link rod)
33 in. thru 37 in. (838 mm thru 940 mm)	12" (305 mm) Coupler and 12" (305 mm) Coupler (Connected together with coupler link rod)



⚠ WARNING

When 2 couplers are connected together with coupler link rod, a lock washer must be used on each side of coupler link rod, and link rod must be torqued to 20 lb. ft. (27 N·m) into end of each coupler.



51890

- a** - Couplers Connected Together
- b** - Lock washers
- c** - Coupler Link Rod [Torque to 20 lb. ft. (27 Nm) into End of Each Coupler]

Maintenance Instructions

Maintenance inspection is owner's responsibility and must be performed at intervals specified, following:

Normal Service - Every 50 hrs. of operation or 60 days (whichever comes first)

***Severe Service** - Every 25 hrs. of operation or 30 days (whichever comes first)

*Operation in a salt water area is considered "**Severe Service.**"

1. Carefully check steering system components for wear. Replace worn parts.
2. Check steering system fasteners to be sure that they are torqued to correct specifications.

NOTE: Ride-Guide Steering Cables are lubricated at the factory and require no additional lubrication at initial installation.

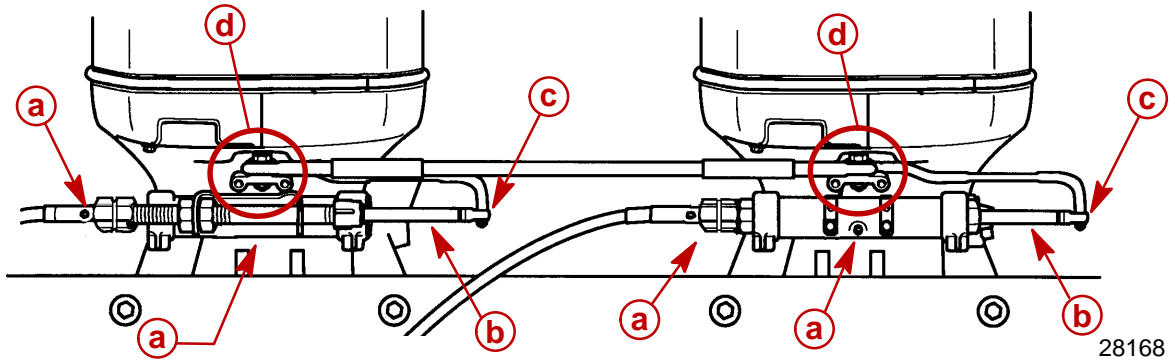
⚠ WARNING

Core of each steering cable (transom end) must be fully retracted into cable housing before lubricating cable. If cable is lubricated while extended, hydraulic lock of cable could occur.

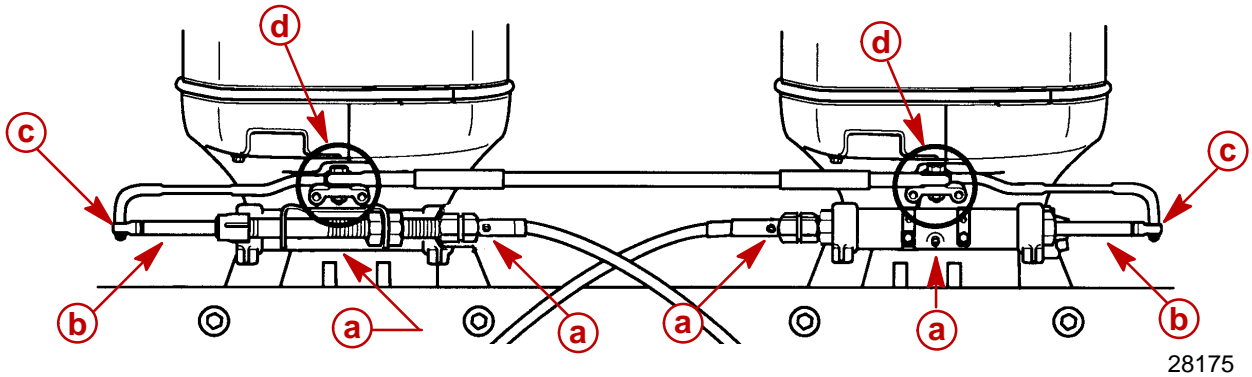
3. With core of Ride-Guide Steering Cable (transom end) fully retracted, lubricate transom end of steering cables thru grease fittings (a) with 2-4-C w/Teflon (92-825407A12). Lubricate exposed portion of cable ends (b) with 2-4-C w/Teflon.
4. Lubricate pivot points (c) of steering link rods and ball joints (d) of link rods/steering coupler with SAE 30W Motor Oil.



5. Inspection and lubrication of steering head assembly (rotary or straight rack) should be performed once each year (by your Authorized Dealer) or whenever steering mount and/or steering head are disassembled, or if steering effort has increased. Lubricate with 2-4-C w/Teflon.



Lubrication Points for Parallel Cable Routing Installations



Lubrication Points for Opposite Side Cable Routing Installations

- a** - Grease Fittings
- b** - Cable Ends
- c** - Pivot Points
- d** - Ball Joints



Transom Mounted Ride Guide Attaching Kit Installation (73770A1)

Attaching Kit Installation

1. Lubricate both holes in pivot block (Figure 1) with Quicksilver 2-4-C w/Teflon.
2. Place pivot block on pivot spacer and secure to transom bracket with 3/8 in. x 2-1/2 in. (9.5 mm x 63.5 mm) bolt, flat washer and locknut, as shown in Figure 1. Torque locknut to 20 lb. ft. (27 Nm).

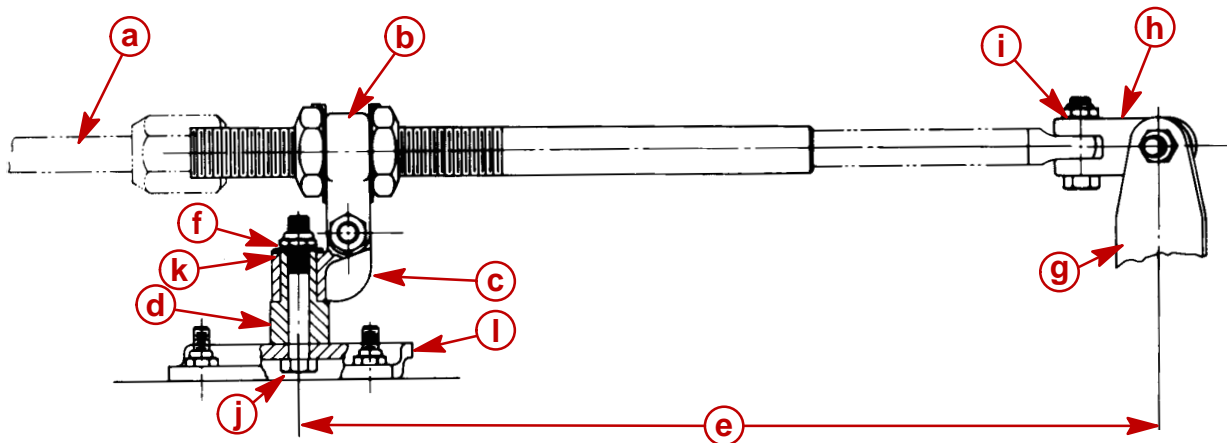


Figure 1

- a** - Ride-Guide Cable
- b** - Ride-Guide Yoke
- c** - Pivot Block
- d** - Pivot Spacer
- e** - 15 in. (381 mm) (Centerline of Attaching Kit Pivot to Centerline of Outboard)
- f** - Pivot Attaching Locknut [Torque to 20 lb. ft. (27 Nm)]
- g** - Outboard Steering Arm
- h** - "Clevis Kit"
- i** - Ride-Guide Cable Attaching Locknut [Torque to 10 lb. ft. (13.5 Nm)]
- j** - Bolt [3/8 in. x 2-1/2 in. (9.5 mm x 63.5 mm)]
- k** - Flat Washer
- l** - Transom Bracket



- Place Ride-Guide yoke on pivot block and secure with 7/16 in. x 1-3/4 in. (11.1 mm x 44.5 mm) bolt and locknut, as shown in Figures 1 and 2. Torque locknut to 10 lb. ft. (13.5 Nm), **then back off 1/4-turn.**

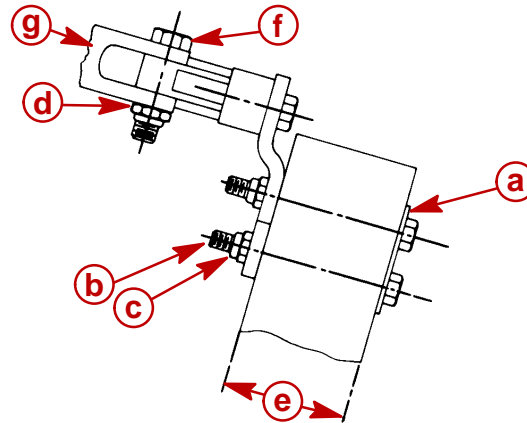


Figure 2

- a** - Transom Backing Plate
- b** - Bolt [5/16 in. x 3-1/4 in. (7.9 mm x 82.5 mm)]
- c** - Locknut [Torque to 10 lb. ft. (13.5 Nm)]
- d** - Ride-Guide Yoke Attaching Locknut [Torque to 10 lb. ft. (13.5 Nm)] **Then Back Off 1/4-Turn**
- e** - 2-3/8 in. (60.3 mm) Maximum Transom Thickness
- f** - Bolt [7/16 in. x 1-3/4 in. (11.1 mm x 44.5 mm)]
- g** - Ride-Guide Yoke

- Install one cable tube jam nut onto steering cable tube. Place tab washer over Ride-Guide yoke, then insert cable tube thru tab washer and yoke. Install second cable tube jam nut onto cable tube but do not tighten at this time. (Figure 3)
- Position transom attaching kit on transom as shown:
 - Determine centerline of outboard, then measure 15 in. (38.1 cm) over from this centerline and draw a vertical line on transom. (Figure 1)



- b. Position attaching kit on transom so that **transom bracket is centered on the 15 in. (38.1 mm)** (Figure 1) at a height where the **center of Ride-Guide yoke is even with, or not more than 1/2 in. (12.7 mm)** above top edge of transom. (Figure 3)

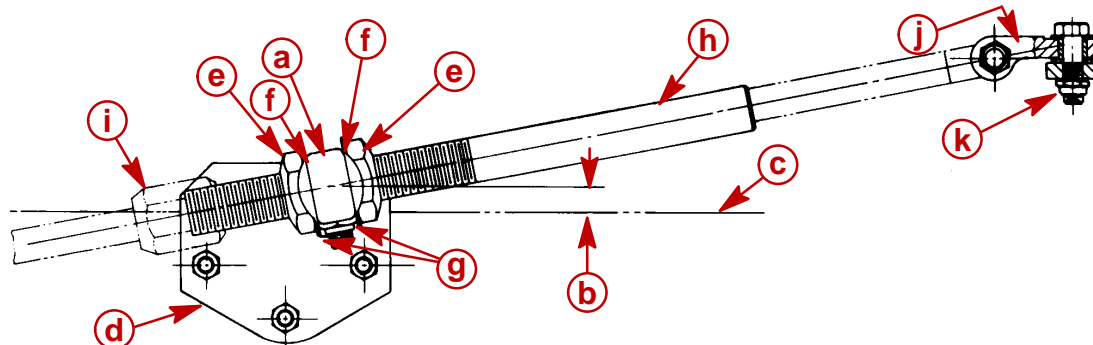


Figure 3

- a** - Ride-Guide Yoke
- b** - 0 in. to 1/2 in. (0 mm to 12.8 mm) (Center of Ride-Guide Yoke to Top of Transom)
- c** - Top of Transom
- d** - Transom Bracket
- e** - Cable Tube Jam Nuts [Torque to 35 lb. ft. (47.5 Nm)]
- f** - Tab Washer
- g** - After Jam Nuts Are Torqued to Specification, Bend Locking Tabs against Nuts
- h** - Cable Guide Tube
- i** - Ride-Guide Cable Attaching Nut [Torque to 35 lb. ft. (47.5 Nm)]
- j** - "Clevis Kit"
- k** - Clevis Attaching Locknut [Torque to 20 lb. ft. (27 Nm)]

NOTE: When drilling thru transom, be sure that holes are drilled perpendicular to transom.

6. With attaching kit positioned as outlined preceding, use 3 holes in transom bracket as a guide and drill three 11/32 in. (8.7 mm) holes thru transom.
7. Use a marine-type sealer on three 5/16 in. x 3-1/4in. (7.9mm x 82.6mm) bolts. Secure attaching kit to transom, using transom backing plate, 3 bolts (with sealer) and 3 lock-nuts, installed as shown in Figure 2. Torque lock nuts to 10 lb. ft. (13.5 Nm).

STEERING CABLE INSTALLATION

1. Lubricate steering cable end with Quicksilver 2-4-C w/Teflon (92-825407A12).
2. Install steering cable thru steering cable tube and secure to cable tube with cable attaching nut. (Figure 3) Do not tighten cable attaching nut at this time.
3. Attach Ride-Guide cable to outboard steering arm, using the proper "Clevis Kit." Installation instructions for clevis are with "Clevis Kit."
4. Adjust 2 large jam nuts on cable tube of attaching kit, so that **steering wheel** is in normal straight-driving position with outboard in straight-running position. Torque each jam nut to 35 lb. ft. (47.5 Nm), then bend a side of tab washer against flat of each jam nut. (Figure 3)
5. Torque Ride-Guide cable attaching nut (which secures cable to guide tube) to 35 lb. ft. (47.5 Nm). (Figure 3)

**⚠ WARNING**

After installation is completed (and before operating outboard), check that boat will turn right when steering wheel is turned right and that boat will turn left when steering wheel is turned left. Check steering thru full range (left and right) at all tilt angles to assure interference-free movement.

Maintenance Instructions

Lubrication and maintenance inspection is owner's responsibility and must be performed at intervals specified, following:

Normal Service - Every 50 hrs. of operation or 60 days (whichever comes first)

***Severe Service** - Every 25 hrs. of operation or 30 days (whichever comes first)

*Operation in a salt water area is considered "**Severe Service.**"

⚠ CAUTION

Core of steering cable must be fully retracted into cable housing when lubricating cable. If cable is lubricated while extended, hydraulic lock of cable could occur.

1. Lubricate outboard end of Ride-Guide steering cable (thru grease fitting - if equipped - next to cable attaching nut) with Quicksilver 2-4-C w/Teflon.

NOTE: Ride-Guide steering cable is lubricated at the factory and requires no additional lubrication at initial installation.

2. Lubricate all steering system pivot points (and exposed portion of steering cable core) with Quicksilver 2-4-C w/Teflon. Lubricate at intervals specified preceding.
3. Carefully check steering system components for wear (at intervals specified, preceding). Replace worn parts.
4. Check steering system fasteners (at intervals specified, preceding) to be sure that they are torqued to correct specifications. (Figures 1, 2 and 3)

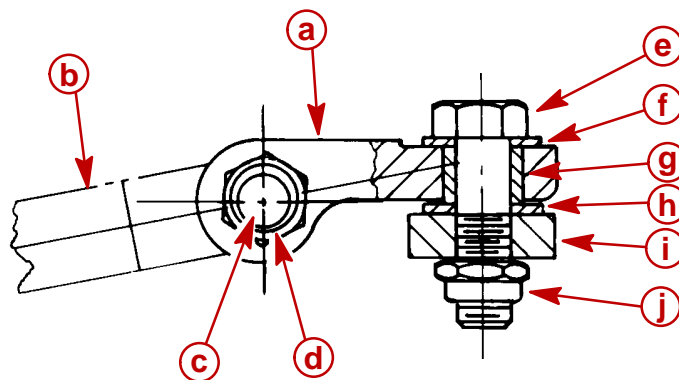


Clevis Attaching Kit Installation (A-70599A5)

NOTE: This kit is used to attach Ride-Guide cable to outboard steering arm **ONLY** when “**Transom Mounted Ride-Guide Attaching Kit**” is being used. If Ride-Guide cable is installed thru outboard tilt tube, then “**Steering Link Rod**” must be used.

Installation Instructions

1. Install clevis to steering cable as shown.
2. Lubricate 3/8 in. x 1-3/8 in. (9.5 mm x 34.9 mm) bolt (area without threads) with 2-4-C w/Teflon, then secure clevis to steering cable with this bolt and a locknut. Torque locknut (item “d”) to 10 lb. ft. (13.5 Nm).



- a - Clevis
- b - Steering Cable
- c - Bolt [3/8 in. x 1-3/8 in. (9.5 mm x 34.9 mm)]
- d - Clevis to Steering Cable Locknut [Torque to 10 lb. ft. (13.5 Nm)]
- e - Bolt [3/8 in. x 1-1/4 in. (9.5 mm x 31.8 mm)] [Torque to 20 lb. ft. (27 Nm)]
- f - Thin Washer [1/16 in. (1.6 mm) Thick]
- g - Spacer
- h - Thick Washer [1/8 in. (3.2 mm) Thick]
- i - Engine Steering Arm
- j - Clevis to Engine Locknut [Torque to 20 lb. ft. (27 Nm)]

3. Lubricate spacer (supplied with this kit) with 2-4-C w/Teflon.
4. Attach clevis to top of outboard steering arm with a 3/8 in. x 1-1/4 in. (9.5 mm x 31.8 mm) bolt, thin washer, spacer, thick washer (thick washer must be installed between clevis and steering arm) and locknut, as shown. Torque bolt (item “e”) to 20 lb. ft. (27 Nm), then torque locknut (item “j”) to 20 lb. ft. (27 Nm).

Maintenance Instructions

Lubrication and maintenance inspection is owner’s responsibility and must be performed at intervals specified, following:

Normal Service - Every 50 hrs. of operation or 60 days (whichever comes first)

***Severe Service** - Every 25 hrs. of operation or 30 days (whichever comes first)

*Operation in a salt water area is considered “**Severe Service.**”

1. Carefully check steering system components (at intervals specified, preceding) for wear. Replace worn parts.
2. Check steering system fasteners (at intervals specified, preceding) to be sure that they are torqued to correct specifications.
3. Lubricate clevis pivot points with a drop of light oil. Lubricate at intervals specified, preceding.



COLOR DIAGRAMS

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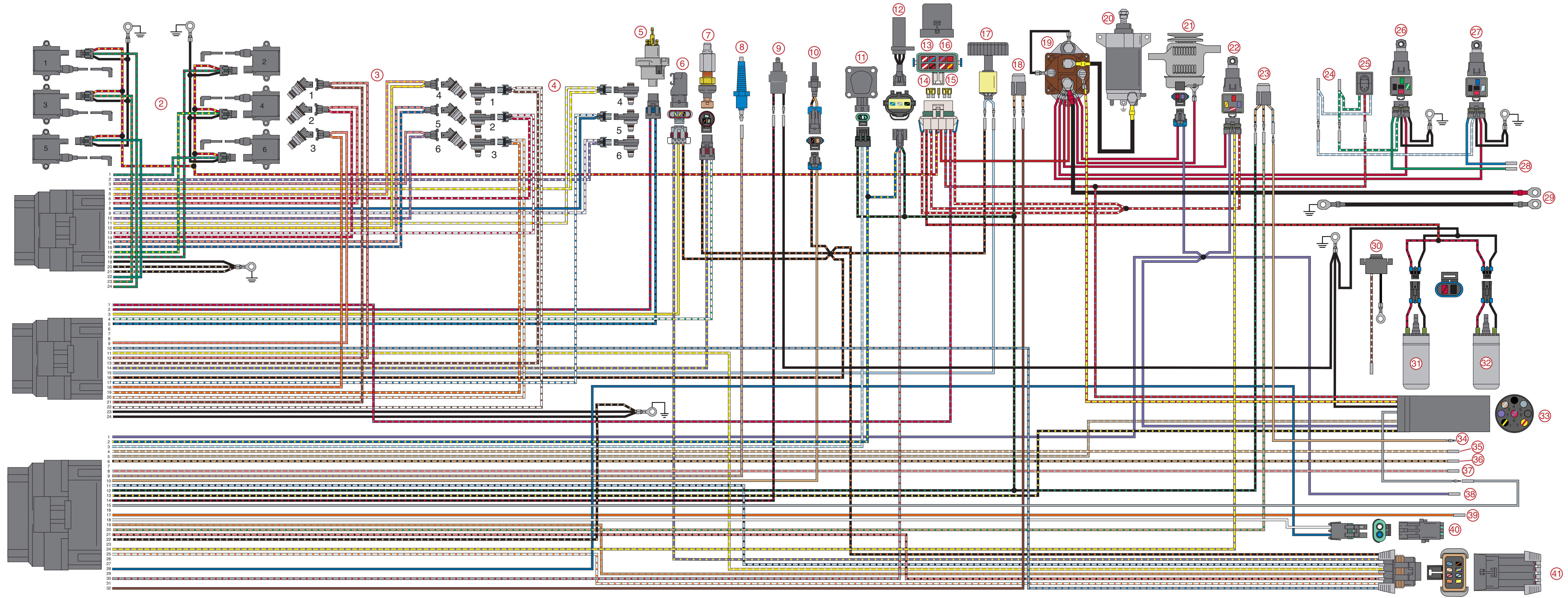
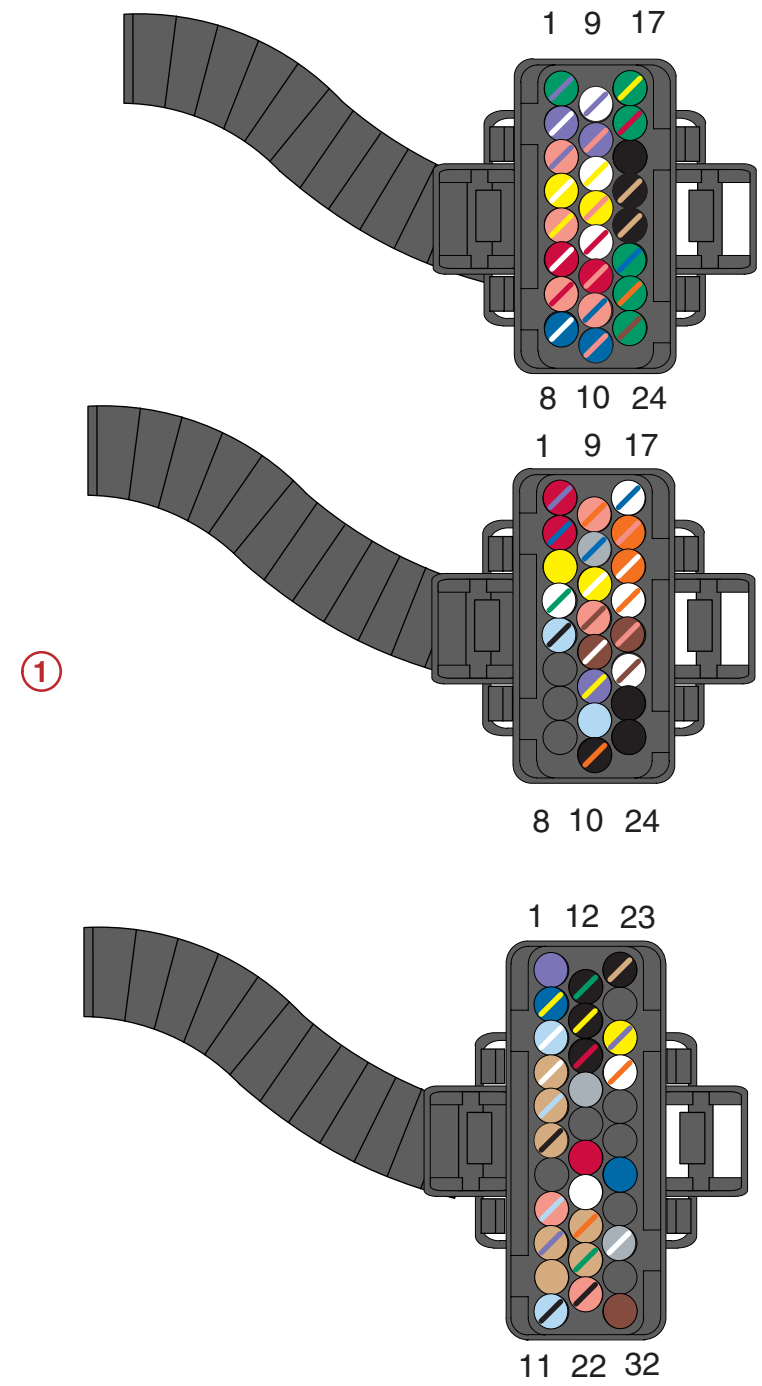
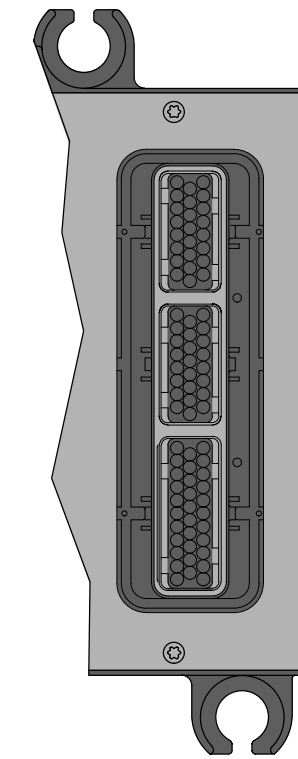


**2.5 LITRE OPTIMAX
2000 MODEL YEAR
ANALOG WIRING DIAGRAM**



1. ECM
2. Ignition Coils
3. Fuel Injectors
4. Direct Injectors
5. Oil Pump
6. MAP Sensor
7. Block Pressure Sensor
8. Water Sensor
9. Shift Switch
10. Air Temperature Sensor
11. Throttle Position Sensor (TPS)
12. Crank Position Sensor
13. ECM Driver/Oil Pump Circuit 20 Ampere Fuse
14. Electric Fuel Pump 20 Ampere Fuse
15. Ignition Coil 20 Ampere Fuse
16. Accessories 20 Ampere Fuse
17. Low Oil Switch
18. Compressor Temperature Switch
19. Starter Solenoid
20. Starter Motor
21. 60 Ampere Alternator
22. Main Power Relay
23. Starboard Head Temperature Switch
24. To Remote Control Trim Switch
25. Cowl Mounted Trim Switch
26. Trim Down Relay
27. Trim Up Relay
28. To Trim Pump
29. To 12 Volt Battery
30. Trim Sender
31. Fuel Pump #1 (Inside Vapor Separator)
32. Fuel Pump #2 (Outside Vapor Separator)
33. Engine Harness
34. To Temperature Gauge
35. Low Oil Light
36. Over Heat Light
37. Water in Fuel Light
38. Accessory Power
39. Check Engine Light
40. DDT Test Port
41. SmartCraft Harness (8 pin)

2.5 Litre OptiMax 2000 Model Year Analog



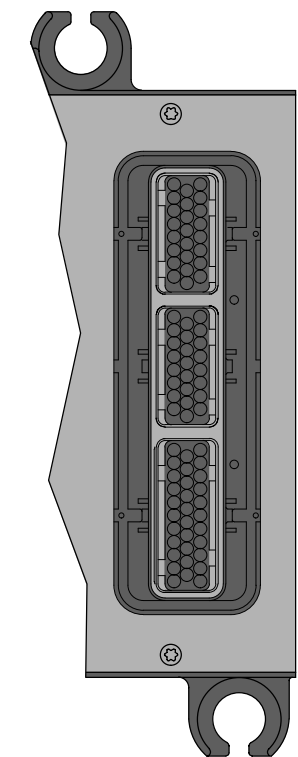


**2.5 LITRE OPTIMAX
2000 MODEL YEAR
DIGITAL WIRING DIAGRAM**

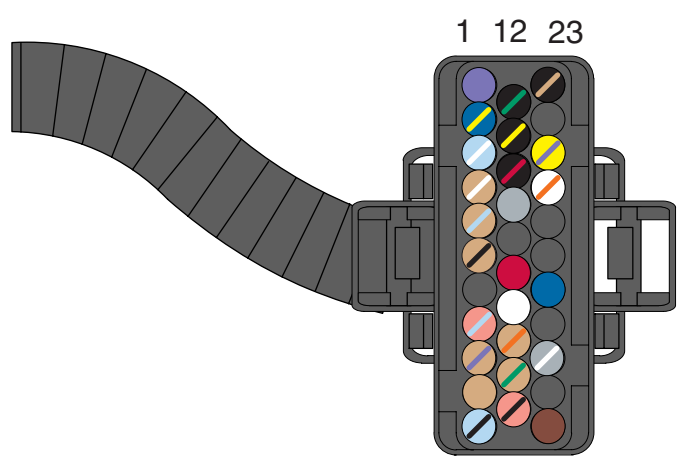
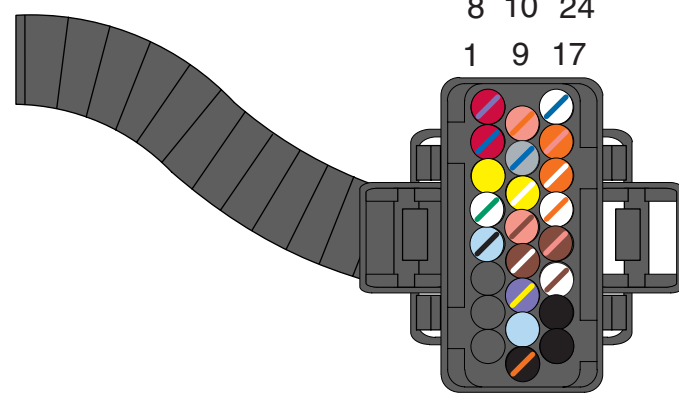
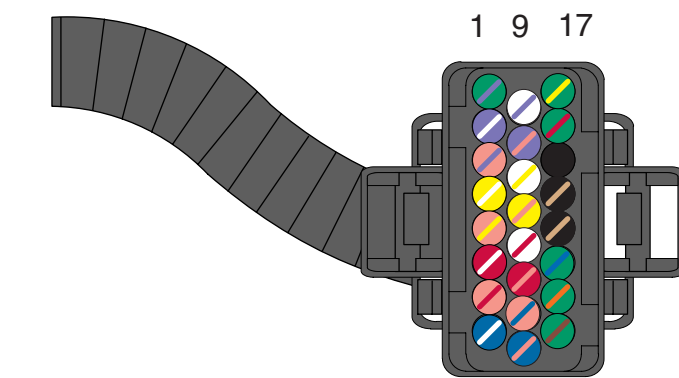


1. ECM
2. Ignition Coils
3. Fuel Injectors
4. Direct Injectors
5. Oil Pump
6. MAP Sensor
7. Block Pressure Sensor
8. Water Sensor
9. Shift Switch
10. Air Temperature Sensor
11. Throttle Position Sensor (TPS)
12. Crank Position Sensor
13. ECM Driver/Oil Pump Circuit 20 Ampere Fuse
14. Electric Fuel Pump 20 Ampere Fuse
15. Ignition Coil 20 Ampere Fuse
16. Accessories 20 Ampere Fuse
17. Low Oil Switch
18. Compressor Temperature Switch
19. Starter Solenoid
20. Starter Motor
21. 60 Ampere Alternator
22. Main Power Relay
23. Starboard Head Temperature Switch
24. To Remote Control Trim Switch
25. Cowl Mounted Trim Switch
26. Trim Down Relay
27. Trim Up Relay
28. To Trim Pump
29. To 12 Volt Battery
30. Fuel Pump #1 (Inside Vapor Separator)
31. Fuel Pump #2 (Outside Vapor Separator)
32. Engine Harness
33. To Temperature Gauge
34. Low Oil Light
35. Over Heat Light
36. Water in Fuel Light
37. Accessory Power
38. Optional Analog Tacometer Signal Wire
39. Check Engine Light
40. To Boat Harness, Brown/White Connection to SmartCraft Data Link (ECM)
41. DDT Test Port
42. SmartCraft Data Link Connection
43. SmartCraft Harness (8 pin)

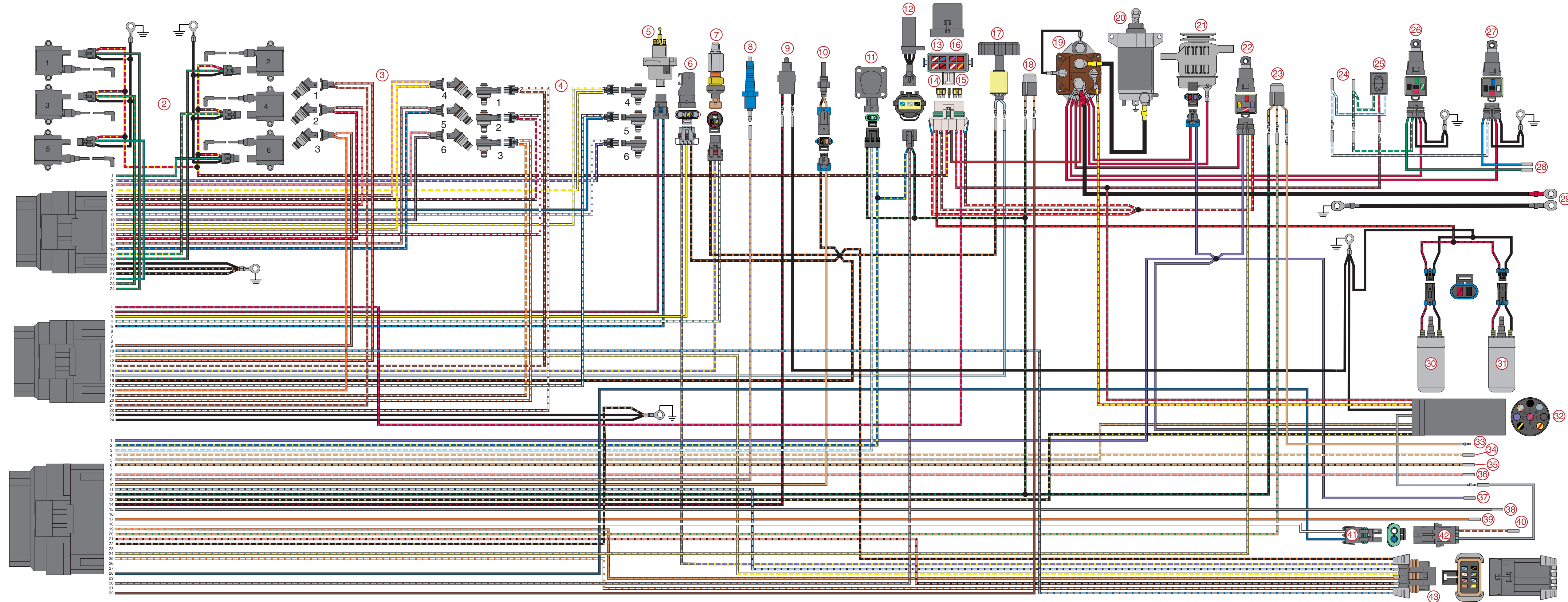
2.5 Litre OptiMax 2000 Model Year Digital



①



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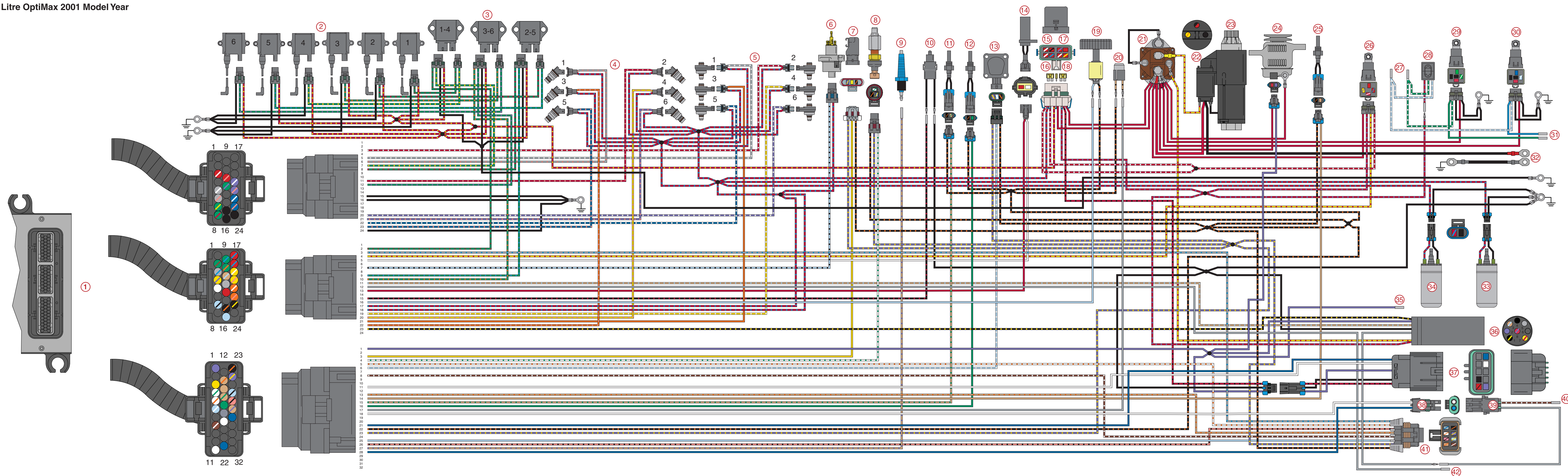


2.5 LITRE OPTIMAX 2001 MODEL YEAR WIRING DIAGRAM



1. ECM
2. Ignition Coils
3. Coil Drivers
4. Fuel Injectors
5. Direct Injectors
6. Oil Pump
7. MAP Sensor
8. Block Pressure Sensor
9. Water Sensor
10. Shift Switch
11. Starboard Head Temperature Switch
12. Port Head Temperature Switch
13. Throttle Position Sensor (TPS)
14. Crank Position Sensor
15. Accessories 20 Ampere Fuse
16. ECM Driver/Oil Pump/Electric Fuel Pump Circuit 20 Ampere Fuse
17. Ignition Coil 20 Ampere Fuse
18. Power Trim 20 Ampere Fuse
19. Low Oil Switch
20. Compressor Temperature Switch
21. Slave Solenoid
22. Starter Solenoid
23. Starter Motor
24. 60 Ampere Alternator
25. Air Temperature Sensor
26. Main Power Relay
27. To Remote Control Trim Switch
28. Cowl Mounted Trim Switch
29. Trim Down Relay
30. Trim Up Relay
31. To Trim Pump
32. To 12 Volt Battery
33. Fuel Pump #1 (Inside Vapor Separator)
34. Fuel Pump #2 (Outside Vapor Separator)
35. Accessory Power
36. Engine Harness
37. Data Buss (10 Pin) Control Area Network (CAN)
38. DDT Test Port
39. SmartCraft Data Link Connection
40. To Boat Harness, Brown/White Connection to SmartCraft Data Link (ECM)
41. SmartCraft Harness (8 pin)
42. Optional Analog Tachometer Signal Wire

2.5 Litre OptiMax 2001 Model Year



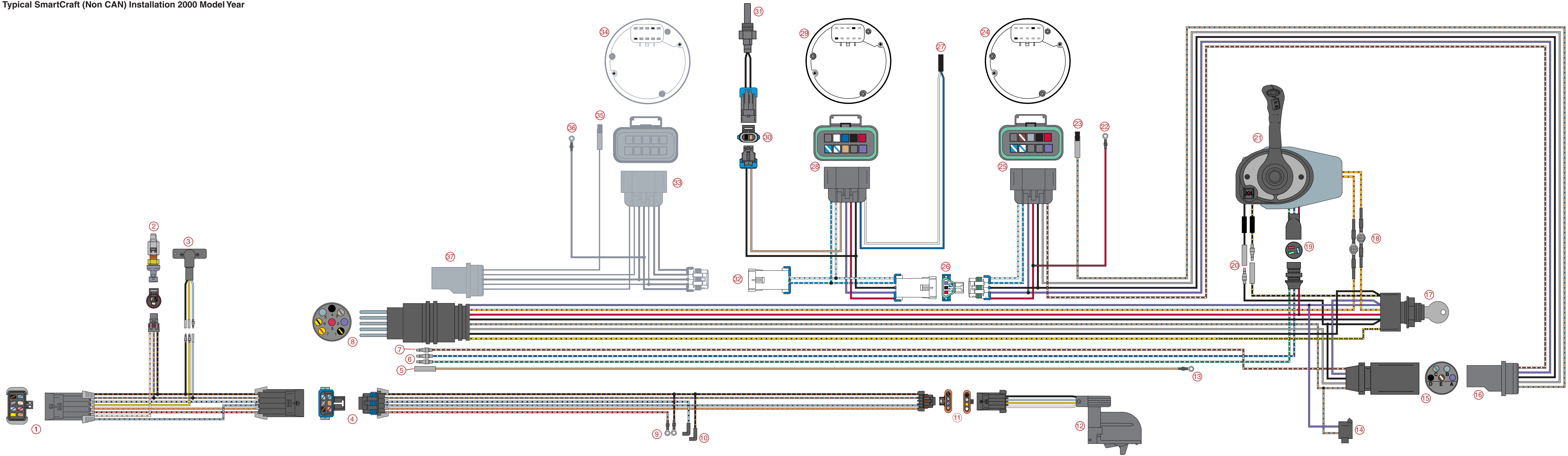


**TYPICAL
SMARTCRAFT (NON CAN)
INSTALLATION
2000 MODEL YEAR**



1. 8-Pin Digital Sensor Harness Extension Connection to Engine Wiring Harness
2. Digital Speedometer Sensor
3. Digital Trim Sender
4. 6-Pin Digital Sensor Harness
5. Connection for Analog Temperature Sender
6. Connections to Trim Relays
7. Connection to SmartCraft Data Link (ECM) Two Wire Harness
8. Remote Control Harness Connects to Engine Harness
9. Digital Connections for Fuel Sender
10. Digital Connections to Oil Sender
11. 4-Pin Digital Sensor Harness Connection to Paddle Wheel
12. Paddle Wheel/Lake/Sea Water Temperature Sender
13. Analog Temperature Gauge Connection
14. Warning Horn
15. Tachometer Harness
16. SmartCraft Tachometer Harness
17. Ignition Key Switch
18. Connections for Neutral Start Switch
19. Connections for Power Trim Switch
20. Connections for Lanyard Stop Switch
21. Mechanical Panel Control (MPC) 4000
22. Connection to 12 Volt Power Supply of Engine being Monitored
23. Connection for Optional Visual Warning Light
24. SmartCraft Tachometer
25. Connection Between SmartCraft Tachometer Harness and SmartCraft Tachometer
26. Connection Between SmartCraft Tachometer Harness and SmartCraft Speedometer Harness
27. Connection for Optional GPS
28. Connection Between SmartCraft Speedometer Harness and SmartCraft Speedometer
29. SmartCraft Speedometer
30. Connection for Ambient Air Temperature Sensor
31. Ambient Air Temperature Sensor
32. Connection for Second SmartCraft Tachometer (Dual Outboard Application)
33. SmartCraft Tachometer Harness (Dual Outboard Application)
34. SmartCraft Tachometer (Dual Outboard Application)
35. Connection for Optional Visual Warning Light (Dual Outboard Application)
36. Connection to 12 Volt Power Supply of Second Engine being Monitored (Dual Outboard Application)
37. Connection to Second Remote Control Tachometer Harness (Dual Outboard Application)

Typical SmartCraft (Non CAN) Installation 2000 Model Year



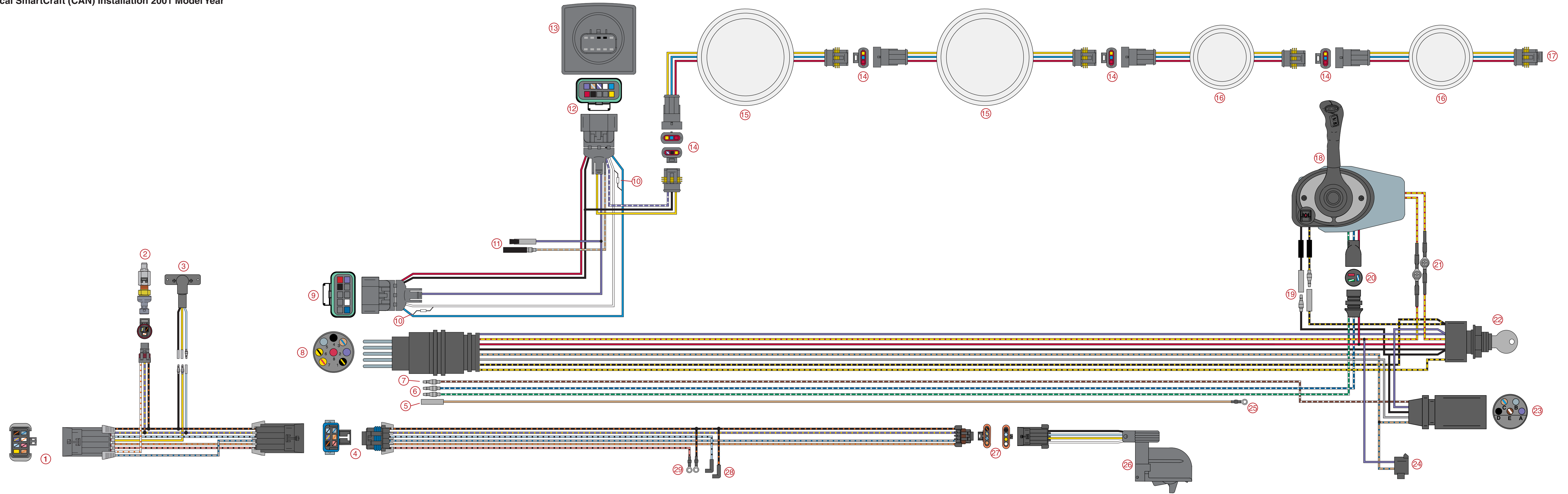


**TYPICAL
SMARTCRAFT (CAN)
INSTALLATION
2001 MODEL YEAR**



1. 8-Pin Digital Sensor Harness Extension, Connect to 8-Pin SmartCraft Harness on Engine
2. Digital Speedometer Sensor
3. Digital Trim Sender
4. 6-Pin Digital Sensor Harness
5. Connection for Analog Temperature Sender
6. Connections to Trim Relays
7. Connection for Analog Trim Sender
8. Remote Control Harness Connects to Engine Harness
9. 10-Pin Control Area Network (CAN) Harness, Connect to Data Buss 10-Pin CAN Harness on Engine
10. Resistors within CAN Harness (120Ω 1/4W 5%)
11. Connections for Auxiliary Warning Horn for Depth Sensor
12. 10-Pin Control Area Network (CAN) Connection to System Monitor
13. System Monitor
14. System Link Series Connections
15. 3-1/4 in. System Link Gauges (Tachometer and Speedometer)
16. 2-1/4 in. Dia. System Link Gauges (Fuel, Temperature, Trim, etc.)
17. Series Connection for Additional System Link Gauges
18. 4000 Series Mechanical Panel Control (MPC 4000)
19. Connections for Lanyard Stop Switch
20. Connections for Power Trim Switch
21. Connections for Neutral Start Safety Switch
22. Ignition Key Switch
23. Analog Tachometer Harness (Not Used on CAN Installation)
24. Warning Horn
25. Analog Temperature Gauge Connection
26. Paddle Wheel/Lake/Sea Water Temperature Sender
27. 4-Pin Digital Sensor Harness Connection to Paddle Wheel
28. Digital Connections to Oil Sender
29. Digital Connections for Fuel Sender

Typical SmartCraft (CAN) Installation 2001 Model Year



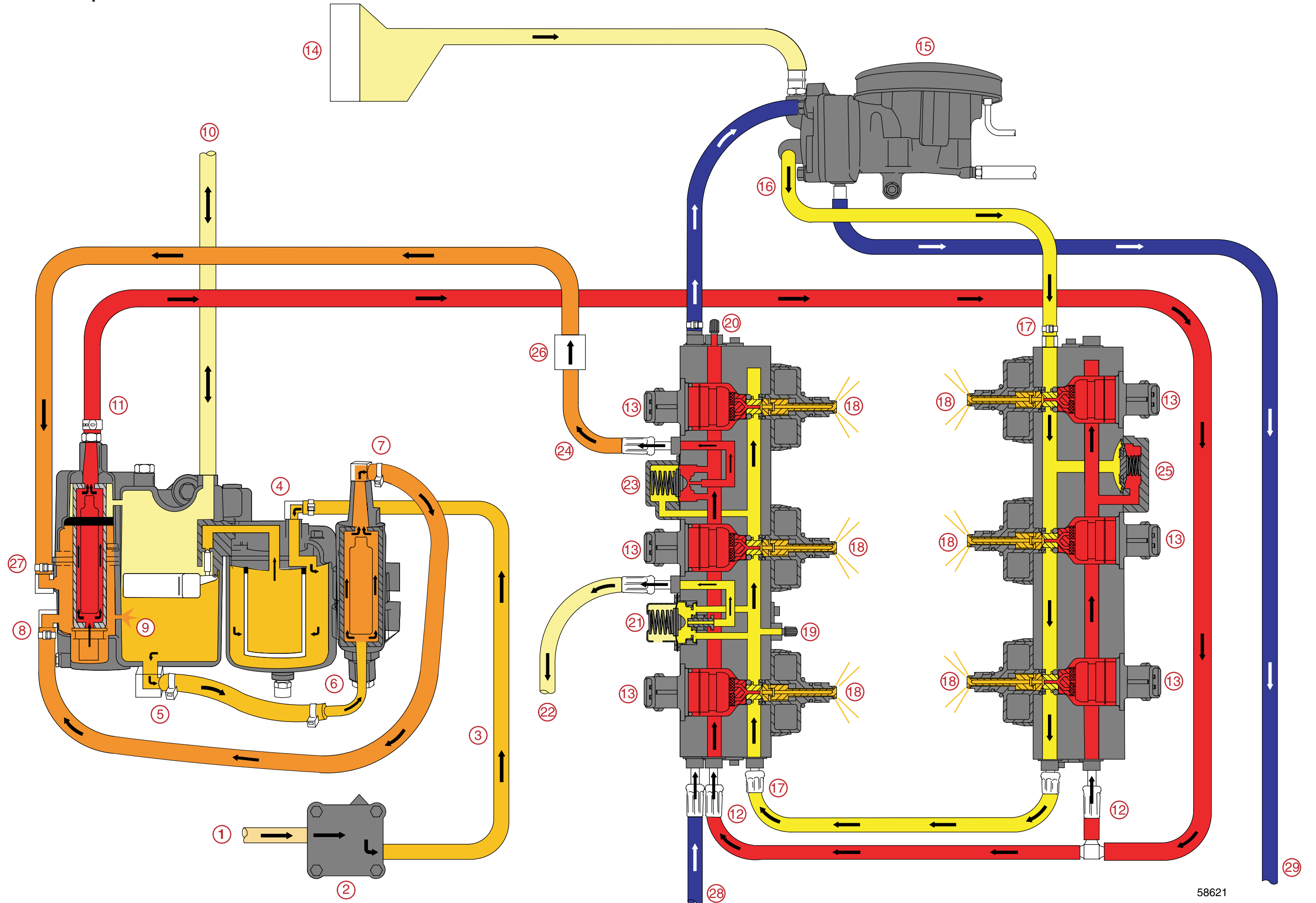


**2.5 LITRE OPTIMAX
2000 & 2001 MODEL YEAR
FUEL & AIR FLOW DIAGRAM**



1. Fuel inlet from primer bulb
2. Engine Pulse Fuel Pump
3. Fuel line to Water Separating Fuel Filter – 2-8 psi (14-55 kPa)
4. Water Separating Fuel Filter in Vapor Separator Tank (VST) Assembly
5. Fuel outlet from VST
6. Fuel Inlet to Low Pressure Electric Fuel Pump
7. Fuel outlet from Low Pressure Electric Fuel Pump – 7-9 psi (48-62 kPa)
8. Fuel inlet to High Pressure Electric Fuel Pump.
9. Relief Passage – Unused fuel returning to VST
10. Air Vent to VST
11. Fuel outlet from High Pressure Electric Fuel Pump – 90 psi (620 kPa)
12. High pressure fuel Inlet to Air/Fuel Rails – 90 psi (620 kPa)
13. Fuel Injector is opened by the ECM, 90 psi (620 kPa) fuel is discharged into a machined cavity inside the air chamber of the air/fuel rail. This mixes the fuel with the air charge.
14. Air Inlet to Air Compressor
15. Air Compressor
16. High Pressure Air Outlet – 80 psi (551 kPa)
17. High Pressure Air Inlet to Air/Fuel Rails – 80 psi (551 kPa)
18. Direct Injector discharges the air/fuel mixture into the combustion chamber
19. Schrader Valve for Testing Air Pressure
20. Schrader Valve for Testing Fuel Pressure
21. Air Pressure Regulator will limit the amount of pressure developed inside the air passages to approximately 10 psi (69 kPa) below the pressure of the fuel inside the fuel passages (i.e. 80 psi [551 kPa] air vs 90 psi [620 kPa] fuel)
22. Bleed Off from Air Pressure Regulator, Routed to the Exhaust Adaptor and Exits thru the Propeller
23. Fuel Pressure Regulator not only regulates fuel pressure but also regulates it at approximately 10 p.s.i. (69 kPa) higher than whatever the air rail pressure is. The fuel regulator diaphragm is held closed with a spring that requires 10 p.s.i. (69 kPa) to force the diaphragm off the diaphragm seat. The back side of the diaphragm is exposed to air rail pressure. As the air rail pressure increases, the fuel pressure needed to open the regulator will equally increase.
24. Bleed off from Fuel Pressure Regulator, Routed Back to VST
25. Tracker Valve has a rubber diaphragm which expands and retracts to equalize the pulses developed by the pumps (both air and fuel).
26. Check Valve – 40 psi (276 kPa)
27. Fuel return inlet from Fuel Regulator
28. Water Inlet to cool port air/fuel rail and air compressor
29. Cooling water from Compressor routed to Tell-Tale

2.5 Litre OptiMax Fuel and Air Flow 2000 & 2001 Models





**2.5 LITRE OPTIMAX
2000 & 2001 MODEL YEAR
WATER FLOW DIAGRAM**



1. Water Inlet
2. Water Pump
3. Wall of Water – If water level height is insufficient, water pump may draw in air resulting in an overheated engine
4. Water Tube
5. Cylinder Head Cover – Removed from head for illustration, normally part of head casting
6. Thermostats (2) 143° F (61.7° C) – If stuck closed, engine will overheat at idle
7. Poppet Valve – Controls water flow at high RPM. If poppet valve is stuck open at low RPM, the engine will not reach proper operating temperature (run cold) and will run rough at idle
8. Exhaust Divider Plate – Separated for illustration
9. Strainer Screen for air compressor and fuel rail water supply – If restricted, compressor will overheat and tell-tale will be weak
10. Port Fuel Rail – Fuel Cooler is built into Port Fuel Rail
11. Air Compressor
12. Water Outlet from Air Compressor – Connects to tell-tale outlet on bottom cowl
13. Check Valve for powerhead flush.
14. Block Water Pressure Sensor
15. Water passing through thermostats dump into the adaptor plate, then discharges down the exhaust
16. Primary Water Discharge into Driveshaft Housing
17. Water Dump Holes Exhaust Cooling (2 each) 1/8 in. (3.175 mm) – If holes are plugged, tuner pipe will melt and bearing carrier prop shaft seals will be damaged
18. Excess water from wall of water around exhaust bucket exits around anodes
19. Water Exits with Exhaust Discharge

2.5 Litre OptiMax 2000 & 2001 Model Year Water Flow

