This Jet Drive manufactured by Mercury Marine, Fond du Lac, Wisconsin, USA is subject to and complies with the applicable requirements of the following European Council directives and standards, as amended:

EMC Directive: 89/336/EEC; std. EN50081-1,
SAE J551 (CISPR Pub. 12), EN 50082-1,
IEC 61000 PT4-2, IEC 61000 PT4-3
Recreational Craft: 94/25/EC, std. ISO 8665

This Jet Drive should not be put into service in the European Community until the recreational craft into which it is to be incorporated has been declared in conformity with the above mentioned directives.

Patrick C. Mackey
President, Mercury Marine, Fond du Lac, WI USA

European Regulations Contact:
Product Environmental Engineering Department, Mercury Marine, Fond du Lac, WI USA

EPA Emissions Regulations

Jet Drives manufactured by Mercury Marine in the United States 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 Jet Drive 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, wherever practicable, returned to the original intent of the design. Maintenance, replacement, or repair of the emission control devices and systems may be performed by any marine engine repair establishment or individual.

Engines are labeled with an Emission Control Information decal as permanent evidence of EPA certification.

⚠️ WARNING

The engine exhaust from this product contains chemicals known to the state of California to cause cancer, birth defects or other reproductive harm.
Warranty Message

The product you have purchased comes with a limited warranty from Mercury Marine, the terms of the warranty are set forth in the Warranty Information Section of this manual. The warranty statement contains a description of what is covered, what is not covered, the duration of coverage, how to best obtain warranty coverage, important disclaimers and limitations of damages, and other related information. Please review this important information.

The description and specifications contained herein were in effect at the time this manual was approved for printing. Mercury Marine, whose policy is one of continued improvement, reserves the right to discontinue models at any time, to change specifications, designs, methods, or procedures without notice and without incurring obligation.


The following are registered trademarks of Brunswick Corporation: AutoBlend, Force, Jet-Prop, Mariner, Merc, MerCathode, MerCruiser, Mercury, Mercury Marine, Quicksilver, RideGuide and Thruster.
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WARRANTY INFORMATION

Warranty Registration

UNITED STATES AND CANADA

1. It is important that your selling dealer fills out the Warranty Registration Card completely and mails it to the factory immediately upon sale of the new product.

2. It identifies name and address of the original purchaser, product model and serial number(s), date of sale, type of use and selling dealer’s code, name and address. The dealer also certifies that you are the original purchaser and user of the product.

3. Upon receipt of the Warranty Registration Card at the factory, you will be issued a plastic Owner Warranty Registration Card which is your only valid registration identification. It must be presented to the servicing dealer should warranty service be required. Warranty claims will not be accepted without presentation of this card.

4. A temporary Owner Warranty Registration Card will be presented to you when you purchase the product. It is valid only for 30 days from date of sale while your plastic Owner Warranty Registration Card is being processed. Should your product need service during this period, present the temporary registration card to the dealer. He will attach it to your warranty claim form.

5. Because of your selling dealer’s continuing personal interest in your satisfaction, the product should be returned to him for warranty service.

6. If your plastic card is not received within 30 days from date of new product sale, please contact your selling dealer.

7. The limited warranty is not effective until the product is registered at the factory.

NOTE: Registration lists must be maintained by factory and dealer on marine products sold in the United States, should notification under the Federal Boat Safety Act be required.
WARRANTY INFORMATION

Warranty Registration

OUTSIDE THE UNITED STATES AND CANADA

1. It is important that your selling dealer fills out the Warranty Registration Card completely and mails it to the distributor or Marine Power Service Center responsible for administering the warranty registration/claim program for your area.

2. The Warranty Registration Card identifies your name and address, product model and serial number(s), date of sale, type of use and the selling distributor’s/dealer’s code number, name and address. The distributor/dealer also certifies that you are the original purchaser and user of the product.

3. A copy of the Warranty Registration Card, designated as the “Purchaser’s Copy”, MUST be given to you immediately after the card has been completely filled out by the selling distributor/dealer. This card represents your factory registration identification, and should be retained by you for future use when required. Should you ever require warranty service on this product, your dealer may ask you for the Warranty Registration Card to verify date of purchase and to use the information on the card to prepare the warranty claim form(s).

4. In some countries, the Marine Power Service Center will issue you a permanent (plastic) Warranty Registration Card within 30 days after receiving the “Factory Copy” of the Warranty Registration Card from your distributor/dealer. If you receive a plastic Warranty Registration Card, you may discard the “Purchaser’s Copy” that you received from the distributor/dealer when you purchased the product. Ask your distributor/dealer if this plastic card program applies to you.

5. For further information concerning the Warranty Registration Card and its relationship to Warranty Claim processing, refer to the “International Warranty”.

IMPORTANT: Registration lists must be maintained by the factory and dealer in some countries by law. It is our desire to have ALL products registered at the factory should it ever be necessary to contact you. Make sure your dealer/distributor fills out the warranty registration card immediately and sends the factory copy to the Marine Power International Service Center for your area.
WARRANTY INFORMATION

Mercury Jet Products Limited Warranty

UNITED STATES AND CANADA

Outside the United States and Canada – Check with your local distributor.

WHAT IS COVERED: Mercury Marine warrants its new Jet products to be free of defects in material and workmanship during the period described below.

DURATION OF COVERAGE: This Limited Warranty provides coverage for one (1) year from either the date the product is first sold, or the date on which the product is first put into service, whichever occurs first. The repair or replacement of parts, or the performance of service under this warranty, does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred to a subsequent purchaser upon proper re-registration of the product.

CONDITIONS THAT MUST BE MET IN ORDER TO OBTAIN WARRANTY COVERAGE: Warranty coverage is available only to retail customers that purchase from a Dealer authorized by Mercury Marine to distribute the product in the country in which the sale occurred, and then only after the Mercury Marine specified pre-delivery inspection process is completed and documented. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Routine maintenance outlined in the Operation and Maintenance Manual must be timely performed in order to maintain warranty coverage. Mercury Marine reserves the right to make warranty coverage contingent upon proof of proper maintenance.

WHAT MERCURY WILL DO: Mercury’s sole and exclusive obligation under this warranty is limited to, at our option, repairing a defective part, replacing such part or parts with new or Mercury Marine certified re-manufactured parts, or refunding the purchase price of the Mercury product. Mercury reserves the right to improve or modify products from time to time without assuming an obligation to modify products previously manufactured.

HOW TO OBTAIN WARRANTY COVERAGE: The customer must provide Mercury with a reasonable opportunity to repair, and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury dealer authorized to service the product. If purchaser cannot deliver the product to such a dealer, written notice must be given to Mercury. We will then arrange for the inspection and any covered repair. Purchaser in that case shall pay for all related transportation charges and/or travel time. If the service provided is not covered by this warranty, purchaser shall pay for all related labor and material, and any other expenses associated with that service. Purchaser shall not, unless requested by Mercury, ship the product or parts of the product directly to Mercury. The warranty registration card is the only valid registration identification and must be presented to the dealer at the time warranty service is requested in order to obtain coverage.
WARRANTY INFORMATION

Mercury Jet Products Limited Warranty

UNITED STATES AND CANADA

WHAT IS NOT COVERED: This limited warranty does not cover routine maintenance items, tune ups, adjustments, normal wear and tear, damage caused by abuse, abnormal use, use of a propeller or gear ratio that does not allow the engine to run in its recommended wide-open-throttle RPM range (see the Operation and Maintenance Manual), operation of the product in a manner inconsistent with the recommended operation/duty cycle section of the Operation and Maintenance Manual, neglect, accident, submersion, improper installation (proper installation specifications and techniques are set forth in the installation instructions for the product), improper service, use of an accessory or part not manufactured or sold by us, jet pump impellers and wear rings or liners, operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operation and Maintenance Manual), alteration or removal of parts, water entering the engine through the fuel intake, air intake or exhaust system, or damage to the product from insufficient cooling water caused by blockage of the cooling system by a foreign body, or running the engine out of water. Use of the product for racing or other competitive activity, or operating with racing modifications, at any point, even by a prior owner of the product, voids the warranty.

Expenses related to haul-out, launch, towing, storage, telephone, rental, inconvenience, slip fees, insurance coverage, loan payments, loss of time, loss of income, or any other type of incidental or consequential damages are not covered by this warranty. Also, expenses associated with the removal and/or replacement of boat partitions or material caused by boat design for access to the product are not covered by this warranty.

No individual or entity, including Mercury Marine authorized dealers, has been given authority by Mercury Marine to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against Mercury Marine.

For additional information regarding events and circumstances covered by this warranty, and those that are not, see the Warranty Coverage section of the Operation and Maintenance Manual, incorporated by reference into this warranty.

DISCLAIMERS AND LIMITATIONS:

THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/COUNTRIES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH VARY FROM STATE TO STATE AND COUNTRY TO COUNTRY.
3 Year Limited Warranty Against Corrosion

WHAT IS COVERED: Mercury Marine warrants that each new Mercury, Mariner, Mercury Racing, Sport Jet, Mercury Jet Drive, Tracker by Mercury Marine Outboard, MerCruiser Inboard or sterndrive engine (Product) will not be rendered inoperative as a direct result of corrosion for the period of time described below.

DURATION OF COVERAGE: This limited corrosion warranty provides coverage for three (3) years from either the date the product is first sold, or the date on which the product is first put into service, whichever occurs first. The repair or replacement of parts, or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred to subsequent (noncommercial use) purchaser upon proper re-registration of the product.

CONDITIONS THAT MUST BE MET IN ORDER TO OBTAIN WARRANTY COVERAGE: Warranty coverage is available only to retail customers that purchase from a Dealer authorized by Mercury Marine to distribute the product in the country in which the sale occurred, and then only after the Mercury Marine specified pre-delivery inspection process is completed and documented. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Corrosion prevention devices specified in the Operation and Maintenance Manual must be in use on the boat, and routine maintenance outlined in the Operation and Maintenance Manual must be timely performed (including without limitation the replacement of sacrificial anodes, use of specified lubricants, and touch-up of nicks and scratches) in order to maintain warranty coverage. Mercury Marine reserves the right to make warranty coverage contingent upon proof of proper maintenance.

WHAT MERCURY WILL DO: Mercury’s sole and exclusive obligation under this warranty is limited to, at our option, repairing a corroded part, replacing such part or parts with new or Mercury Marine certified re-manufactured parts, or refunding the purchase price of the Mercury product. Mercury reserves the right to improve or modify products from time to time without assuming an obligation to modify products previously manufactured.

HOW TO OBTAIN WARRANTY COVERAGE: The customer must provide Mercury with a reasonable opportunity to repair, and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury dealer authorized to service the product. If purchaser cannot deliver the product to such a dealer, written notice must be given to Mercury. We will then arrange for the inspection and any covered repair. Purchaser in that case shall pay for all related transportation charges and/or travel time. If the service provided is not covered by this warranty, purchaser shall pay for all related labor and material, and any other expenses associated with that service. Purchaser shall not, unless requested by Mercury, ship the product or parts of the product directly to Mercury. The warranty registration card is the only valid registration identification and must be presented to the dealer at the time warranty service is requested in order to obtain coverage.
WARRANTY INFORMATION

3 Year Limited Warranty Against Corrosion

WHAT IS NOT COVERED: This limited warranty does not cover electrical system corrosion; corrosion resulting from damage, corrosion which causes purely cosmetic damage, abuse or improper service; corrosion to accessories, instruments, steering systems; corrosion to factory installed outboard jet drive unit; damage due to marine growth; product sold with less than a one year limited Product warranty; replacement parts (parts purchased by customer); products used in a commercial application. Commercial use is defined as any work or employment related use of the product, or any use of the product which generates income, for any part of the warranty period, even if the product is only occasionally used for such purposes.

Corrosion damage caused by stray electrical currents (on-shore power connections, nearby boats, submerged metal) is not covered by this corrosion warranty and should be protected against by the use of a corrosion protection system, such as the Mercury Precision Parts or Quicksilver MerCathode system and/or Galvanic Isolator. Corrosion damage caused by improper application of copper base anti-fouling paints is also not covered by this limited warranty. If anti-fouling protection is required, Tri-Butyl-Tin-Adipate (TBTA) base anti-fouling paints are recommended on Outboard, Jet Drives and MerCruiser boating applications. In areas where TBTA base paints are prohibited by law, copper base paints can be used on the hull and transom. Do not apply paint to the Outboard, Jet Drives or MerCruiser product. In addition, care must be taken to avoid an electrical interconnection between the warranted product and the paint. For MerCruiser product, an unpainted gap of at least 1.5 inches (38mm) should be left around the transom assembly. Refer to the Operation and Maintenance Manual for additional details.

For additional information regarding events and circumstances covered by this warranty, and those that are not, see the Warranty Coverage section of the Operation and Maintenance Manual, incorporated by reference into this warranty.

DISCLAIMERS AND LIMITATIONS:
THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/COUNTRIES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH VARY FROM STATE TO STATE AND COUNTRY TO COUNTRY.
WARRANTY INFORMATION

Warranty Coverage and Exclusions

The purpose of this section is to help eliminate some of the more common misunderstandings regarding warranty coverage. The following information explains some of the types of services that are not covered by warranty.

Keep in mind that warranty covers repairs that are needed within the warranty period because of defects in material and workmanship. Installation errors, accidents, normal wear, and a variety of other causes that affect the product are not covered.

Warranty is limited to defects in material or workmanship, but only when the consumer sale is made in the country to which distribution is authorized by us.

Should you have any questions concerning warranty coverage, contact your authorized dealer. They will be pleased to answer any questions that you may have.

GENERAL EXCLUSIONS FROM WARRANTY

1. Minor adjustments and tune-ups, including checking, cleaning or adjusting spark plugs, ignition components, carburetor settings, filters, belts, controls, and checking lubrication made in connection with normal services.

2. Damage caused by neglect, lack of maintenance, accident, abnormal operation or improper installation or service.

3. Haul-out, launch, towing charges, removal and/or replacement of boat partitions or material because of boat design for necessary access to the product, all related transportation charges and/or travel time, etc. Reasonable access must be provided to the product for warranty service. Customer must deliver product to an authorized dealer.

4. Additional service work requested by customer other than that necessary to satisfy the warranty obligation.

5. Labor performed by other than an authorized dealer may be covered only under following circumstances: When performed on emergency basis (providing there are no authorized dealers in the area who can perform the work required or have no facilities to haul out, etc., and prior factory approval has been given to have the work performed at this facility).

6. All incidental and/or consequential damages (storage charges, telephone or rental charges of any type, inconvenience or loss of time or income) are the owner’s responsibility.
WARRANTY INFORMATION

Warranty Coverage and Exclusions

7. Use of other than Mercury Precision or Quicksilver replacement parts when making warranty repairs.

8. Oils, lubricants or fluids changed as a matter of normal maintenance is customer’s responsibility unless loss or contamination of same is caused by product failure that would be eligible for warranty consideration.

9. Participating in or preparing for racing or other competitive activity or operating with a racing type components.

10. Engine noise does not necessarily indicate a serious engine problem. If diagnosis indicates a serious internal engine condition which could result in a failure, condition responsible for noise should be corrected under the warranty.

11. Pump unit and/or impeller damage caused by either striking a submerged object, or rocks, stones or foreign objects being drawn through the water intake grate is considered a marine hazard.

12. Water entering engine through the fuel intake, air intake or exhaust system, or submersion.

13. Failure of any parts caused by lack of cooling water, which results from starting engine out of water, foreign material blocking inlet or ingestion of sand and/or mud.

14. Use of fuels and lubricants which are not suitable for use with or on the product. Refer to the Maintenance Section.

15. Our limited warranty does not apply to any damage to our products caused by the installation or use of parts and accessories which are not manufactured or sold by us. Failures which are not related to the use of those parts or accessories are covered under warranty if they otherwise meet the terms of the limited warranty for that product.
WARRANTY INFORMATION

Transfer Of Warranty

The limited warranty is transferable to a subsequent purchaser, but only for the remainder of the unused portion of the limited warranty. This will not apply to products used for commercial applications.

DIRECT SALE BY OWNER

The second owner can be registered as the new owner and retain the unused portion of the limited warranty by sending the former owner’s plastic Owner Warranty Registration Card and a copy of the bill of sale to show proof of ownership. In the United States and Canada, mail to:

Mercury Marine
W6250 W. Pioneer Road
P.O. Box 1939
Fond du Lac, WI 54936-1939
Attn: Warranty Registration Department

A new Owner Warranty Registration Card will be issued with the new owner’s name and address. Registration records will be changed on the factory computer registration file.

There is no charge for this service.

For products purchased outside the United States and Canada, contact the distributor in your country, or the Mercury Marine Service Office closest to you.
**Boater’s Responsibilities**

The operator (driver) is responsible for the correct and safe operation of the boat and safety of its occupants and general public. It is strongly recommended that each operator (driver) read and understand this entire manual before operating the boat.

Be sure at least one additional person on board is instructed in the basics of starting and operating the Mercury Jet Drive and boat handling in case the driver is unable to operate the boat.

**Before Operating Your Mercury Jet Drive**

Read this manual carefully. Learn how to operate your Mercury Jet Drive properly. If you have any questions, contact your dealer.

Safety and operating information that is practiced along with using good common sense can help prevent personal injury and product damage.

This manual as well as safety labels posted on the Mercury Jet Drive use the following safety alerts to draw your attention to special safety instructions that should be followed.

<table>
<thead>
<tr>
<th><strong>DANGER</strong></th>
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<tbody>
<tr>
<td>DANGER – Immediate hazards which WILL result in severe personal injury or death.</td>
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<table>
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<tr>
<th><strong>WARNING</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>WARNING – Hazards or unsafe practices which COULD result in severe personal injury or death.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>CAUTION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>CAUTION – Hazards or unsafe practices which could result in minor injury or product or property damage.</td>
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</tbody>
</table>

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GENERAL INFORMATION

Before Operating Your Mercury Jet Drive (Continued)

Read this manual carefully. Learn the difference in handling characteristics between a Mercury Jet Drive boat and a propeller driven boat including:

- **Steering at low power/throttle** - unlike propeller driven boats, the Mercury Jet Drive boat tends to lose steering control as less water is drawn in and expelled. Increase power/throttle slightly to regain steering.

- **Maneuverability** - the Mercury Jet Drive is highly maneuverable at higher speeds; more so, than propeller driven boats. Use caution when turning to prevent spin-outs.

- **Steering in reverse** - unlike propeller driven boats, turning the steering wheel turns the bow of the boat in the **same direction**.

If you have any questions, contact your dealer.

Safety and operating information that is practiced along with using good common sense can help prevent personal injury and product damage.

**Towing the Watercraft in Water**

If towing a stranded Mercury Jet Drive powered watercraft in water, the towing speed must be slow. Keep the towing speed at or around idle speed.

Keeping the towing speed slow will prevent water from being forced up through the exhaust system and into the engine. Water entering the engine can cause damage to internal engine parts.
Exhaust Emissions

BE ALERT TO CARBON MONOXIDE POISONING

Carbon monoxide is present in the exhaust fumes of all internal combustion engines including the outboards, stern drives, jet drives and inboard engines that propel boats, as well as the generators that power various boat accessories. Carbon monoxide is a deadly gas that is odorless, colorless and tasteless.

Early symptoms of carbon monoxide poisoning which should not be confused with seasickness or intoxication, include headache, dizziness, drowsiness, and nausea.

**WARNING**

Avoid the combination of a running engine and poor ventilation. Prolonged exposure to carbon monoxide in sufficient concentration can lead to unconsciousness, brain damage, or death.

GOOD VENTILATION

Ventilate passenger area, open side curtains, or forward hatches to remove fumes.

1 Example of desired air flow through the boat.
Exhaust Emissions (Continued)

POOR VENTILATION

Under certain running and/or wind conditions, permanently enclosed or canvas enclosed cabins or cockpits with insufficient ventilation may draw in carbon monoxide. Install one or more carbon monoxide detectors in your boat.

Although the occurrence is rare, on a very calm day, swimmers and passengers in an unenclosed area of a stationary boat that contains or is near a running engine may be exposed to a hazardous level of carbon monoxide.

2 Examples of Poor Ventilation:

While boat is stationary
   a. Running the engine when the boat is moored in a confined space.
   b. Mooring close to another boat that has its engine running.

While boat is moving
   c. Running the boat with the trim angle of the bow too high.
   d. Running the boat with no forward hatches open (station wagon effect).
Lanyard Stop Switch

1. The purpose of a lanyard stop switch is to turn off the engine when the operator moves far enough away from the operator’s position (as in accidental ejection from the operator’s position) to activate the switch.

2. The lanyard is a cord usually between 4 and 5 feet (1220 and 1524 mm) in length when stretched out with an element on one end made to be placed onto the switch and a snap on the other end for attaching to the operator. The lanyard is coiled to make its at-rest condition as short as possible so as to minimize the likelihood of lanyard entanglement with nearby objects. It is made as long as it is in its stretched condition to minimize the likelihood of accidental activation should the operator choose to move around in an area close to the normal operator’s position. If it is desired to have a shorter lanyard, wrap the lanyard around the operator’s wrist or leg, or tie a knot in the lanyard.

(continued on next page)
GENERAL INFORMATION
Lanyard Stop Switch (Continued)

Read the following Safety Information before proceeding.

**Important Safety Information:** The purpose of a lanyard stop switch is to stop the engine when the operator moves far enough away from the operator’s position to activate the switch. This would occur if the operator accidentally falls overboard or moves within the boat a sufficient distance from the operator’s position. Accidental ejections and falls overboard are more likely to occur in certain types of boats such as low sided sport boats or bass boats, and high-performance boats. Accidental ejections and falls overboard are also likely to occur as a result of poor operating practices such as sitting on the back of the seat or gunwale at planing speeds, standing at planing speeds, sitting on elevated fishing boat decks, operating at planing speeds in shallow or obstacle-infested waters, releasing your grip on a steering wheel that is pulling in one direction, drinking alcohol or consuming drugs, or daring, high-speed boat maneuvers.

While activation of the lanyard stop switch will stop the engine immediately, a boat will continue to coast for some distance depending upon the velocity and degree of any turn at shut-down. However, the boat will not complete a full circle. While the boat is coasting, it can cause injury to anyone in the boat’s path as seriously as the boat would when under power.

We strongly recommend that other occupants be instructed on proper starting and operating procedures should they be required to operate the engine in an emergency (e.g. if the operator is accidentally ejected).

<table>
<thead>
<tr>
<th>WARNING</th>
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<tbody>
<tr>
<td>Should the operator fall out of the boat, the possibility of serious injury or death from being run over by the boat can be greatly reduced by stopping the engine immediately. Always properly connect both ends of the stop switch lanyard – to the stop switch and the operator.</td>
</tr>
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(continued on next page)
GENERAL INFORMATION
Lanyard Stop Switch (Continued)

Accidental or unintended activation of the switch during normal operation is also a possibility. This could cause any, or all, of the following potentially hazardous situations:

1. Occupants could be thrown forward due to unexpected loss of forward motion – a particular concern for passengers in the front of the boat who could be ejected over the bow and possibly struck by the hull.

2. Loss of power and directional control in heavy seas, strong current or high winds.

3. Loss of control when docking.

WARNING

Avoid serious injury or death from deceleration forces resulting from accidental or unintended stop switch activation. The boat operator should never leave the operator’s station without first disconnecting the stop switch lanyard from the operator.
GENERAL INFORMATION

Protecting People In The Water

WHILE YOU ARE CRUISING

It is very difficult for a person standing or floating in the water to take quick action to avoid a boat heading in their direction even at slow speed.

Always slow down and exercise extreme caution any time you are boating in an area where there might be people in the water.

Avoid shallow water or where any loose material such as sand, shells, seaweed, grass, tree branches, etc. can be sucked in and expelled from the the pump as a high speed projectile.

WHILE BOAT IS STATIONARY

Stop the Mercury Jet Drive engine immediately whenever anyone in the water is near your boat. The Mercury Jet Drive is always drawing water through the water intake grate when the engine is running. Stay away from the water intake located under the stern (back) of the boat and never insert an object into the water intake or water outlet nozzle when the engine is running.

WARNING

Avoid injury resulting from contacting the rotating impeller or having your hair, clothing or loose objects drawn into the water intake and wrapping around the impeller shaft. Stay away from the water intake and never insert an object into the water intake or water outlet nozzle when the engine is running.
Wave And Wake Jumping

Operating recreational boats over waves and wakes is a natural part of boating. However, when this activity is done with sufficient speed to force the boat hull partially or completely out of the water, certain hazards arise, particularly when the boat re-enters the water.

The primary concern is the boat changing direction while in the midst of the jump. In such case the landing may cause the boat to veer violently in a new direction. Such a sharp change in direction can cause occupants to be thrown out of their seats, or out of the boat.

There is another less common hazardous result from allowing your boat to launch off a wave or wake. If the bow of your boat pitches down far enough while airborne, upon water contact it may penetrate under the water surface and “submarine” for an instant. This will bring the boat to a nearly instantaneous stop and can send the occupants flying forward. The boat may also steer sharply to one side.

⚠️ WARNING

Avoid serious injury or death from being thrown within or out of a boat when it lands after jumping a wave or wake. Avoid wave or wake jumping whenever possible. Instruct all occupants that if a wake or wave jump occurs, get low and hang on to any boat hand hold.
GENERAL INFORMATION

Stopping The Boat In An Emergency

Your jet powered boat has emergency stopping capability unique to this form of propulsion.

In an emergency, putting the remote control handle into reverse and applying reverse throttle can rapidly slow down your boat and reduce the stopping distance. Keep in mind, however, that such a maneuver may cause occupants in the boat to be thrown forward or even out of the boat.

⚠️ WARNING

Using the emergency stopping capability of your Mercury Jet Drive unit will slow down your boat in an emergency. However keep in mind, sudden stopping may cause the occupants in the boat to be thrown forward or even out of the boat. This action may result in serious injury or death.

Emergency stopping may cause the bow to submerge and take on a large quantity of water if too much power is applied in reverse. This procedure should be practiced in a safe area, gradually increase throttle in reverse until bow is just above the waterline.
GENERAL INFORMATION

Mercury Jet Drive Remote Control

The remote control connected to your Mercury Jet Drive must be equipped with a start-in-gear protection device. This prevents the engine from starting when the Mercury Jet Drive is in forward or reverse.

⚠️ WARNING

Avoid serious injury or death from a sudden unexpected acceleration when starting your Mercury Jet Drive. The design of this Jet Drive requires that the remote control used with it must have a built in “start-in-gear” protection device.

Selective Accessories For Your Mercury Jet Drive

Genuine Mercury Precision or Quicksilver Accessories have been specifically designed and tested for your Mercury Jet Drive. These accessories are available from Mercury Marine dealers.

Some accessories not manufactured or sold by Mercury Marine are not designed to be safely used with your Mercury Jet Drive operating system. Acquire and read the installation, operation and maintenance manuals for all your selected accessories.

⚠️ WARNING

Check with your dealer before installation of accessories. The misuse of acceptable accessories or the use of unacceptable accessories can result in serious injury, death or product failure.

Safe Boating Suggestions

In order to safely enjoy the waterways, familiarize yourself with local and other government boating regulations and restrictions, and consider the following suggestions.

Use flotation devices. Have an approved personal flotation device of suitable size for each person aboard (it is the law) and have it readily accessible.

(continued on next page)
GENERAL INFORMATION
Safe Boating Suggestions (Continued)

Do not overload your boat. Most boats are rated and certified for maximum load (weight) capacities (refer to your boat capacity plate). If in doubt, contact your dealer or the boats manufacturer.

Perform safety checks and required maintenance. Follow a regular schedule and ensure that all repairs are properly made.

Know and obey all nautical rules and laws of the waterways. Boat operators should complete a boating safety course. Courses are offered in the U.S.A. by (1) The U.S. Coast Guard Auxiliary, (2) The Power Squadron, (3) The Red Cross and (4) your state boating law enforcement agency. Inquiries may be made to the Boating Hot-line, 1-800-368-5647 or the Boat U.S. Foundation information number 1-800-336-BOAT.

Make sure everyone in the boat is properly seated. Don’t allow anyone to sit or ride on any part of the boat that was not intended for such use. This includes backs of seats, gunwales, transom, bow, decks, raised fishing seats, any rotating fishing seat; anywhere that sudden unexpected acceleration, sudden stopping, unexpected loss of boat control or sudden boat movement could cause a person to be thrown overboard or into the boat.

Never be under the influence of alcohol or drugs while boating (it is the law). They impair your judgment and greatly reduce your ability to react quickly.

Prepare other boat operators. Instruct at least one person on board in the basics of starting and operating the Mercury Jet Drive and boat handling in case the driver becomes disabled or falls overboard.

Passenger boarding. Stop the engine whenever passengers are boarding, unloading or are near the back (stern) of the boat. Just shifting the Mercury Jet Drive into neutral is not sufficient. The jet drive is always drawing water through the water intake grate when the engine is running.

Be alert. The operator of the boat is responsible by law to “maintain a proper lookout by sight (and hearing).” The operator must have an unobstructed view particularly to the front. No passengers, load, or fishing seats should block the operators view when operating the boat above idle speed.

(continued on next page)
Never drive your boat directly behind a water skier in case the skier falls. As an example, your boat traveling at 25 miles per hour (40 km/hr) in 5 seconds will overtake a fallen skier who was 200 feet (61m) in front of you.

Watch fallen skiers. When using your boat for water skiing or similar activities, always keep a down skier on the operator’s side of the boat while returning to attend the skier. The operator should always have the down skier in sight and never back up to the skier or anyone in the water.

Avoid running over ski ropes. Ski ropes can get sucked up into the pump water inlet and can cause the pump to become inoperable.

Report accidents. Boat operators are required by law to file a Boating Accident Report with their state boating law enforcement agency when their boat is involved in certain boating accidents. A boating accident must be reported if (1) there is loss of life or probable loss of life, (2) there is personal injury requiring medical treatment beyond first aid, (3) there is damage to boats or other property where the damage value exceeds $500.00 or (4) there is complete loss of the boat. Seek further assistance from local law enforcement.

Avoid shallow water conditions. Avoid operating your Mercury Jet Drive in very shallow water or where there is a noticeable amount of floating debris or weeds. Always be in at least 3 feet (A) of water, especially when accelerating from idle speeds. Any loose material such as sand, shells, stones, seaweed, grass, etc. can be drawn up by the pump and may cause any of the following problems:

- engine overheat
- loss of steering
- objects expelled from the pump as high-speed projectiles
- Pump damage
Recording Serial Numbers

ENGINE AND JET PUMP

It is important to record these numbers for future reference. The jet pump and engine serial numbers are different and unique. For convenience, a decal listing both the powerhead and pump serial number is located on the engine.
## General Information

**Specifications**

<table>
<thead>
<tr>
<th>Model</th>
<th>200</th>
<th>240</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horsepower</td>
<td>200</td>
<td>240</td>
</tr>
<tr>
<td>Kilowatts</td>
<td>149.1</td>
<td>178.9</td>
</tr>
<tr>
<td>Full Throttle RPM Range</td>
<td>5150 - 5650</td>
<td>5500 - 6000</td>
</tr>
<tr>
<td>Idle Speed RPM Range</td>
<td>900 - 1000</td>
<td>1000 - 1100</td>
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<tr>
<td>Number of Cylinders</td>
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<tr>
<td>Piston Displacement</td>
<td>153 cu. in. (2507 cc)</td>
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<tr>
<td>Cylinder Bore</td>
<td>3.501 in. (88.925 mm)</td>
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<tr>
<td>Stroke</td>
<td>2.650 in. (67.31 mm)</td>
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<tr>
<td>Spark Plug</td>
<td>NGK IZFR5G</td>
<td>NGK BPZ8HS10</td>
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<tr>
<td>Spark Plug Gap</td>
<td>.030 in. (0.8 mm)</td>
<td>.040 in. (1.0 mm)</td>
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<tr>
<td>Recommended Gasoline</td>
<td>Refer to Fuel Section</td>
<td></td>
</tr>
<tr>
<td>Recommended Oil</td>
<td>Refer to Fuel Section</td>
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<tr>
<td>Model 200 Hp Battery Rating (minimum)</td>
<td>1000 Marine Cranking Amps (MCA) or 750 Cold Cranking Amps (CCA)</td>
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</tr>
<tr>
<td>Model 240 Hp Battery Rating (minimum)</td>
<td>670 Marine Cranking Amps (MCA) or 520 Cold Cranking Amps (CCA)</td>
<td></td>
</tr>
</tbody>
</table>
Model 200 Hp Shown

Component Identification

1. Water Intake  
2. Wear Ring  
3. Stator  
4. Anodes  
5. Reverse Gate  
6. Rudder  
7. Bilge Siphon  
8. Expansion Chamber
FUEL & OIL

Avoiding Fuel Flow Restrictions

IMPORTANT: Adding components to the fuel supply system as in filters, valves, fittings, etc. may restrict the fuel flow and could cause engine stalling at low speed, and/or a lean fuel condition at high RPM, that could cause engine damage.

Fuel Requirements

Do not use pre-mixed gas and oil in this engine. Use a clean and fresh recommended gasoline during engine break-in and after engine break-in.

Gasoline Recommendations

UNITED STATES AND CANADA

Use a major brand of automotive unleaded gasoline with a minimum posted octane rating of 87. Mid-grade automotive gasolines that contain fuel injector cleaner are preferred for added internal engine cleanliness. Leaded gasoline is not recommended.

INTERNATIONAL

Use a major brand of automotive unleaded gasoline with a minimum posted octane rating of 90RON. Automotive gasolines that contain fuel injector cleaner are preferred for added internal engine cleanliness. Leaded gasoline is acceptable in areas where unleaded gasoline is not available.
Gasoline Recommendations (Continued)

**ALCOHOL IN GASOLINE**

We do not recommend the use of gasoline which contains alcohol because of the possible adverse effect the alcohol may have on the fuel system. In general, if only gasoline containing alcohol is available, it must not contain more than 10% ethanol or 5% methanol.

If gasoline containing alcohol is used or if you suspect the presence of alcohol in your gasoline, increase your inspection of the fuel system, visually checking for fuel leaks or abnormalities.

Gasoline containing alcohol may cause the following problems to your outboard and fuel system:

- Corrosion of metal parts.
- Deterioration of elastomers and plastic parts.
- Wear and damage of internal engine parts.
- Starting and operating difficulties.
- Vapor lock or fuel starvation.

Some of these adverse effects are due to the tendency of gasoline containing alcohol to absorb moisture from the air, resulting in a phase of water and alcohol which separates from the gasoline in the fuel tank.

The adverse effects of alcohol are more severe with methanol and are worse with increasing content of alcohol.

**Oil Recommendation**

**Model 200 Hp**

Mercury or Quicksilver Optimax/DFI 2-Cycle engine oil is recommended for your engine. If Optimax/DFI 2-Cycle engine oil is not available, we recommend using Mercury or Quicksilver TC-W3 Premium Plus 2-Cycle Oil. Severe engine damage may result from use of an inferior oil.

**Model 240 Hp**

Mercury or Quicksilver Premium TC-W3 2-cycle oil is recommended for your engine. For added protection and lubrication, Mercury or Quicksilver Premium Plus TC-W3 2-cycle oil is recommended. If Mercury or Quicksilver outboard oil is not available, substitute another brand of 2-cycle outboard oil that is NMMA Certified TC-W3. Severe engine damage may result from use of an inferior oil.
FUEL & OIL

Filling Remote Oil Tank

1 Remove the filler cap and fill with the specified oil. Oil tank capacity is 3 gallons (11.5 liters). Replace filler cap and tighten securely.

The remote oil tank is pressurized by engine crankcase pressure. The remote oil tank feeds the engine mounted oil reservoir. The engine mounted oil reservoir supplies oil to the oil injection pump.

IMPORTANT: Always make sure the oil tank caps are threaded on tight. An air leak will prevent oil flow to the engine.

Filling Engine Mounted Oil Reservoir Tank

NOTE: Filling this tank is only necessary if the oil level should ever drop and the low oil warning system is activated.

2 Remove the filler cap and fill to the top with the specified oil. Replace filler cap and tighten securely.

Filling Fuel Tank

WARNING
Avoid serious injury or death from a gasoline fire or explosion. Always stop the engine and DO NOT smoke or allow open flames or sparks in the area while filling fuel tanks.

Fill fuel tanks outdoors away from heat, sparks, and open flames. Always stop engine before refilling tanks.

Do not completely fill the fuel tanks. Leave approximately 10% of the tank volume unfilled. Fuel will expand in volume as its temperature rises and can leak under pressure if the tank is completely filled.
FEATURES & CONTROLS

Warning System

WARNING HORN SIGNALS

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

The warning horn will emit either a continuous beep or intermittent short beeps. This will alert the operator and help identify the following listed situations (see chart below). For visual display of the specific engine functions and for additional engine data, refer to SmartCraft Product information on next page.

<table>
<thead>
<tr>
<th>Function</th>
<th>Sound</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start Up</td>
<td>One Beep</td>
<td>Normal System Test</td>
</tr>
<tr>
<td>Low Oil Reserve</td>
<td>Four Beeps every 2 Minutes</td>
<td>Oil level is low in the engine mounted oil reservoir tank. Refill the engine mounted oil reservoir tank along with the remote oil tank. Refer to Fuel &amp; Oil Section.</td>
</tr>
<tr>
<td>Water In Fuel</td>
<td>Four Beeps every 2 Minutes</td>
<td>Water in the water-separating fuel filter reaches the full level. Water can be removed from the filter. Refer to Maintenance Section for filter removal.</td>
</tr>
<tr>
<td>Cooling System Problem</td>
<td>Continuous</td>
<td>Engine Guardian System is activated. Power limit will vary with level of overheat. Stop engine and check water intake for obstruction.</td>
</tr>
<tr>
<td>Oil Level is Critically Low</td>
<td>Continuous</td>
<td>Engine Guardian System is activated. Power limit will allow a fast idle. The oil level is critically low in the engine mounted oil reservoir tank. Refill the engine mounted oil reservoir tank along with the remote oil tank. Refer to Fuel and Oil Section.</td>
</tr>
<tr>
<td>Oil Pump Failure</td>
<td>Continuous</td>
<td>Engine Guardian System is activated. Power limit will allow a fast idle. The warning horn is activated if the oil pump should ever stop functioning electrically. No lubricating oil is being supplied to the engine.</td>
</tr>
<tr>
<td>Sensor out of Range</td>
<td>Continuous</td>
<td>Engine Guardian System is activated. Power limit may activate at full throttle speed.</td>
</tr>
<tr>
<td></td>
<td>Intermittent Beep</td>
<td>Engine Guardian System is activated. Power limit may restrict engine speed to idle.</td>
</tr>
</tbody>
</table>
Warning System

ENGINE GUARDIAN SYSTEM
The Engine Guardian System monitors the critical sensors on the engine for any early indications of problems. The system will respond to a problem by emitting a continuous beep and/or reducing engine power in order to provide engine protection.

If Guardian System is activated, the system must be **RESET** before the engine will operate at higher speeds. **Moving throttle lever back to idle position resets the system.**

SMARTCRAFT PRODUCT
A Mercury SmartCraft System instrument package can be purchased for this Mercury Jet Drive. A few of the functions the instrument package will display are engine rpm, coolant temp, water pressure, battery voltage, fuel consumption and engine operating hours.

The SmartCraft Instrument package will also aid in Engine Guardian diagnostics. The SmartCraft Instrument package will display critical engine alarm data and potential problems.
**FEATURES & CONTROLS**

**Bilge Siphon**

The Mercury Jet Drive incorporates an automatic bilge siphoning feature. The bilge siphon is working whenever the engine is running above idle speeds. Maximum performance of the bilge siphon is realized above 3,000 rpm.

Water exiting the jet pump nozzle creates a suction or vacuum in the hose (a) attached to the nozzle. The hose is routed to and positioned in the bilge, on the side of the jet tunnel.

The bilge siphon system incorporates a siphon break (b) which prevents water from siphoning back into the boat when the engine is turned off. This siphon break must be located at the highest point of the hose routing and must be above the waterline.

The siphon break (b) requires periodic inspection to ensure proper operation. The air hole (0.020 in.) must remain open and free from obstruction.
OPERATION

Pre-Starting Check List

☐ Operator knows safe navigation, boating and operating procedures.

☐ An approved personal flotation device of suitable size for each person aboard and readily accessible (it is the law).

☐ Know your boat’s maximum load capacity. Look at the boat capacity plate.

☐ Check fuel supply.

☐ Check oil level in oil reservoir.

☐ Make sure the boat drain plug is installed.

☐ Tell someone where you are going and when you expect to return.

☐ It is illegal to operate a boat while under the influence of alcohol or drugs.

☐ Know the waters you will be using; tides, currents, sand bars, rocks and other hazards.

☐ Make inspection checks listed in the Inspection and Maintenance Schedule. Refer to Maintenance Section.

☐ Operate the bilge blower for at least 5 minutes to remove any explosive fumes from the engine compartment. If the boat is not equipped with a bilge blower, open engine hatch and leave open while starting engine.

☐ Before launching, examine the Mercury Jet Drive pump inlet for obstructions which may prevent pumping of water.

☐ Check steering for free operation.

☐ Check for debris around the rudder and reverse gate which may jam or hinder operation.
OPERATION

SPECIAL OPERATING INSTRUCTIONS

OPERATING ON THE WATER

A Mercury Jet Drive boat has substantially different handling characteristics compared to a propeller driven boat. It is suggested that you adjust yourself to these characteristics by experimentation in open water at both high and low speeds.

Although Mercury Jet Drive applications do not pose some of the risks associated with exposed propeller driven systems, the following steps must always be kept in mind.

1 The Mercury Jet Drive works by drawing water up thru the bottom water intake and redirects it to the rear for forward thrust. The Mercury Jet Drive has a steerable rudder that can direct the jet thrust to the right or left. If the engine stops or the water flow is blocked, this will stop the jet thrust causing the boat to slow to a stop. However, while slowing there will be no ability to steer as steering is dependent on jet thrust.

⚠️ CAUTION ⚠️

If the Mercury Jet Drive is tied to a dock, make sure that long ropes are not in the water when starting the engine. Ropes can be drawn up into the jet pump intake causing damage.

2 Avoid the use of neutral or reverse when skiing to minimize the chance that the ski rope will be drawn up into the jet pump intake. Turn the engine off when waiting for skiers. Make sure ski rope is clear before starting engine.

3 Avoid weed areas or traverse weed areas at high speeds. If unavoidable, keep the boat on plane until cleared of weeded area.

NOTE: When operating in weed infested areas carry a Quicksilver Weed Rake P/N 830116A1.

(continued on next page)
OPERATION

SPECIAL OPERATING INSTRUCTIONS (CONTINUED)

4 Avoid operating your Mercury Jet Drive in very shallow water or where there is a noticeable amount of floating debris or weeds, especially when accelerating from idle. Any loose material such as sand, shells, stones, seaweed, grass, etc. can be drawn up by the pump and cause the following problems:

- engine overheat
- loss of steering
- impeller, wear ring, and stator damage
- objects expelled from the pump as high-speed projectiles

5 When beaching the boat, idle in forward to reach the beach. Turn the engine off without shifting to neutral. When leaving, push the boat into approximately 3 feet of deep water. Start engine and shift to forward, avoid the use of neutral and reverse in shallow water.

6 If the jet intake becomes fouled such that the boat cannot reach planing speeds, it may be possible to clear the obstruction as follows (perform this maneuver only in an area clear of obstacles and hazards as steering control will momentarily be lost):

   a. Run the boat forward at maximum attainable non-planing speed and turn left.

   b. Turn the engine off while in forward.
      Turning the engine off while in forward allows water to flush backward through the jet and across the intake. As the boat coasts to a stop, water may flush away the obstruction.

7 When the Mercury Jet Drive is in neutral, the drive impeller continues to rotate. However, the reverse gate is positioned so that some of the forward thrust is diverted to create reverse thrust. This approximate balancing of forward and reverse thrust will minimize any boat movement. However, because the impeller is always rotating and creating thrust when the engine is running, the boat may tend to creep slowly forward or backward. This is normal for a direct-drive, jet-driven boat. The operator should be aware of this and use caution whenever the engine is running.
OPERATION
SPECIAL OPERATING INSTRUCTIONS (CONTINUED)

⚠️ WARNING
Avoid injury, death or property damage resulting from collision due to loss of directional control. Directional control is derived from the water jet thrust. Thus, caution should be exercised when maneuvering at higher speeds in areas where debris (weeds, sand, gravel, etc.) could be picked up into the Mercury Jet Drive. This can cut off or reduce the jet thrust, thereby directly affecting boat directional control. Boat directional control can also be substantially reduced or lost altogether by a sudden loss of power such as running out of gas, by quickly backing off throttle, turning off ignition switch or activating lanyard stop switch. Remember your ability to take evasive action is dependent on sufficient jet thrust to control your boat.

8 The Mercury Jet Drive is always drawing water into the housing when the engine is running. DO NOT operate the Mercury Jet Drive with the grate removed from the water intake. Keep your hands, feet, hair, loose clothing, life jackets, etc. away from the water intake in the bottom of the boat. Never insert an object into the water intake or water outlet nozzle when the engine is running.

⚠️ WARNING
Avoid injury resulting from contacting the rotating impeller or having your hair, clothing or loose objects drawn into the water intake and wrapping around the impeller shaft. Stay away from the water intake and never insert an object into the water intake or water outlet nozzle when the engine is running.
OPERATION

SPECIAL OPERATING INSTRUCTIONS (CONTINUED)

OPERATING IN FREEZING TEMPERATURES
If there is a chance of ice forming on the water, the boat should be removed from the water and the Mercury Jet Drive drained completely of water. If ice should form at the water level inside the Mercury Jet Drive, it will block water flow to the engine causing possible damage.

OPERATING IN SALT WATER OR POLLUTED WATER
We recommend that you flush the internal water passages of your engine with fresh water after each time you operate in salt or polluted water. This will prevent a build up of deposits from clogging the water passages. Refer to flushing procedure in the Maintenance Section.

Your boat and Mercury Jet Drive should be removed from the water when not in use.

Wash down exterior and interior of the Mercury Jet Drive with fresh water after each use. Each month, spray Quicksilver or Mercury Precision Corrosion Guard on external metal surfaces (do not spray on corrosion control anodes as this will reduce the effectiveness of the anodes).

OPERATING AT HIGH ALTITUDES
Your engine automatically compensates for high elevation changes.
Engine Break-in Procedure

NOTE: Do not use pre-mixed gas and oil in this engine. Use straight gasoline during engine break-in and after engine break-in.

The engine break-in procedure is important to ensure proper performance and maximum life from the engine. The following break-in procedure allows the internal engine parts to wear-in evenly. Incorrect engine break-in can shorten the engine life.

The engine automatically receives extra oil during the first hours of operation. For most boaters this extra oil mode will be complete in about ten hours.

First hour

- Allow engine to warm-up for 30-60 seconds.
- Avoid continuous operation at idle speed for more then ten minutes.
- Run the engine the majority of time between 3000 and 4500 RPM approximately three quarter throttle.
- Vary engine speed; change engine speed approximately every 2 minutes.
- Short bursts of full throttle for periods up to 10 seconds are acceptable.

Next three hours

- Change engine speed every 10 minutes.
Starting The Engine

Before starting, read Pre-Starting Check List, Special Operating Instructions and Engine Break-In Procedure in the first part of this Operation Section.

1. Before starting, operate bilge blower for at least 5 minutes to remove any explosive fumes from the engine compartment. If boat is not equipped with a bilge blower, open engine hatch or cover and leave open while starting engine.

**WARNING**

To prevent a possible explosion, operate the bilge blower for at least 5 minutes before starting the engine. If the engine compartment is not equipped with a blower, open the engine cover and leave open while starting engine.

It is also advisable to use your nose to detect any fuel fumes. Should fuel fumes be detected, the open fuel source should be located and eliminated.

2. Do not start the Mercury Jet Drive unless water is supplied to the engine. Make sure the water intake is submerged. If using the Flushing Attachment, make sure the water is flowing through the engine at its maximum flow before starting. When using the flushing attachment Do Not run the engine above idle speeds.

**CAUTION**

Never start or run the Mercury Jet Drive without water circulating through the cooling system to prevent damage to the unit.
Starting The Engine (Continued)

3 Ensure that the lanyard stop switch is properly connected at both ends (to operator and switch) and switch is in the RUN position.

4 Dual Handle Remote Control – Move shift handle to the neutral (N) position. Move the throttle handle to idle position. Do not advance the throttle speed for starting.

Single Handle Remote Control – Move remote control handle to the neutral (N) position. Do not advance the throttle speed for starting.

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 to be filled as follows:

- Turn the ignition key switch to the ON position for three seconds and then turn the key switch back to the OFF position for five seconds. Continue this procedure five times. This will allow the electric fuel pump to fill the fuel system.

NOTE: The electronic starting system will automatically prime (choke) the engine and increase idle speed for starting.

5 Turn ignition key to the START position. If engine fails to start in ten seconds, return key to “ON” position, wait 30 seconds and try again.

⚠️ CAUTION

At high neutral rpms, the boat may creep forward or backward.
OPERATION

Shifting

1 Your Mercury Jet Drive has three shift positions to provide operation in Forward, Neutral and Reverse:

a. **Forward (F)** - has all the water clearing the reverse gate for forward thrust and forward boat motion.

b. **Neutral (N)** - has the reverse gate covering half the water outlet nozzle to distribute thrust both forward and backward. The drive impeller continues to rotate and the boat may tend to creep in one direction. This is normal for a direct-drive jet-driven boat. **Use caution whenever the engine is running.**

c. **Reverse (R)** - has the reverse gate covering the entire water outlet nozzle to divert the exiting water stream forward to reverse boat motion.

2 After shifting into forward or reverse, advance the throttle lever further to increase speed.

**NOTE:** Operators must practice the stopping maneuver to become familiar with jet-drive handling.

3 To stop the boat normally, gradually reduce speed before shifting to neutral position. **Use caution when shifting and turning since some loss of steering control will result.** Remember, steering control is dependent on thrust produced.

Stopping The Engine

4 Reduce engine speed until boat comes to a complete stop. Shift Mercury Jet Drive to neutral position. Turn ignition key to OFF position.
MAINTENANCE

Mercury Jet Drive Care

To keep your Mercury Jet Drive in the best operating condition, it is important that the Mercury Jet Drive receive the periodic inspections and maintenance listed in the Inspection and Maintenance Schedule. We urge you to have it maintained properly to ensure your safety and that of your passengers and also to retain its dependability.

Record maintenance performed in Maintenance Log at the back of this book. Save all maintenance work orders and receipts.

⚠️ WARNING

Neglected inspection and maintenance service of your Mercury Jet Drive or attempting to perform maintenance or repair on your Mercury Jet Drive if you are not familiar with the correct service and safety procedures could cause personal injury, death or product failure.

Selecting Replacement Parts For Your Jet Drive

We recommend using original Mercury Precision or Quicksilver replacement parts and Genuine Lubricants.

⚠️ WARNING

Using a replacement part that is inferior to the original part could result in personal injury, death, or product failure.
MAINTENANCE

EPA Emissions Regulations

All new jet drives 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, wherever practicable, returned to the original intent of the design. Maintenance, replacement, or repair of the emission control devices and systems may be performed by any marine SI engine repair establishment or individual.

EMISSION CERTIFICATION LABEL

An emission certification label, showing emission levels and engine specifications directly related to emissions, is placed on the engine at time of manufacture.

```
<table>
<thead>
<tr>
<th>a</th>
<th>Idle Speed</th>
<th>b</th>
<th>Engine Horsepower</th>
<th>c</th>
<th>Piston Displacement</th>
<th>d</th>
<th>Date of Manufacture</th>
<th>e</th>
<th>Valve Clearance (if Applicable)</th>
<th>f</th>
<th>Family Number</th>
<th>g</th>
<th>Maximum Emission Output for the Engine Family</th>
<th>h</th>
<th>Timing Specification</th>
<th>i</th>
<th>Recommended Spark Plug &amp; Gap</th>
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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.
MAINTENANCE

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 the engine compartment and use your nose to detect any fuel fumes.
4. Check throttle, shift and steering system for binding or loose components.

AFTER EACH USE
1. Wash off all salt deposits with fresh water if operating in salt water.
2. Flush out the engine cooling system if operating in salt or polluted waters or sandy locations. (page 59)

EVERY 10 HOURS OR ONCE A MONTH
1. Check bilge siphon system. (page 63)
2. Inspect cable bellows: worn, rubbing, or leaking.
3. Inspect battery and connections. (page 53)
4. Check tightness of bolts, nuts and other fasteners.
5. Check Exhaust hoses for holes or distortion due to overheating.
MAINTENANCE

Inspection And Maintenance Schedule (Continued)

EVERY 50 HOURS OF USE OR ONCE A MONTH

1. Check level and condition of drive housing and stator lubricant. (page 60 – 62)
2. Check corrosion control anodes. (page 53)
3. Check tightness of bolts, nuts and other fasteners.

EVERY 100 HOURS OF USE OR ONCE A SEASON

1. 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. (page 54, 55)
2. Drain and replace drive housing lubricant. (page 60)
3. Drain and replace stator housing lubricant. (page 61, 62)
4. Remove impeller and lubricate impeller shaft with Quicksilver or Mercury Precision 2-4-C w/Teflon to prevent impeller from seizing to the shaft.
5. Lubricate the belt tensioner pivot shaft. (Page 58)
6. Replace engine fuel line filter. (page 50)
7. Replace Water separating fuel filter (Page 51)
8. Replace compressor air intake filter – Model 200 Hp. (Page 58)

BEFORE PERIODS OF STORAGE

1. Refer to Storage Preparation. (page 64)
Clearing A Clogged Water Intake

1. The Hydro-Surge (weed) grate (a) and casted aluminum grate (b) are intended for general use. The Rock grate (c) should be used if running in rocky, shallow conditions.

MANUAL CLEARING

If weeds or debris clog the water intake, the blockage must be completely cleaned out to return the unit to proper running order.

⚠️ WARNING

Avoid injury or death resulting from contacting the rotating impeller or having your hair, clothing or loose objects drawn into the water intake and wrapping around the impeller shaft. Do not attempt to clean debris from the Mercury Jet Drive while the engine is running.

NOTE: When operating in weed infested areas carry a Quicksilver Weed Rake P/N 830116A1.

1. Turn off the engine because the pump impeller is still spinning and pumping water while in neutral. Remove the key from the ignition switch to prevent accidental starting.

(continued on next page)
MAINTENANCE

Clearing A Clogged Water Intake (Continued)

2. Use a weed rake or manually remove the blockage from the water intake grate.

3. Clean debris from the entire Mercury Jet Drive unit (water intake, impeller and nozzle). If the Jet Drive cannot be easily cleaned, the boat should be returned to the trailer or to a boat lift for haul out before further work is performed.

4. It may be necessary to remove the water intake grate from the bottom of the Mercury Jet Drive to clean debris from the water intake. Remove the water intake grate by removing four screws. Reinstall the water intake grate with four screws. Apply Loctite 242 to the threads of the screws. Torque front screws to 200 lb. in. (23 N·m), torque rear screws to 75 lb. in. (8.5 N·m).

IMPORTANT: DO NOT operate the Mercury Jet Drive without the water intake grate installed.

HYDRO-SURGE GRATE

The Hydro-Surge grate is spring loaded. If the intake gets plugged, the pump suction will pull open the grate and the water will push the blockage pass the grate and clear the intake.

If operating your boat at slow speeds in weedy areas, the intake grate can become plugged with weeds. A plugged grate will cause the pump to cavitate during acceleration (over-revving without thrusting the boat).

If the grate becomes plugged, slowly advance the throttle to get the boat up on plane, making sure not to cavitate the pump. Continue to advance the throttle until the boat is running at top speed. The force of the water should clear the pump of any remaining weeds.

However, in extreme cases, a weed rake or manual clearing may be required. Refer to Manual Clearing.
**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 for cracks, swelling, leaks, hardness, or other signs of deterioration or damage. If any of these conditions is found, the fuel line must be replaced.

**Fuel Line Filter**

1. Replace the fuel filter (a) once a season or every 100 hours of use.

**Important**: Visually inspect for fuel leakage from the filter connections.
Fuel System (Continued)

WATER SEPARATING FUEL FILTER

NOTE: The warning system will turn on when water in the fuel filter reaches the full level. Refer to “Warning System” in Features & Controls Section.

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.

Remove and replace filter as follows:

a. Turn ignition key switch to OFF position.

b. Disconnect wire at bottom of filter. Remove filter (a) by turning the filter in the direction of the arrow (clockwise). Tip the filter to drain fluid in a suitable container.

c. Lubricate the sealing ring on the filter with oil. Thread on the filter and tighten securely by hand. Reconnect the wire to the filter.
Fuses

**IMPORTANT: Always carry spare fuses.**

The electrical wiring circuits on the engine 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.

The fuses and circuits are identified as follows:

- c. Ignition Coil Circuit – 20 AMP Fuse.
- e. Fuel Lift Pump – Fuse holder – 3 AMP Fuse for Models 240 Hp, 5 AMP Fuse for Models 200 Hp
Corrosion Control Anodes

1. Your Mercury Jet Drive has three corrosion control anodes (a). One of the anodes is installed on the bottom of the nozzle, one installed on the reverse gate and one is installed under the rudder. An anode helps protect the Mercury Jet Drive against galvanic corrosion by sacrificing its metal to be slowly eroded instead of the Mercury Jet Drive 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.

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.
Model 200 Hp – Spark Plug Inspection and Replacement

⚠️ WARNING

Avoid serious injury or death from fire or explosion caused by damaged spark plug boots (b). Damaged spark plug boots can emit sparks. Sparks can ignite fuel vapors in the engine compartment. To avoid damaging spark plug boots, do not use any sharp object or metal tool such as pliers, screwdriver, etc. to remove or install spark plug boots.

1. Loosen hoses from the expansion chamber (a). Remove the six nuts that secures the expansion chamber. Remove the expansion chamber.

2. Open J-clips to move fuel/air lines out of the way.

3. Remove the spark plug boots (b) by twisting the rubber boots slightly and pull off. See WARNING above.

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

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

6. Before installing 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).

7. Inspect expansion chamber gasket on adaptor plate. Do not remove the gasket from the adaptor plate. Replace if damaged.

8. Reinstall the expansion chamber. Torque nuts to 20 lb. ft (27 N·m). Reinstall hoses to the expansion chamber and secure with clamps.

9. Inspect system for leaks.
MAINTENANCE

Model 240 Hp – Spark Plug Inspection and Replacement

⚠️ WARNING
Avoid serious injury or death from fire or explosion caused by damaged spark plug boots (a). Damaged spark plug boots can emit sparks. Sparks can ignite fuel vapors in the engine compartment. To avoid damaging spark plug boots, do not use any sharp object or metal tool such as pliers, screwdriver, etc. to remove or install spark plug boots.

1. Remove the spark plug boots (a) by twisting the rubber boots slightly and pull off. See WARNING above.

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


4. Before installing 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).
Model 200 Hp – Flywheel Cover Removal And Installation

Removal

**WARNING**
Avoid injury from contact with moving components beneath the flywheel cover. Do not attempt to remove or reinstall the flywheel cover when engine is running. Keep your hands, hair, clothing, tools, and other objects away from the moving components beneath the flywheel cover.

1. Detach strap (d). Remove cover by lifting off from back of engine.

**IMPORTANT:** Make sure debris does not enter the air intake opening or air compressor inlet.

Installation

2. Install flywheel cover as follows:
   a. Place cover onto the air intake grommet (a).
   b. Push the cover down onto the side pin (b) and then the air intake tube (c) for the air compressor.
   c. Attach retaining strap (d) to the cover.

**IMPORTANT:** Make sure the flywheel cover is securely in place and the air intake hole for the air compressor is aligned with the air intake tube grommet. Replace pin grommets if worn.
Model 240 Hp – Flywheel Cover Removal And Installation

Removal

**WARNING**

Avoid injury from contact with moving components beneath the flywheel cover. Do not attempt to remove or reinstall the flywheel cover when engine is running. Keep your hands, hair, clothing, tools, and other objects away from the moving components beneath the flywheel cover.

1. Remove flywheel cover by lifting off from back of engine.

**IMPORTANT:** Make sure debris does not enter the air intake opening.

Installation

2. Install flywheel cover as follows:
   
   a. Place cover onto the air intake grommet (a) and push the cover down onto the pins.

**IMPORTANT:** Make sure the flywheel cover is securely in place. Replace pin grommets if worn.
Compressor Air intake Filter – Model 200 Hp

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).

Installation

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

Belt Tensioner Pivot Shaft Lubrication

3. Lubricate through fitting – Lubricate with Quicksilver or Mercury Precision Lubricants 2-4-C Marine Lubricant with Teflon.
Flushing The Cooling System

Flushing the cooling system is essential after each use in salt water, after the boat has run aground, or when the overheat warning horn sounds (debris in jet powerhead). When using the Flushing Attachment make sure the water is turned all the way on and flowing through the engine before starting. When using the flushing attachment **DO NOT run the engine above idle speed.**

**CAUTION**

Never start or run the Mercury Jet Drive without water circulating through the cooling system to prevent damage to the unit.

1. Locate the flush adapter in the boat. Some boats may have the adapter mounted in the hull (a) or mounted in the engine compartment (b).

2. **With engine off**, remove the cap from the flush adapter and attach water hose.

3. Turn water all the way on and flush engine block for at least 10 minutes.

4. Remove water hose from flush adapter and reinstall the cap. Tighten cap securely.

5. Flush outer surfaces of water outlet nozzle with water stream.
Draining Lubricant - Drive Housing

*NOTE:* When draining drive housing lubricant, visually check for presence of water in the lubricant. It may have settled to the bottom and will drain before the lubricant or it may have mixed with the lubricant giving it a milky color. In either case, have the drive housing checked by your dealer. Water in the lubricant can cause premature gear or bearing failure or, in freezing weather, damage to the drive housing.

1. Remove fill/drain screw (a).
2. Remove vent screw (b).

Adding Or Refilling Lubricant - Drive Housing

*NOTE:* Use Quicksilver or Mercury Precision Hi Performance gear lube in the drive housing and stator.

1. Insert nozzle of gear lubricant tube in fill/drain hole (a) of drive housing. Add lubricant until it appears at the vent hole (b). Reinstall vent screw. Make sure screw gasket is in place.

*NOTE:* Capacity of drive housing is 24 oz. (725 cc).

2. Remove nozzle of tube and reinstall fill/drain screw with gasket.
Draining Lubricant - Stator Assembly

NOTE: When draining stator lubricant, visually check for presence of water in the lubricant. It may have settled to the bottom and will drain before the lubricant or it may have mixed with the lubricant giving it a milky color. In either case, have the stator checked by your dealer. Water in the lubricant can cause premature bearing failure or, in freezing weather, damage to the stator.

1. Disconnect shift and steering cables from the reverse gate and rudder. Be careful not to change adjustments.

2. Remove four screws (a) securing nozzle assembly (b) to stator. Remove nozzle.

3. Remove four screws securing stator assembly (c) to drive housing and two screws to the ride plate. Remove stator.

4. Remove plug from fill hole (d) at rear of stator.

5. Tip stator forward to drain lubricant initially.

6. Tip the stator to drain remaining lubricant out the fill hole.

(continued on next page)
Adding Or Refilling Lubricant - Stator Assembly

NOTE: Use Mercury Precision or Quicksilver Hi Performance gear lube in the drive housing and stator.

1. Reinstall stator to pump. Be careful when sliding shaft past seals to prevent damage to seals. Apply Loctite 242 to the four stator bolts and torque to 35 lb. ft. (47 N·m). Apply Loctite 242 to the two ride plate screws and torque to 75 lb. in. (8.4 N·m).

2. Insert nozzle of Hi Performance Gear Lubricant tube in the fill hole (d) on stator. Add lubricant until it appears at the hole. Capacity is 19 fl. oz. (562 ml). Reinstall plug.

3. Apply loctite 271 to four nozzle screws. Install nozzle assembly and anode and secure with four screws. Torque to 35 lb. ft. (47.5 N·m).

4. Connect steering and shift cables. Shift and steer unit through the entire range and check for any binding or stiffness and correct adjustment.

5. Shift to forward gear position. Check that reverse gate is not pre-loaded; you should be able to slightly rock reverse gate up and down. Excessive play requires shift cable adjustment. Check that bottom edge of reverse gate (f) is above outside diameter of rudder (e). If reverse gate is below the outer diameter of the rudder (e), DO NOT operate the boat. See an authorized dealer for proper adjustment.

IMPORTANT: Shift cable must be correctly adjusted so that reverse gate does not interfere with water flow coming out of rudder. If reverse gate is hanging in water flow, a strong (severe) vibration may be felt in the control box and failure of forward stop and/or other components will result.
Bilge Siphon Inspection

The bilge siphon system should be inspected at periodic intervals to insure maximum performance.

1. Inspect pickup screen (a) for foreign material. Clean if necessary.
2. Inspect hole in the siphon break (b) for blockage. Clean with small wire if necessary.
3. Make sure that the siphon break is secured above the waterline.

Submerged Engine

A submerged engine will require service within a few hours by an authorized dealer once the Mercury Jet Drive is recovered from the water. This immediate attention by a servicing dealer is necessary once the engine is exposed to the atmosphere to minimize internal corrosion damage to the engine.
STORAGE

Storage Preparation

The major consideration in preparing your Mercury Jet Drive 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 Mercury Jet Drive for out-of-season storage or prolonged storage (two months or longer).

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.

The most effective method for storage preparation is to add the recommended amount of Mercury Precision Fuel Stabilizer and Mercury Precision Quickleen products as described on their containers to the fuel tank before the last operation of the boat. Adding Fuel Stabilizer will help prevent the formation of varnish and gum in the gasoline. The Mercury Precision Quickleen product will help clean and lubricate the fuel injectors.

1. Portable Fuel Tank – Pour the required amounts of gasoline stabilizer and Quickleen (follow instructions on containers) into fuel tank. Tip fuel tank back and forth to mix stabilizer, and Quickleen with the fuel.

2. Permanently Installed Fuel Tank – Pour the required amount of gasoline stabilizer (for the amount of fuel remaining in the fuel tank), and Quickleen (follow instructions on containers) into a separate container and mix with approximately one quart (one liter) of gasoline. Pour this mixture into fuel tank.

(continued on next page)
STORAGE

FUEL SYSTEM

3. Drain the fuel from the vapor separator tank (a) into a suitable container by removing the drain plug (b). After the fuel has been drained, reinstall the drain plug.

Model 200 Hp Shown

4. Remove the water separating fuel filter (as outlined on page 51) and empty the fuel into a suitable container. Discard both the fuel and the filter properly.

5. Premix the following in a container:
   a. 0.68 oz (20 cc) or 2 tablespoons of recommended engine oil.
   b. 0.27 oz (8 cc) or 2 teaspoons of Mercury Precision Quickleen lubricant.
   c. 0.27 oz (8 cc) or 2 teaspoons of Mercury Precision Fuel Stabilizer.

6. Pour this mixture in the new water separating fuel filter.

7. Install the new filter (as outlined on page 51).

8. Turn the ignition key switch to the ON position for three seconds and then turn the key switch back to the OFF position for five seconds. Continue this procedure five times. This will allow the electric fuel pump to fill the fuel system.

9. **Model 200 Hp** – Using a flushing attachment, start the engine and allow the engine to run at idle speeds for 10 minutes to allow the treated fuel to fill the fuel system.
   **Model 240 Hp** – Using a flushing attachment, start the engine and allow the engine to run at idle speeds for 3 minutes to allow the treated fuel to fill the fuel system.
STORAGE

DRIVE HOUSING AND STATOR HOUSING

1. Drain and refill the lubricant. Refer to Maintenance Section.

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.
TROUBLESHOOTING

1 – STARTER MOTOR WILL NOT CRANK THE ENGINE

POSSIBLE CAUSES

• Blown 20 Amp fuse in the starting circuit. Refer to Maintenance Section.
• Jet Drive is not shifted to neutral position.
• Weak battery or battery connections are loose or corroded.
• Ignition key switch failure.
• Wiring or electrical connection faulty.
• Starter motor or starter solenoid failure.

2 – ENGINE WILL NOT START

POSSIBLE CAUSES

• Lanyard stop switch not in RUN position.
• Incorrect starting procedure. Refer to Operating Section.
• Old or contaminated gasoline.
• Engine flooded. Refer to Operating Section.
• Fuel is not reaching the engine.
  a. Fuel tank is empty.
  b. Fuel tank vent not open or restricted.
  c. Fuel line is disconnected or kinked.
  d. Fuel filter is obstructed. Refer to Maintenance Section.
  e. Fuel pump failure.
  f. Fuel tank filter obstructed.
  g. Faulty anti-siphon valve on fuel tank.
• Ignition system component failure.
• Spark plugs fouled or defective. Refer to Maintenance Section.
TROUBLESHOOTING

3 – ENGINE RUNS ERRATICALLY

POSSIBLE CAUSES

• Spark plugs fouled or defective. Refer to Maintenance Section.
• Incorrect setup and adjustments.
• Fuel is being restricted to the engine.
  a. Engine fuel filter is obstructed. Refer to Maintenance Section.
  b. Fuel tank filter obstructed.
  c. Stuck anti-siphon valve located on permanently built in type fuel tanks.
  d. Fuel line is kinked or pinched.
• Water in fuel.
• Fuel pump failure.
• Injector plugged.
• Threaded connection of an air hose is loose (Optimax Models)
• Ignition system component failure.
• Exhaust Hose Failure.

4 – BATTERY WILL NOT HOLD CHARGE

POSSIBLE CAUSES

• Battery connections are loose or corroded.
• Low electrolyte level in battery.
• Worn out or inefficient battery.
• Excessive use of electrical accessories.
• Defective rectifier, alternator, or voltage regulator.
• Open circuit in the alternator output wire (fused link).
TROUBLESHOOTING

5 – PERFORMANCE LOSS AT NORMAL RPM

POSSIBLE CAUSES

• Boat overloaded or load improperly distributed.
• Excessive water in bilge.
• Boat bottom is dirty or damaged.

6 – PERFORMANCE LOSS AT WIDE OPEN THROTTLE

LOW RPM (USUALLY ENGINE RELATED) - POSSIBLE CAUSES

• Throttle not fully open.
• Exhaust system blocked.
• Ignition System Problem
• Fouled spark plug or failed injector
• Air compressor inlet blockage (Optimax Models)

7 – PERFORMANCE LOSS AT WIDE OPEN THROTTLE

HIGH RPM (USUALLY PUMP RELATED) - POSSIBLE CAUSES

• Damaged impeller.
• Worn impeller and/or worn wear ring.
• Fouled impeller, inlet and/or stator.
• Ride plate seal leak.
OWNER SERVICE ASSISTANCE

Local Repair Service

Always return your Mercury Jet Drive to your local authorized dealer should the need for service arise. Only he has the factory-trained mechanics, knowledge, special tools and equipment and the genuine Quicksilver parts and accessories to properly service your engine should the need occur. He knows your engine best.

Service Away From Home

If you are away from your local dealer and the need arises for service, contact the nearest authorized dealer. Refer to the Yellow Pages of the telephone directory. If, for any reason, you cannot obtain service, contact the nearest Mercury Marine Service Office

Parts And Accessories Inquiries

All inquiries concerning genuine replacement parts and accessories should be directed to your local authorized dealer. The dealer has the necessary information to order parts and accessories for you. When inquiring on parts and accessories, the dealer requires the model and serial number to order the correct parts.
Your satisfaction with your Jet Drive product is very important to your dealer and to us. If you ever have a problem, question or concern about your Mercury Jet Drive product, contact your dealer or any Authorized Mercury Marine Dealership. If additional assistance is required, take these steps.

1. **Talk with the dealership’s sales manager or service manager. If this has already been done, then contact the owner of the dealership.**

2. **Should you have a question, concern or problem that cannot be resolved by your dealership, please contact Mercury Marine Service Office for assistance. Mercury Marine will work with you and your dealership to resolve all problems.**

The following information will be needed by the service office:
- Your name and address
- Daytime telephone number
- Model and serial number of your engine and pump unit
- The name and address of your dealership
- Nature of problem

Mercury Marine Service Offices are listed on the next page.
OWNER SERVICE ASSISTANCE
Mercury Marine Service Offices

For assistance, call, fax, or write. Please include your daytime telephone number with mail and fax correspondence.

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MAINTENANCE LOG

Maintenance Log

Record here all maintenance performed on your outboard. Be sure to save all work orders and receipts.

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