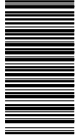




MERCURY[®]

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**Operation
Maintenance
and
Installation
Manual**

225/250 3.0L EFI

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Welcome

You have selected one of the finest marine power packages available. It incorporates numerous design features to ensure operating ease and durability.

With proper care and maintenance, you will enjoy using this product for many boating seasons. To ensure maximum performance and carefree use, we ask that you thoroughly read this manual.

The Operation and Maintenance Manual contains specific instructions for using and maintaining your product. We suggest that this manual remain with the product for ready reference whenever you are on the water.

Thank you for purchasing one of our products. We sincerely hope your boating will be pleasant!

Mercury Marine, Fond du Lac, Wisconsin, U.S.A.

Name / function:

John Pfeifer, President,
Mercury Marine




Read This Manual Thoroughly

IMPORTANT: If you do not understand any portion of this manual, contact your dealer. Your dealer can also provide a demonstration of actual starting and operating procedures.

Notice

Throughout this publication, and on your power package, warnings, cautions,

and notices, accompanied by the International Hazard Symbol , may be used to alert the installer and user to special instructions concerning a particular service or operation that may be hazardous if performed incorrectly or carelessly. Observe them carefully.

These safety alerts alone cannot eliminate the hazards that they signal. Strict compliance with these special instructions while performing the service, plus common sense operation, are major accident prevention measures.

WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

NOTICE

Indicates a situation which, if not avoided, could result in engine or major component failure.

IMPORTANT: Identifies information essential to the successful completion of the task.

NOTE: Indicates information that helps in the understanding of a particular step or action.

IMPORTANT: The operator (driver) is responsible for the correct and safe operation of the boat, the equipment aboard, and the safety of all occupants aboard. We strongly recommend that the operator read this Operation and Maintenance Manual and thoroughly understand the operational instructions for the power package and all related accessories before the boat is used.

⚠ WARNING

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

The serial numbers are the manufacturer's keys to numerous engineering details that apply to your Mercury Marine power package. When contacting Mercury Marine about service, **always specify model and serial numbers.**

Descriptions and specifications contained herein were in effect at the time this was approved for printing. Mercury Marine, whose policies are based on continuous improvement, reserves the right to discontinue models at any time or to change specifications or designs without notice and without incurring obligation.

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 Manual included with the product. The Warranty Manual 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.

Copyright and Trademark Information

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Identification Records

Please record the following applicable information:

Outboard		
Engine Model and Horsepower		
Engine Serial Number		
Gear Ratio		
Propeller Number	Pitch	Diameter
Hull Identification Number (HIN)		Purchase Date
Boat Manufacturer	Boat Model	Length
Exhaust Gas Emissions Certification Number (Europe Only)		

General Information

Boater's Responsibilities.....	1
Before Operating Your Outboard.....	1
Boat Horsepower Capacity.....	1
High-Speed and High-Performance Boat Operation.....	2
Propeller Selection.....	2
Outboard Remote Control Models	4
Remote Steering Notice.....	5
Lanyard Stop Switch.....	5
Protecting People in the Water.....	8
Passenger Safety Message - Pontoon Boats and Deck Boats.....	8
Wave and Wake Jumping.....	10
Impact with Underwater Hazards.....	11
Exhaust Emissions.....	12
Selecting Accessories for Your Outboard.....	14
Safe Boating Suggestions.....	14
Recording Serial Number.....	15
Specifications.....	16
Component Identification.....	17

Transporting

Trailer Boat/Outboard	18
-----------------------------	----

Fuel and Oil

Fuel Requirements.....	19
Oil Recommendation.....	20
Fuel Requirements for Engine Break-in.....	20
Avoiding Fuel Flow Restriction.....	20
Low Permeation Fuel Hose Requirement	20
Filling Remote Oil Tank.....	21
Filling Engine Mounted Oil Reservoir Tank.....	21
Filling Fuel Tank.....	22

Features and Controls

Remote Control Features.....	23
Warning System.....	24
Power Trim and Tilt.....	26

Operation

Prestarting Check List.....	30
Operating in Freezing Temperatures.....	30
Operating in Saltwater or Polluted Water.....	30
Operating at High Elevations.....	31
Setting Trim Angle While Running Engine at Idle Speed.....	31
Engine Break-in Procedure.....	31
Starting the Engine.....	32
Gear Shifting.....	34
Stopping the Engine.....	35

Maintenance

Outboard Care.....	36
EPA Regulations.....	36
EPA Emissions.....	37
Inspection and Maintenance Schedule.....	37
Flushing the Cooling System.....	38
Top Cowl Removal and Installation.....	39
Exterior Care.....	40
Fuel System.....	40
Steering Link Rod Fasteners.....	41
Fuse Replacement.....	42
Corrosion Control Anode.....	43
Battery Inspection	43
Propeller Replacement.....	43
Spark Plug Inspection and Replacement.....	47
Lubrication Points.....	48
Checking Power Trim Fluid.....	50
Gearcase Lubrication.....	51
Submerged Outboard.....	53

Storage

Storage Preparation.....	54
Protecting Internal Engine Components.....	54
Protecting External Outboard Components.....	55
Gearcase.....	55
Positioning Outboard for Storage.....	55
Battery Storage.....	55

Troubleshooting

Starter Motor Will Not Crank the Engine.....	56
Engine Will Not Start.....	56
Engine Runs Erratically.....	56
Performance Loss.....	57
Battery Will Not Hold Charge.....	57

Owner Service Assistance

Local Repair Service.....	58
Service Away from Home.....	58
Parts and Accessories Inquiries.....	58
Service Assistance.....	58
Mercury Marine Service Offices.....	58

Outboard Installation

Important Information.....	60
Mercury Marine Validated Engine Mounting Hardware.....	61
Accessories Mounted to the Transom Clamp Bracket.....	61
Avoiding Fuel Flow Restriction.....	65
Boat Horsepower Capacity.....	65
Start in Gear Protection.....	66
Selecting Accessories for Your Outboard.....	66
Fuel Tanks.....	66
Low Permeation Fuel Hose Requirement	66
Filling the Fuel System.....	66
Installation Specifications.....	67
Lifting the Outboard.....	67
Steering Cable - Starboard Side Routed Cable.....	68
Steering Link Rod Fasteners.....	69
Determining Recommended Outboard Mounting Height.....	71
Drilling Outboard Mounting Holes.....	72
Fastening the Outboard to the Transom.....	73
Electrical, Hoses, Control Cables, and Front Clamp.....	78
Oil Injection Set-Up.....	88
Trim In Pin.....	90

Maintenance Log

Maintenance Log.....	92
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GENERAL INFORMATION

Boater's Responsibilities

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

Be sure that at least one additional person onboard is instructed in the basics of starting and operating the outboard and boat handling in case the driver is unable to operate the boat.

Before Operating Your Outboard

Read this manual carefully. Learn how to operate your outboard 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 outboard use the following safety alerts to draw your attention to special safety instructions that should be followed.

WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

NOTICE

Indicates a situation which, if not avoided, could result in engine or major component failure.

Boat Horsepower Capacity

WARNING

Exceeding the boat's maximum horsepower rating can cause serious injury or death. Overpowering the boat can affect boat control and flotation characteristics or break the transom. Do not install an engine that exceeds the boat's maximum power rating.

GENERAL INFORMATION

Do not overpower or overload your boat. Most boats will carry a required capacity plate indicating the maximum acceptable power and load as determined by the manufacturer following certain federal guidelines. If in doubt, contact your dealer or the boat manufacturer.

U.S. COAST GUARD CAPACITY	
MAXIMUM HORSEPOWER	XXX
MAXIMUM PERSON CAPACITY (POUNDS)	XXX
MAXIMUM WEIGHT CAPACITY	XXX

26777

High-Speed and High-Performance Boat Operation

If your outboard is to be used on a high-speed or high-performance boat with which you are unfamiliar, we recommend that you do not operate it at its high speed capability without first requesting an initial orientation and familiarization demonstration ride with your dealer or an operator experienced with your boat/outboard combination. For additional information, obtain a copy of our **Hi-Performance Boat Operation** booklet from your dealer, distributor, or Mercury Marine.

Propeller Selection

The propeller on your outboard is one of the most important components in the propulsion system. An improper propeller choice can significantly affect the performance of your boat and could result in damage to the outboard engine.

When choosing a propeller, a full selection of aluminum and stainless steel propellers specifically designed for your outboard are available through Mercury Marine. To view the entire product offering and find the correct propeller that is best suited for your application, visit www.mercmarinepropellers.com or see your local authorized Mercury dealer.

SELECTING THE CORRECT PROPELLER

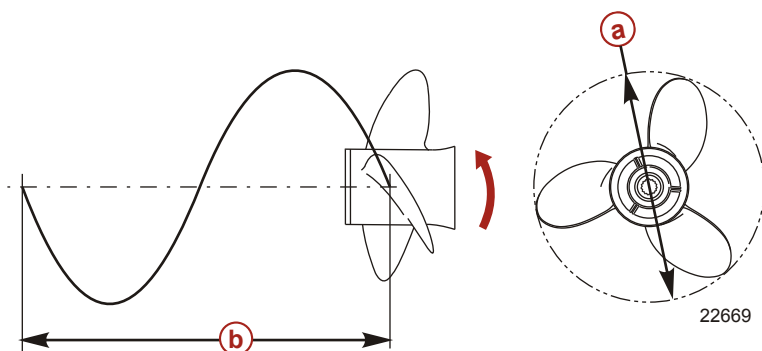
An accurate tachometer for measuring engine speed is important in choosing the correct propeller.

Choose a propeller for your boating application that will allow the engine to operate within the specified full throttle operating range. When operating the boat at full throttle under normal load conditions, the engine RPM should be in the upper half of the recommended full throttle RPM range. Refer to **Specifications**. If engine RPM is above that range, select a propeller of increased pitch in order to reduce engine RPM. If engine RPM is below the recommended range, select a propeller of reduced pitch to increase engine RPM.

GENERAL INFORMATION

IMPORTANT: To ensure proper fit, and performance, Mercury Marine recommends the use of Mercury or Quicksilver branded propellers and mounting hardware.

Propellers are designated by the diameter, pitch, number of blades, and material. The diameter and pitch are stamped (cast) into the side or the end of the propeller hub. The first number represents the diameter of the propeller and the second number represents the pitch. For example, 14x19 represents a propeller with a 14 inch diameter and 19 inches of pitch.



- a** - Diameter
- b** - Pitch - Travel during one revolution

The following are some propeller basics that will help you determine the correct propeller for your boating application.

Diameter - The diameter is the distance across the imaginary circle that is made when the propeller rotates. The correct diameter for each propeller has been predetermined for the design of your outboard. However, when more than one diameter is available for the same pitch, use a larger diameter for heavy boat applications and a smaller diameter for lighter applications.

Pitch - The pitch is the theoretical distance, in inches, that a propeller travels forward during one revolution. Pitch can be thought of similar to gears in a car. The lower the gear, the faster the car will accelerate, but with lower overall top speed. Likewise, a lower pitch propeller will accelerate quickly, but top-end speed will be reduced. The higher the propeller pitch the faster the boat will usually go; though typically slowing acceleration.

Determining the correct pitch size - First, check the full throttle RPM under normal load condition. If the full throttle RPM is within the recommended range, select a replacement or upgrade propeller with the same pitch as the current propeller.

- Adding 1 inch of pitch will reduce the full throttle RPM by 150 to 200
- Subtracting 1 inch of pitch will increase full throttle RPM by 150 to 200

GENERAL INFORMATION

- Upgrading from a 3-blade propeller to a 4-blade propeller will generally decrease full throttle RPM by 50 to 100

IMPORTANT: Avoid damage to the engine. Never use a propeller that allows the engine to exceed the recommended full throttle RPM range when under normal full throttle operation.

PROPELLER MATERIAL

Most propellers manufactured by Mercury Marine are made from either aluminum or stainless steel. Aluminum is suitable for general purpose use and is standard equipment on many new boats. Stainless steel is over five times more durable than aluminum and typically provides performance gains in acceleration and top end speed due to design efficiencies. Stainless steel propellers also come in a larger variety of sizes and styles that allow you to dial in the ultimate performance for your boat.

3 BLADE VS. 4 BLADE

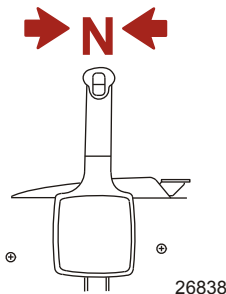
Available in many sizes of both aluminum and stainless, 3 and 4-blade propellers have unique performance characteristics. In general, 3-blade propellers offer good all around performance and higher top speed than 4-blade propellers. However, 4-blade propellers are usually faster to plane and more efficient at cruising speeds, but lack the top end speed of a 3-blade propeller.

Outboard Remote Control Models

The remote control connected to your outboard must be equipped with a start in neutral only protection device. This prevents the engine from starting when the shift is actuated in any position other than neutral.

▲ WARNING

Starting the engine with the drive in gear can cause serious injury or death. Never operate a boat that does not have a neutral-safety-protection device.



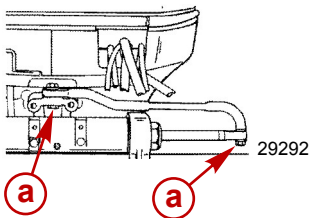
GENERAL INFORMATION

Remote Steering Notice

The steering link rod that connects the steering cable to the engine must be fastened utilizing self-locking nuts. These self-locking nuts must never be replaced with common nuts (non-locking) as they will work loose and vibrate off, freeing the link rod to disengage.

⚠ WARNING

Improper fasteners or improper installation procedures can result in loosening or disengagement of the steering link rod. This can cause a sudden, unexpected loss of boat control, resulting in serious injury or death due to occupants being thrown within or out of the boat. Always use required components and follow instructions and torque procedures.



a - Self-locking nuts

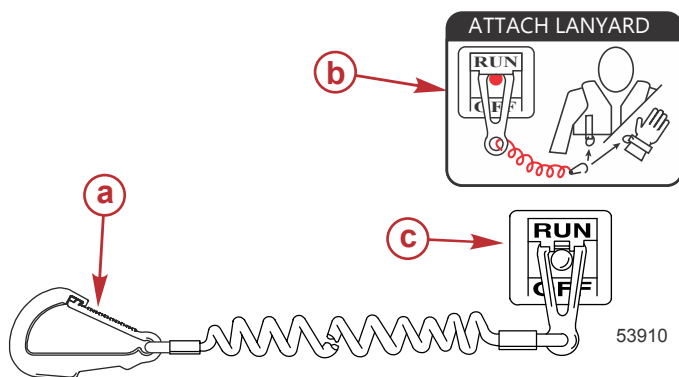
Lanyard Stop Switch

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. Tiller handle outboards and some remote control units are equipped with a lanyard stop switch. A lanyard stop switch can be installed as an accessory - generally on the dashboard or side adjacent to the operator's position.

A decal near the lanyard stop switch is a visual reminder for the operator to attach the lanyard to their personal flotation device (PFD) or wrist.

GENERAL INFORMATION

The lanyard cord is usually 122–152 cm (4–5 feet) in length when stretched out, with an element on one end made to be inserted into the switch and a clip on the other end for attaching to the operator's PFD or wrist. The lanyard is coiled to make its at-rest condition as short as possible to minimize the likelihood of lanyard entanglement with nearby objects. Its stretched-out length is made 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.



- a - Lanyard cord clip
- b - Lanyard decal
- c - Lanyard stop switch

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. Falling overboard and accidental ejections are more likely to occur in certain types of boats such as low sided inflatables, bass boats, high performance boats, and light, sensitive handling fishing boats operated by a hand tiller. Falling overboard and accidental ejections 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 or tiller handle that is pulling in one direction, drinking alcohol or consuming drugs, or daring high speed boat maneuvers.

GENERAL INFORMATION

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 (if the operator is accidentally ejected).

⚠ WARNING

If the operator falls out of the boat, stop the engine immediately to reduce the possibility of serious injury or death from being struck by the boat. Always properly connect the operator to the stop switch using a lanyard.

⚠ 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.

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:

- 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 gearcase or propeller.
- Loss of power and directional control in heavy seas, strong current, or high winds.
- Loss of control when docking.

KEEP THE LANYARD STOP SWITCH AND LANYARD CORD IN GOOD OPERATING CONDITION

Before each use, check to ensure the lanyard stop switch works properly. Start the engine and stop it by pulling the lanyard cord. If the engine does not stop, have the switch repaired before operating the boat.

Before each use, visually inspect the lanyard cord to ensure it is in good working condition and that there are no breaks, cuts, or wear to the cord. Check that the clips on the ends of the cord are in good condition. Replace any damaged or worn lanyard cords.

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 his/her 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.

Whenever a boat is moving (coasting) and the outboard gear shift is in neutral position, there is sufficient force by the water on the propeller to cause the propeller to rotate. This neutral propeller rotation can cause serious injury.

WHILE THE BOAT IS STATIONARY

▲ WARNING

A spinning propeller, a moving boat, or any solid device attached to the boat can cause serious injury or death to swimmers. Stop the engine immediately whenever anyone in the water is near your boat.

Shift the outboard into neutral and shut off the engine before allowing people to swim or be in the water near your boat.

Passenger Safety Message - Pontoon Boats and Deck Boats

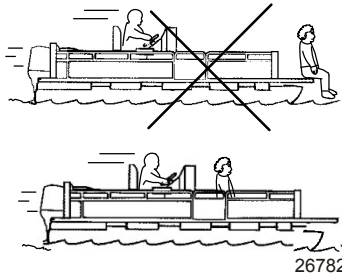
Whenever the boat is in motion, observe the location of all passengers. Do not allow any passengers to stand or use seats other than those designated for traveling faster than idle speed. A sudden reduction in boat speed, such as plunging into a large wave or wake, a sudden throttle reduction, or a sharp change of boat direction, could throw them over the front of the boat. Falling over the front of the boat between the two pontoons will position them to be run over by the outboard.

BOATS HAVING AN OPEN FRONT DECK

No one should ever be on the deck in front of the fence while the boat is in motion. Keep all passengers behind the front fence or enclosure.

GENERAL INFORMATION

Persons on the front deck could easily be thrown overboard or persons dangling their feet over the front edge could get their legs caught by a wave and pulled into the water.



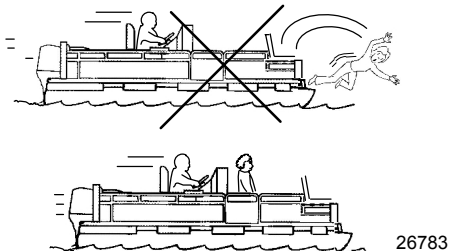
⚠ WARNING

Sitting or standing in an area of the boat not designed for passengers at speeds above idle can cause serious injury or death. Stay back from the front end of deck boats or raised platforms and remain seated while the boat is in motion.

BOATS WITH FRONT MOUNTED, RAISED PEDESTAL FISHING SEATS

Elevated fishing seats are not intended for use when the boat is traveling faster than idle or trolling speed. Sit only in seats designated for traveling at faster speeds.

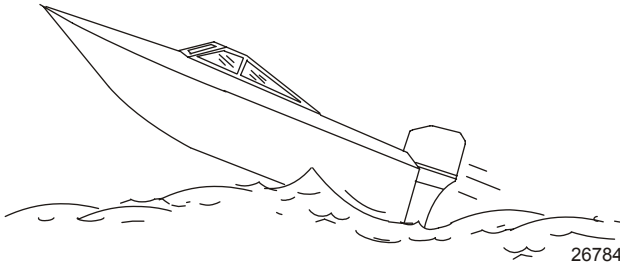
Any unexpected, sudden reduction in boat speed could result in the elevated passenger falling over the front of the boat.



GENERAL INFORMATION

Wave and Wake Jumping

Operating recreational boats over waves and wake 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 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.

⚠ WARNING

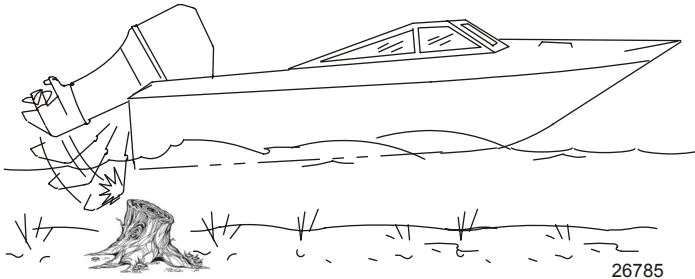
Wave or wake jumping can cause serious injury or death from occupants being thrown within or out of the boat. Avoid wave or wake jumping whenever possible.

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.

GENERAL INFORMATION

Impact with Underwater Hazards

Reduce speed and proceed with caution whenever you drive a boat in shallow water areas, or in areas where you suspect underwater obstacles may exist which could be struck by the outboard or the boat bottom. **The most important thing you can do to help reduce injury or impact damage from striking a floating or underwater object is to control the boat speed. Under these conditions, boat speed should be kept to a minimum planing speed of 24 to 40 km/h (15 to 25 mph).**



Striking a floating or underwater object could result in an infinite number of situations. Some of these situations could result in the following:

- Part of the outboard or the entire outboard could break loose and fly into the boat.
- The boat could move suddenly 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.
- A rapid reduction in speed. This will cause occupants to be thrown forward, or even out of the boat.
- Impact damage to the outboard and/or boat.

Keep in mind, the most important thing you can do to help reduce injury or impact damage during an impact is control the boat speed. Boat speed should be kept to a minimum planing speed when driving in waters known to have underwater obstacles.

After striking a submerged object, stop the engine as soon as possible and inspect it for any broken or loose parts. If damage is present or suspected, the outboard should be taken to an authorized dealer for a thorough inspection and necessary repair.

The boat should also be checked for any hull fractures, transom fractures, or water leaks.

Operating a damaged outboard could cause additional damage to other parts of the outboard, or could affect control of the boat. If continued running is necessary, do so at greatly reduced speeds.

GENERAL INFORMATION

⚠ WARNING

Operating a boat or engine with impact damage can result in product damage, serious injury, or death. If the vessel experiences any form of impact, have an authorized Mercury Marine dealer inspect and repair the vessel or power package.

Exhaust Emissions

BE ALERT TO CARBON MONOXIDE POISONING

Carbon monoxide (CO) is a deadly gas that is present in the exhaust fumes of all internal combustion engines, including the engines that propel boats, and the generators that power boat accessories. By itself, CO is odorless, colorless, and tasteless, but if you can smell or taste engine exhaust, you are inhaling CO.

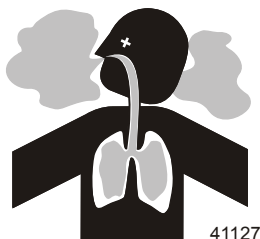
Early symptoms of carbon monoxide poisoning, which are similar to the symptoms of seasickness and intoxication, include headache, dizziness, drowsiness, and nausea.

⚠ WARNING

Inhaling engine exhaust gases can result in carbon monoxide poisoning, which can lead to unconsciousness, brain damage, or death. Avoid exposure to carbon monoxide.

Stay clear from exhaust areas when engine is running. Keep the boat well-ventilated while at rest or underway.

STAY CLEAR OF EXHAUST AREAS



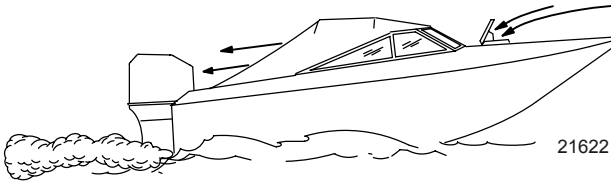
Engine exhaust gases contain harmful carbon monoxide. Avoid areas of concentrated engine exhaust gases. When engines are running, keep swimmers away from the boat, and do not sit, lie, or stand on swim platforms or boarding ladders. While underway, do not allow passengers to be positioned immediately behind the boat (platform dragging, teak/body surfing). This dangerous practice not only places a person in an area of high engine exhaust concentration, but also subjects them to the possibility of injury from the boat propeller.

GENERAL INFORMATION

GOOD VENTILATION

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

Example of desired air flow through the boat:

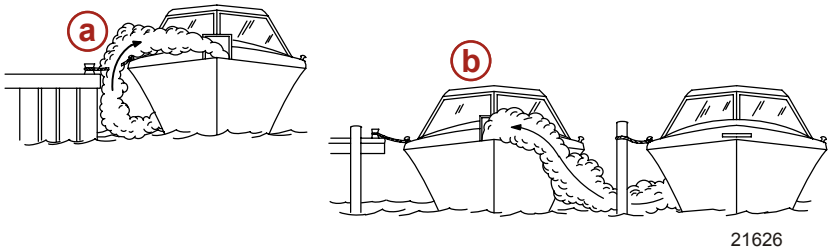


POOR VENTILATION

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 open area of a stationary boat that contains, or is near, a running engine may be exposed to a hazardous level of carbon monoxide.

1. Examples of poor ventilation while the boat is stationary:



- a** - Operating the engine when the boat is moored in a confined space
- b** - Mooring close to another boat that has its engine operating

2. Examples of poor ventilation while the boat is moving:



- a** - Operating the boat with the trim angle of the bow too high
- b** - Operating the boat with no forward hatches open (station wagon effect)

GENERAL INFORMATION

Selecting Accessories for Your Outboard

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

IMPORTANT: Check with your dealer before installing accessories. The misuse of approved accessories or the use of nonapproved accessories can damage the product.

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

Safe Boating Suggestions

In order to safely enjoy the waterways, familiarize yourself with local and other governmental 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.

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 boat's 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 Hotline, 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. Do not allow anyone to sit or ride on any part of the boat that was not intended for such use. This includes the back of seats, gunwales, transom, bow, decks, raised fishing seats, any rotating fishing seat; or anywhere that an 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). Alcohol or drug use impairs your judgment and greatly reduces your ability to react quickly.

Prepare other boat operators. Instruct at least one other person onboard in the basics of starting and operating the outboard, and boat handling, in case the driver becomes disabled or falls overboard.

GENERAL INFORMATION

Passenger boarding. Stop the engine whenever passengers are boarding, unloading, or are near the back (stern) of the boat. Just shifting the outboard into neutral is not sufficient.

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 operator's view when operating the boat above idle speed.

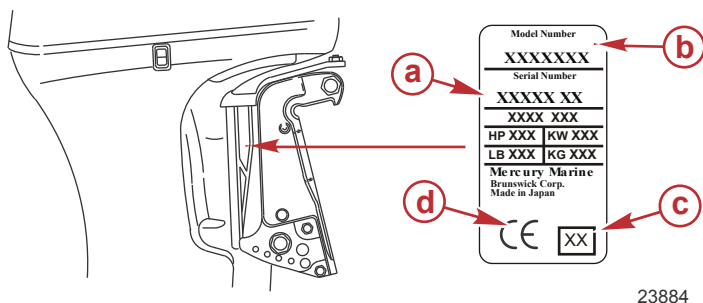
Never drive your boat directly behind a water-skier in case the skier falls. As an example, your boat traveling at 40 km/h (25 MPH) will overtake a fallen skier 61 m (200 ft) in front of you in 5 seconds.

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

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.

Recording Serial Number

It is important to record this number for future reference. The serial number is located on the outboard as shown.



- a** - Serial number
- b** - Model designation
- c** - Year manufactured
- d** - Certified Europe Insignia (as applicable)

GENERAL INFORMATION

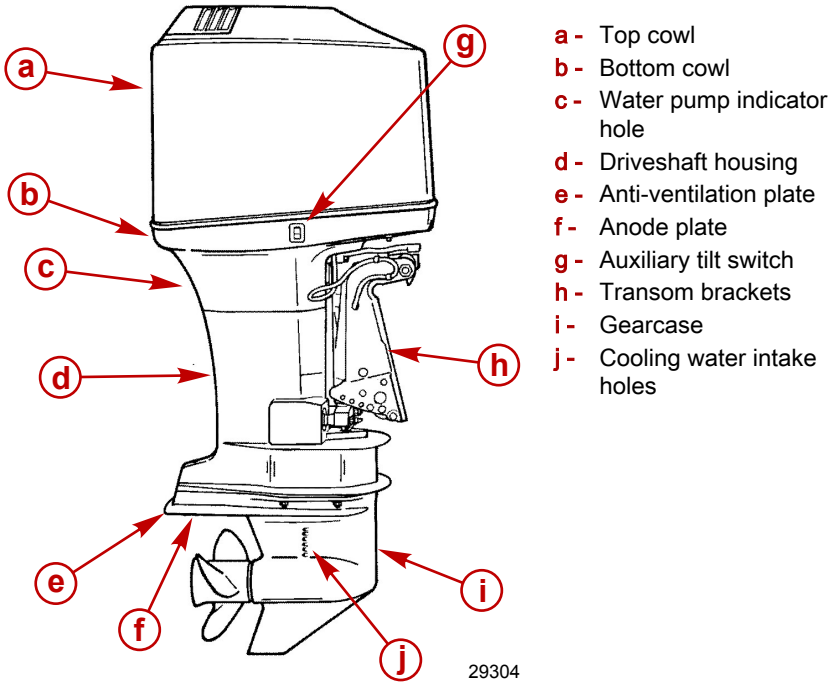
Specifications

Models	225	250
Horsepower	225	250
Kilowatts	165	184
Full throttle RPM range	5000–5800 RPM	
Idle speed in forward gear	575–650 RPM	
Number of cylinders	6	
Piston displacement	3044 cc (185 in ³)	
Cylinder bore	92.1 mm (3.626 in.)	
Stroke	76.2 mm (3.000 in.)	
Recommended spark plug	Champion QL77CC ¹ .	
Spark plug gap	0.90 mm (0.035 in.)	
Gear ratio	1.75:1	
Recommended gasoline	Refer to Fuel and Oil	
Recommended oil	Refer to Fuel and Oil	
Gearcase lubricant capacity	798 ml (27 fl oz)	
Battery rating	630 marine cranking amps (MCA) or 490 cold cranking amps (CCA) or 80 ampere hours (Ah)	
Charging system output	60 A	

1. Use only Champion QL77CC spark plugs or alternate spark plugs approved by Mercury Marine in these models. Consult a Mercury Marine authorized dealer before replacing spark plugs. Use of improper spark plugs may cause engine damage.

GENERAL INFORMATION

Component Identification

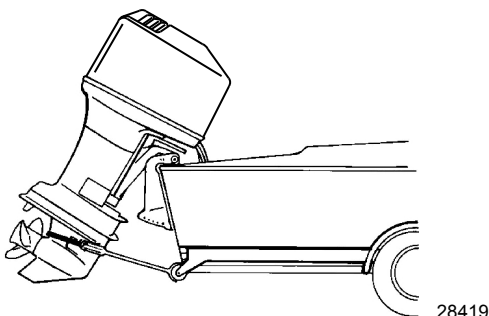


TRANSPORTING

Trailing Boat/Outboard

Trail your boat with the outboard tilted down in a vertical operating position.

If additional ground clearance is required, the outboard should be tilted up using an accessory outboard support device. Refer to your local dealer for recommendations. Additional clearance may be required for railroad crossings, driveways, and trailer bouncing.



IMPORTANT: Do not rely on the power trim/tilt system or tilt support lever to maintain proper ground clearance for trailering. The outboard tilt support lever is not intended to support the outboard for trailering.

Shift the outboard to forward gear. This prevents the propeller from spinning freely.

FUEL AND OIL

Fuel Requirements

IMPORTANT: Use of improper gasoline can damage your engine. Engine damage resulting from the use of improper gasoline is considered misuse of the engine and will not be covered under the limited warranty.

FUEL RATINGS

Mercury outboard engines will operate satisfactorily with any major brand of unleaded gasoline that meets the following specifications:

USA and Canada - A posted pump octane rating of 87 (R+M)/2, minimum, for most models. Premium gasoline 91 (R+M)/2 octane is also acceptable for most models. **Do not** use leaded gasoline.

Outside USA and Canada - A posted pump octane rating of 91 RON, minimum, for most models. Premium gasoline (95 RON) is also acceptable for all models. **Do not** use leaded gasoline.

USING REFORMULATED (OXYGENATED) GASOLINE (USA ONLY)

Reformulated gasoline is required in certain areas of the USA and is acceptable for use in your Mercury Marine engine. The only oxygenate currently in use in the USA is alcohol (ethanol, methanol, or butanol).

GASOLINE CONTAINING ALCOHOL

Bu16 Butanol Fuel Blends

Fuel blends of up to 16.1% butanol (Bu16) that meet the published Mercury Marine fuel rating requirements are an acceptable substitute for unleaded gasoline. Contact your boat manufacturer for specific recommendations on your boat's fuel system components (fuel tanks, fuel lines, and fittings).

Methanol and Ethanol Fuel Blends

IMPORTANT: The fuel system components on your Mercury Marine engine will withstand up to 10% alcohol (methanol or ethanol) content in the gasoline. Your boat's fuel system may not be capable of withstanding the same percentage of alcohol. Contact your boat manufacturer for specific recommendations on your boat's fuel system components (fuel tanks, fuel lines, and fittings).

Be aware that gasoline containing methanol or ethanol may cause increased:

- Corrosion of metal parts
- Deterioration of rubber or plastic parts
- Fuel permeation through the rubber fuel lines
- Likelihood of phase separation (water and alcohol separating from the gasoline in the fuel tank)

FUEL AND OIL

WARNING

Fuel leakage is a fire or explosion hazard, which can cause serious injury or death. Periodically inspect all fuel system components for leaks, softening, hardening, swelling, or corrosion, particularly after storage. Any sign of leakage or deterioration requires replacement before further engine operation.

IMPORTANT: If you use gasoline that contains or might contain methanol or ethanol, you must increase the frequency of inspection for leaks and abnormalities.

IMPORTANT: When operating a Mercury Marine engine on gasoline containing methanol or ethanol, do not store the gasoline in the fuel tank for long periods. Cars normally consume these blended fuels before they can absorb enough moisture to cause trouble; boats often sit idle long enough for phase separation to take place. Internal corrosion may occur during storage if alcohol has washed protective oil films from internal components.

Oil Recommendation

Recommended Oil	Mercury or Quicksilver Premium 2-Cycle TC-W3 Outboard Oil
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IMPORTANT: Oil must be NMMA certified TC-W3 2-Cycle oil.

Mercury or Quicksilver Premium TC-W3 2-Cycle oil is recommended for this 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 Requirements for Engine Break-in

Do not use pre-mixed gas and oil during break-in. The engine automatically receives extra oil during engine break-in. Use a fresh supply of the recommended gasoline during engine break-in and after engine break-in.

Avoiding Fuel Flow Restriction

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

Low Permeation Fuel Hose Requirement

Required for outboards manufactured for sale, sold, or offered for sale in the United States.

- The Environmental Protection Agency (EPA) requires that any outboard manufactured after January 1, 2009, must use low permeation fuel hose for the primary fuel hose connecting the fuel tank to the outboard.

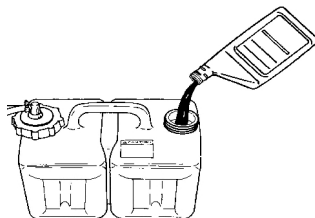
FUEL AND OIL

- Low permeation hose is USCG Type B1-15 or Type A1-15, defined as not exceeding 15 g/m²/24 h with CE 10 fuel at 23 °C as specified in SAE J 1527 - marine fuel hose.

Filling Remote Oil Tank

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

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

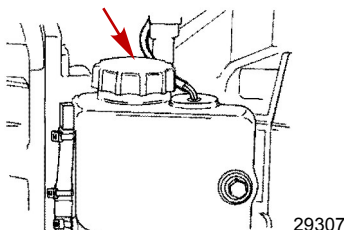


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Filling Engine Mounted Oil Reservoir Tank

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

1. Remove the top cowl.
2. Loosen the fill cap on the engine oil reservoir tank. Run the engine until all the air has been vented out of the oil reservoir tank and tank is filled with oil to the point of overflow.
3. Re-tighten the fill cap. Stop the engine and replace the top cowl.



29307

FUEL AND OIL

Filling Fuel Tank

⚠ WARNING

Avoid serious injury or death from a gasoline fire or explosion. Use caution when filling fuel tanks. Always stop the engine and do not smoke or allow open flames or sparks in the area while filling fuel tanks.

Fill the fuel tanks outdoors away from heat, sparks, and open flames.

Remove the portable fuel tanks from the boat to refill them.

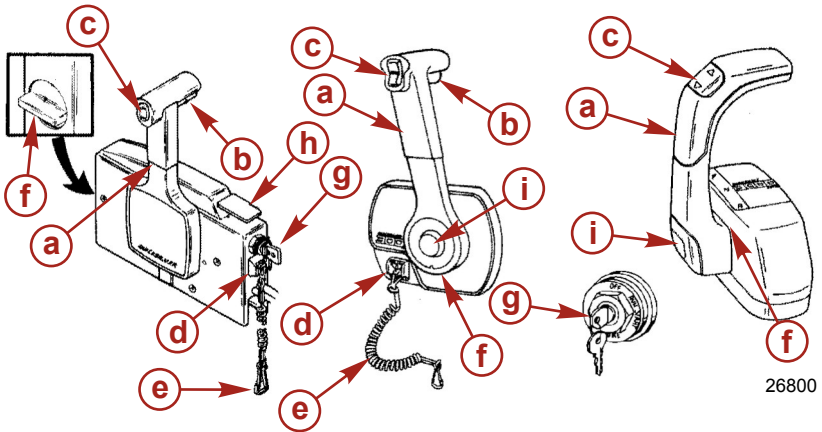
Always stop the engine before filling the tanks.

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 AND CONTROLS

Remote Control Features

Your boat may be equipped with one of the Mercury Precision or Quicksilver remote controls shown. If not, consult your dealer for a description of the functions and operations of the remote control.

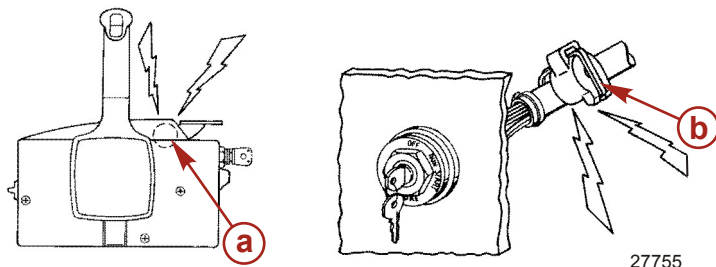


- a** - Control handle – forward, neutral, reverse
- b** - Neutral release lever
- c** - Trim/tilt switch (if equipped) – Refer to **Features and Controls – Power Trim and Tilt**
- d** - Lanyard stop switch – Refer to **General Information – Lanyard Stop Switch**
- e** - Lanyard – Refer to **General Information – Lanyard Stop Switch**
- f** - Throttle friction adjustment – Console controls require cover removal for adjustment
- g** - Ignition key switch – "OFF," "ON," "START"
- h** - Fast idle lever – Refer to **Operation – Starting the Engine**
- i** - Throttle only button – Refer to **Operation – Starting the Engine**

FEATURES AND CONTROLS

Warning System

The outboard warning system incorporates a warning horn inside the boat. The warning horn may be located inside the remote control or connected to the ignition key switch.



- a** - Horn inside remote control
- b** - Horn connected to ignition key switch

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 show 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. For visual display of the specific engine functions and for additional engine data, refer to **SmartCraft Product** information, following.

Warning Horn		
Function	Sound	Description
Start Up	One Beep	Normal System Test
Low Oil Reserve	Four Beeps every 2 Minutes	Oil lever is low in the engine mounted oil reservoir. Refill the engine mounted oil reservoir along with the remote oil tank. Refer to Fuel & Oil .
Water in Fuel	Four Beeps every 2 Minutes	Water in the water separating fuel filter reaches the full level. Water can be removed from the filter. Refer to Maintenance - Fuel System for filter removal.

FEATURES AND CONTROLS

Warning Horn		
Function	Sound	Description
Cooling System Problem	Continuous	Engine Guardian System is activated. Power limit will vary with level of overheat. Shift outboard into neutral and check for a steady stream of water coming out of the water pump indicator hole. If no water is coming out of the water pump indicator hole or flow is intermittent, stop engine and check water intake holes for obstruction. The Guardian System must be RESET before engine will operate at higher speeds. Moving throttle lever back to idle resets the system.
Oil Level is Critically Low	Continuous	Engine Guardian System is activated. Power will be limited. The oil level is critically low in the engine mounted oil reservoir. Refill the engine mounted oil reservoir along with the remote oil tank.
Oil Pump Failure	Continuous	Engine Guardian System is activated. Power will be limited. The warning horn is activated if the oil pump should ever stop functioning electrically. No lubricating oil is being supplied to the engine.
Engine Overspeed	Continuous	The warning horn is activated any time engine speed exceeds the maximum allowable RPM. The system will limit the engine speed to within the allowable range. Engine overspeed indicates a condition that should be corrected. Overspeed could be caused by incorrect propeller pitch, engine height, trim angle, etc.
Sensor out of Range	Continuous	Engine Guardian System is activated. Power will be limited.
	Intermittent Beep	

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 has been activated, reduce throttle speed. The horn will turn off when throttle speed is within the allowable limit. Consult your dealer for assistance.

FEATURES AND CONTROLS

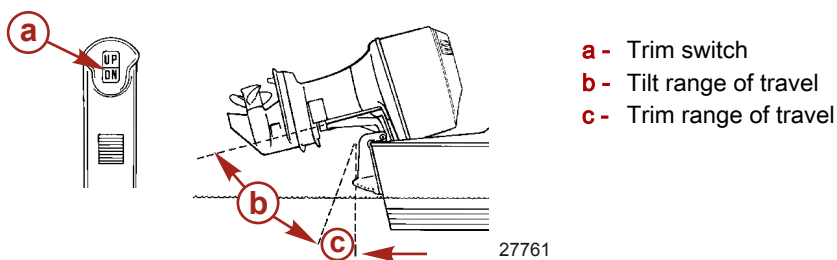
SMARTCRAFT PRODUCT

A Mercury SmartCraft System instrument package can be purchased for this outboard. A few of the functions the instrument package will display are engine RPM, coolant temperature, 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.

Power Trim and Tilt

Your outboard has a trim/tilt control called power trim. This enables the operator to easily adjust the position of the outboard by pressing the trim switch. Moving the outboard in closer to the boat transom is called trimming in or down. Moving the outboard further away from the boat transom is called trimming out or up. The term trim generally refers to the adjustment of the outboard within the first 20° range of travel. This is the range used while operating your boat on plane. The term tilt is generally used when referring to adjusting the outboard further up out of the water. With the engine turned off, the outboard can be tilted out of the water. At low idle speed, the outboard can also be tilted up past the trim range to permit, for example, shallow water operation.



POWER TRIM OPERATION

With most boats, operating around the middle of the trim range will give satisfactory results. However, to take full advantage of the trimming capability there may be times when you choose to trim your outboard all the way in or out. Along with an improvement in some performance aspects comes a greater responsibility for the operator, and this is being aware of some potential control hazards.

The most significant control hazard is a pull or torque that can be felt on the steering wheel or tiller handle. This steering torque results from the outboard being trimmed so the propeller shaft is not parallel to the water surface.

FEATURES AND CONTROLS

WARNING

Trimming the outboard beyond a neutral steering condition may result in a pull on the steering wheel or tiller handle and loss of boat control. Maintain control of the boat if trimming beyond a neutral steering condition.

Consider the following lists carefully.

1. Trimming in or down can:
 - Lower the bow.
 - Result in quicker planing off, especially with a heavy load or a stern heavy boat.
 - Generally improve the ride in choppy water.
 - Increase steering torque or pull to the right (with the normal right-hand rotation propeller.)
 - In excess, can lower the bow of some boats to a point where they begin to plow with their bow in the water while on plane. This can result in an unexpected turn in either direction (called bow steering or oversteering) if any turn is attempted, or if a significant wave is encountered.

WARNING

Operating the boat at high speeds with the outboard trimmed too far under can create excessive bow steer, resulting in the operator losing control of the boat. Install the trim limit pin in a position that prevents excessive trim under and operate the boat in a safe manner.

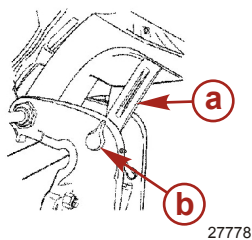
- In rare circumstances, the owner may decide to limit the trim in. This can be accomplished by purchasing a stainless steel tilt pin from your dealer and inserting it in whatever adjustment hole in the transom brackets is desired. The nonstainless steel shipping bolt should not be used in this application other than on a temporary basis.
2. Trimming out or up can:
 - Lift the bow higher out of the water.
 - Generally increase top speed.
 - Increase clearance over submerged objects or a shallow bottom.
 - Increase steering torque or pull to the left at a normal installation height (with the normal right-hand rotation propeller.)
 - In excess, can cause boat porpoising (bouncing) or propeller ventilation.
 - Cause engine overheating if any cooling water intake holes are above the waterline.

FEATURES AND CONTROLS

TILTING OPERATION

To tilt the outboard, shut off the engine and press the trim/tilt switch or auxiliary tilt switch to the up position. The outboard will tilt up until the switch is released or it reaches its maximum tilt position.

1. Engage the tilt support lever by rotating the knob to bring the support lever upward.
2. Lower the outboard to rest on the tilt support lever.
3. Disengage the tilt support lever by raising the outboard off the support lever and rotating the lever down. Lower the outboard.



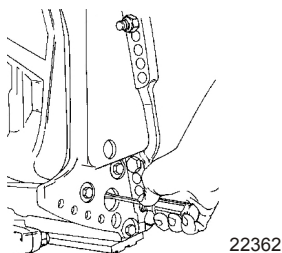
- a - Tilt support lever
- b - Knob

MANUAL TILTING

If the outboard cannot be tilted using the power trim/tilt switch, the outboard can be manually tilted.

NOTE: *The manual tilt release valve must be tightened before operating the outboard to prevent the outboard from tilting up during reverse operation.*

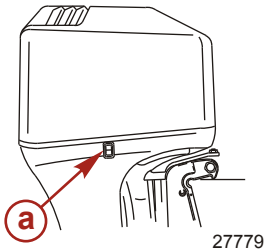
Turn out the manual tilt release valve three turns counterclockwise. This allows manual tilting of the outboard. Tilt the outboard to the desired position and tighten the manual tilt release valve.



FEATURES AND CONTROLS

AUXILIARY TILT SWITCH

The auxiliary tilt switch can be used to tilt the outboard up or down using the power trim system.



a - Auxiliary tilt switch

SHALLOW WATER OPERATION

When operating your boat in shallow water, you can tilt the outboard beyond the maximum trim range to prevent hitting bottom.

1. Reduce the engine speed below 2000 RPM.
2. Tilt the outboard up. Make sure all the water intake holes stay submerged at all times.
3. Operate the engine at slow speed only. If engine speed exceeds 2000 RPM, the outboard will automatically return down to the maximum trim range.

OPERATION

Prestarting 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.
- A ring-type life buoy or buoyant cushion designed to be thrown to a person in the water.
- Know the boat's maximum load capacity. Look at the boat capacity plate.
- Fuel supply OK.
- Oil supply (oil injection) OK.
- Arrange passengers and load in the boat so the weight is distributed evenly and everyone is seated in a proper seat.
- 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 and area you will be boating; tides, currents, sand bars, rocks, and other hazards.
- Make the inspection checks listed in **Maintenance - Inspection and Maintenance Schedule**.

Operating in Freezing Temperatures

When using your outboard or having your outboard moored in freezing or near freezing temperatures, keep the outboard tilted down at all times so the gearcase is submerged. This prevents the trapped water in the gearcase from freezing and causing possible damage to the water pump and other components.

If there is a chance of ice forming on the water, the outboard should be removed and drained completely of water. If ice should form at the water level inside the outboard driveshaft housing, it will block water flow to the engine causing possible damage.

Operating in Saltwater or Polluted Water

We recommend that you flush the internal water passages of your outboard with fresh water after each use in salt or polluted water. This will prevent a buildup of deposits from clogging the water passages. Refer to **Maintenance - Flushing the Cooling System**.

If you keep your boat moored in the water, always tilt the outboard so the gearcase is completely out of water (except in freezing temperatures) when not in use.

Wash the outboard exterior and flush out the exhaust outlet of the propeller and gearcase with fresh water after each use. Each month, spray Mercury Precision or Quicksilver Corrosion Guard on external metal surfaces. Do not spray on corrosion control anodes as this will reduce the effectiveness of the anodes.

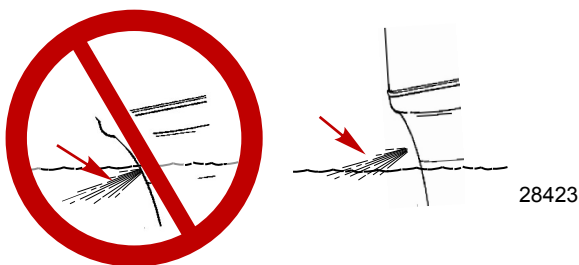
OPERATION

Operating at High Elevations

Your engine automatically compensates for high elevation changes. A different pitch propeller may help reduce some normal performance loss resulting from reduced oxygen in the air. Consult your dealer.

Setting Trim Angle While Running Engine at Idle Speed

The exhaust relief hole on the outboard may become submerged if the outboard is trimmed full-in while running at idle speed. This will cause exhaust restriction, rough idle, excessive smoke, and fouled spark plugs. If this condition exists, trim the outboard up until the exhaust relief hole is out of the water. The outboard should be lowered for accelerating from a standing start or from idle speed.



Engine Break-in Procedure

IMPORTANT: Failure to follow the engine break-in procedures can result in poor performance throughout the life of the engine and can cause engine damage. Always follow break-in procedures.

GASOLINE/OIL BREAK-IN MIXTURE

Do not use pre-mixed gas and oil during break-in. Oil from the oil injection system will supply adequate lubrication during engine break-in.

BREAK-IN PROCEDURE

1. For the first hour of operation, allow the engine to warm up for 30-60 seconds.
 - a. Run the engine at varied throttle settings, the majority of the time between 3000 and 4500 RPM or three-quarter throttle.
 - b. Change engine speed approximately every two minutes, and avoid continuous operation at idle speed for more than ten minutes. Short bursts of full throttle for periods up to ten seconds are acceptable.
 - c. Avoid trimming the outboard out (up) beyond a vertical trim position during operation.

OPERATION

NOTE: It is the driver's responsibility to always drive in a safe manner. Improper trim angle of the outboard when driving at the proper speed can be difficult and dangerous. The purpose of specifying trim angle is to help guide the operator in determining how to put the proper load on the engine.

2. For the next three hours of operation, change engine speed every ten minutes.

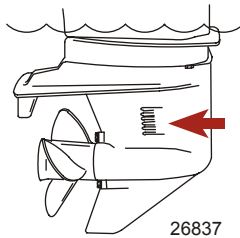
Starting the Engine

Before starting, read the pre-starting check list, special operating instructions, and engine break-in procedure in the **Operation** section.

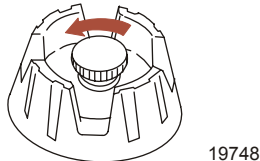
NOTICE

Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.

1. Lower the outboard to the vertical operating position. Make sure all cooling water intake holes are submerged.

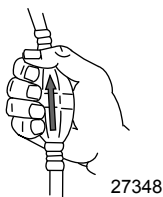


2. Open the fuel tank vent screw (in filler cap) on manual venting type fuel tanks.

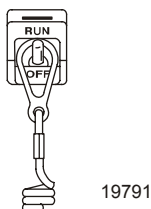


OPERATION

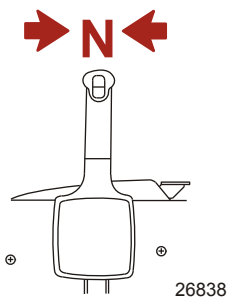
3. Position the fuel line primer bulb so the arrow on the side of the bulb is pointing up. Squeeze the fuel line primer bulb several times until it feels firm.



4. Set the lanyard stop switch to the "RUN" position. Refer to **General Information - Lanyard Stop Switch**.



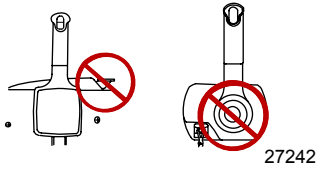
5. Shift the outboard to the neutral ("N") position.



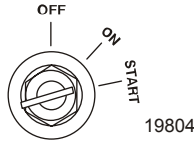
6. For the initial start of a new engine, or for an engine that ran out of fuel or was drained of fuel, the fuel system should be filled as follows:
 - a. Squeeze the fuel line primer bulb until it feels firm.
 - b. Turn the ignition key switch to the "ON" position for three seconds. This operates the electric fuel pump.
 - c. Turn the ignition key switch back to the "OFF" position, and squeeze the primer bulb again until it feels firm. Turn the ignition key switch to the "ON" position again for three seconds. Continue this procedure until the fuel line primer bulb stays firm.

OPERATION

7. Do not advance the throttle-only feature on the remote control for starting.



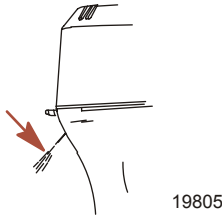
8. Turn the ignition key to "START" position. Release the key when engine starts. If engine fails to start in 10 seconds, return the key to "OFF" position, wait one second and try again.



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

9. Check for a steady stream of water flowing out of the water pump indicator hole.

IMPORTANT: If no water is coming out of the water pump indicator hole, stop engine and check cooling water intake holes for obstruction. No obstruction may indicate a water pump failure or blockage in the cooling system. This condition will cause the engine to overheat. Have the outboard checked by your dealer. Operating the engine while overheated will cause engine damage.



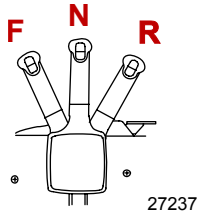
Gear Shifting

IMPORTANT: Observe the following:

- **Never shift the outboard into gear unless the engine speed is at idle.**
- **Do not shift the outboard into reverse when the engine is not running.**
- Your outboard has three gear shift positions to provide operation: forward (F), neutral (N), and reverse (R).
- When shifting, always stop at neutral position and allow the engine speed to return to idle.
- Always shift the outboard into gear with a quick motion.

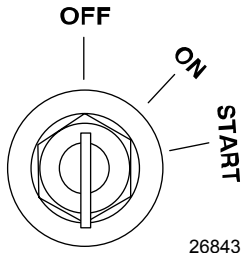
OPERATION

- After shifting the outboard into gear, advance the lever further to increase speed.



Stopping the Engine

Reduce the engine speed and shift the outboard to neutral position. Turn the ignition key to "OFF" position.



MAINTENANCE

Outboard Care

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

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

SELECTING REPLACEMENT PARTS FOR YOUR OUTBOARD

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

EPA Regulations

All new outboards manufactured by Mercury Marine are certified to the United States Environmental Protection Agency, as conforming to the requirements of the regulations for the control of air pollution from new outboard motors. This certification is contingent on certain adjustments being set to factory standards. For this reason, the factory procedure for servicing the product must be strictly followed and, 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 spark ignition (SI) engine repair establishment or individual.

MAINTENANCE

EPA Emissions

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.

The diagram shows a rectangular label with the Mercury logo on the left and the title "EMISSION CONTROL INFORMATION" on the right. The label contains several fields for engine specifications and emissions data. Red circles with letters a through i are placed around the label, with arrows pointing to specific fields: a points to the "IDLE SPEED" field; b points to the "hp" field; c points to the "TIMING (IN DEGREES)" field; d points to the "Standard spark plug" and "GAP" fields; e points to the "Valve Clearance (Cold) mm" field; f points to the "FAMILY" field; g points to the "FEL" field; h points to the "cc" field; and i points to a date field on the right side of the label. The label also includes a disclaimer: "This engine conforms to [] model year EPA regulations for Marine SI engines. Refer to Owner's Manual for required maintenance."

MERCURY		EMISSION CONTROL INFORMATION	
This engine conforms to [] model year EPA regulations for Marine SI engines. Refer to Owner's Manual for required maintenance.			
IDLE SPEED: []		FAMILY: []	
[] hp	[] cc	FEL: [] g/kWh	
TIMING (IN DEGREES): []			
Standard spark plug: []		[]	
Suppressor spark plug: []		[]	
GAP: []		[]	
Valve Clearance (Cold) mm		Intake []	Exhaust []

28405

- a - Idle speed
- b - Engine horsepower
- c - Timing specification
- d - Recommended spark plug and gap
- e - Valve clearance (if applicable)
- f - Family number
- g - Maximum emission output for the engine family
- h - Piston displacement
- i - Date of manufacture

OWNER RESPONSIBILITY

The owner/operator is required to have routine 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 emission levels to exceed their predetermined factory specifications.

Inspection and Maintenance Schedule

DAILY CHECKS

- Check the engine oil level
- Check the lanyard stop switch
- Inspect the fuel system for leaks
- Inspect the engine tightness on the transom
- Check the steering system for binding
- Check the propeller for damage

MAINTENANCE

- Inspect the hydraulic steering fittings and hoses for leaks or signs of damage, if equipped
- Check the hydraulic steering fluid level, if equipped

AFTER EACH USE

- Wash the power package exterior with fresh water
- Flush the outboard cooling system, saltwater or brackish water only

ANNUALLY OR 100 HOURS

- Grease the engine, if applicable
- Change the engine oil and filter, if equipped
- Inspect the thermostat, saltwater or brackish water only
- Add Quickleen to the fuel tank, once per year, per engine
- Apply anti-seize to the spark plug threads
- Replace the gear lubricant
- Inspect the corrosion control anodes
- Replace all filters on the suction side of the fuel system—dealer item
- Lubricate the driveshaft splines—dealer item
- Lubricate the propeller shaft splines—dealer item
- Check the tightness on all the fasteners—dealer item
- Check the torque of the outboard mounting hardware—dealer item
- Check the battery condition and tightness of the battery cable connection—dealer item

THREE YEARS OR 300 HOURS

- Replace the spark plugs
- Replace the water pump impeller—dealer item
- Inspect the carbon fiber reeds—dealer item
- Inspect the wire harness connectors—dealer item
- Check the remote control cable adjustment, if applicable—dealer item
- Replace the high-pressure fuel filter—dealer item
- Replace the accessory drive belt—dealer item
- Check the power trim fluid level—dealer item
- Inspect the engine motor mounts—dealer item

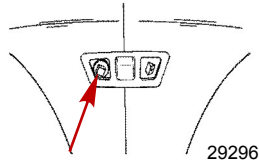
Flushing the Cooling System

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

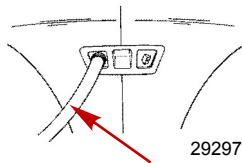
MAINTENANCE

NOTE: Engine can be stopped or running at idle speed when flushing the cooling system. Do not flush engine using a water system that exceeds 310.26 kPa (45 psi).

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



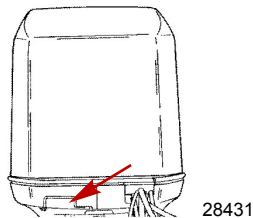
2. Attach a water hose to the fitting. Turn on the water and flush for 3 to 5 minutes.



Top Cowl Removal and Installation

REMOVAL

1. Pull out the front cowl latch.



2. Lift front of cowl to clear front latch and push toward the rear to clear rear hooks.
3. Lift top cowl to remove.

INSTALLATION

1. Lower top cowl into position over engine.
2. Move the cowl toward the rear to align rear hooks. After rear hooks have engaged, move cowl toward front and push down front of cowl.
3. Push in latch to secure top cowl.

MAINTENANCE

Exterior Care

Your outboard is protected with a durable baked enamel finish. Clean and wax often using marine cleaners and waxes.

Fuel System

▲ WARNING

Fuel is flammable and explosive. Ensure that the key switch is off and the lanyard is positioned so that the engine cannot start. Do not smoke or allow sources of spark or open flame in the area while servicing. Keep the work area well ventilated and avoid prolonged exposure to vapors. Always check for leaks before attempting to start the engine, and wipe up any spilled fuel immediately.

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

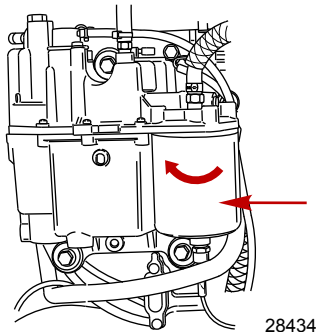
FUEL LINE INSPECTION

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

WATER SEPARATING FUEL FILTER

NOTE: The warning system will turn on when water in the fuel filter reaches the full level. See **Features & Controls - Warning System**.

The water separating fuel 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.



1. Remove and replace filter as follows:

MAINTENANCE

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

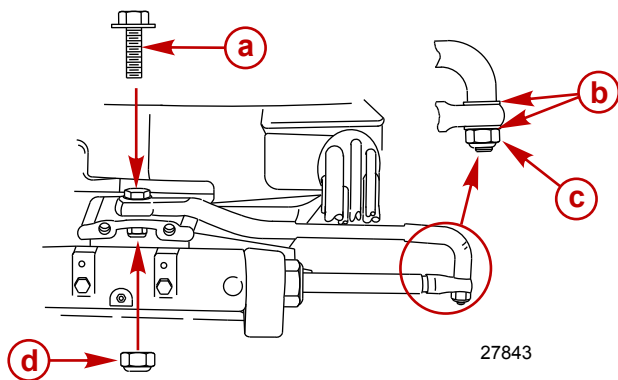
IMPORTANT: Visually inspect for fuel leakage from the filter by squeezing the primer bulb until firm, forcing fuel into the filter.

Steering Link Rod Fasteners

IMPORTANT: The steering link rod that connects the steering cable to the engine must be fastened using a special washer head bolt ("a" - Part Number 10-849838) and self-locking nylon insert locknuts ("c" and "d" - Part Number 11-826709113). These locknuts must never be replaced with common nuts (nonlocking) as they will work loose and vibrate off, freeing the link rod to disengage.

⚠ WARNING

Improper fasteners or improper installation procedures can result in loosening or disengagement of the steering link rod. This can cause a sudden, unexpected loss of boat control, resulting in serious injury or death due to occupants being thrown within or out of the boat. Always use required components and follow instructions and torque procedures.



- a - Special washer head bolt (10-849838)
- b - Flat washer (2)
- c - Nylon insert locknut (11-826709113)
- d - Nylon insert locknut (11-826709113)

Description	Nm	lb-in.	lb-ft
Special washer head bolt	27	-	20

MAINTENANCE

Description	Nm	lb-in.	lb-ft
Nylon insert locknut "d"	27	–	20
Nylon insert locknut "c"	Tighten until it seats, then back off 1/4 turn		

Assemble steering link rod to steering cable with two flat washers and self-locking nylon insert locknut. Tighten locknut until it seats, then back nut off 1/4 turn.

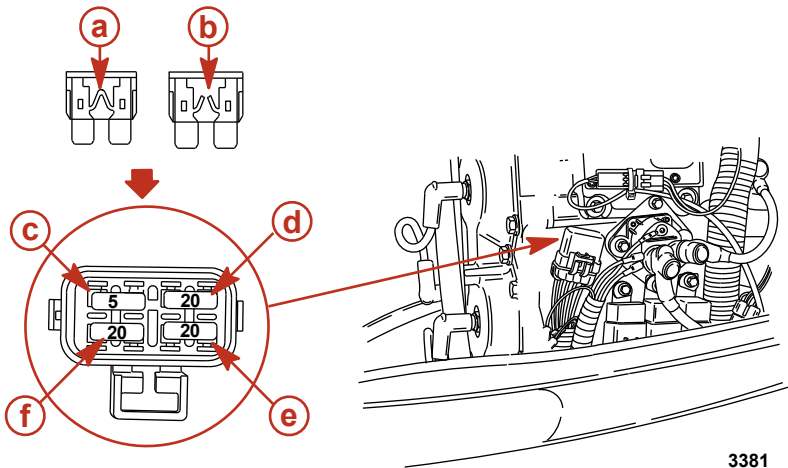
Assemble steering link rod to engine with special washer head bolt and self-locking nylon insert locknut. First torque bolt, then torque locknut to specifications.

Fuse Replacement

IMPORTANT: Always carry spare 5 and 20 amp fuses.

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

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.



3381

- a** - Good fuse
- b** - Blown fuse
- c** - SmartCraft data bus circuit - 5 amp fuse
- d** - Accessories - 20 amp fuse
- e** - Ignition coil circuit - 20 amp fuse
- f** - Electric fuel pump/ECM driver power/oil pump circuit - 20 amp fuse

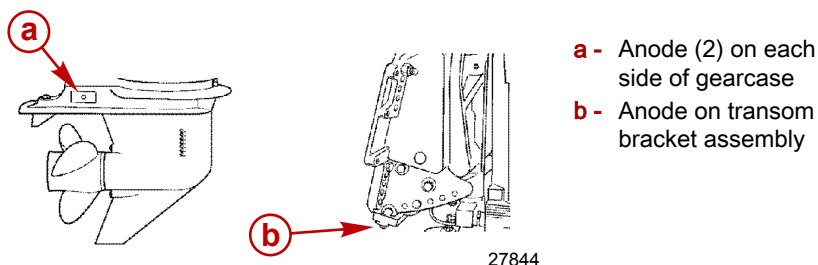
MAINTENANCE

Corrosion Control Anode

Your outboard has corrosion control anodes at different locations. An anode helps protect the outboard against galvanic corrosion by sacrificing its metal to be slowly corroded instead of the outboard metals.

Each anode requires periodic inspection, especially in saltwater 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.

The gearcase has two corrosion control anodes, one on each side. A third anode is installed on the bottom of the transom bracket assembly.



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. Ensure the battery is secure against movement.
3. Battery cable terminals should be clean, tight, and correctly installed. Positive to positive and negative to negative.
4. Ensure the battery is equipped with a nonconductive shield to prevent accidental shorting of battery terminals.

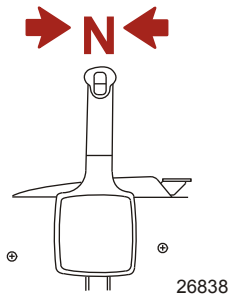
Propeller Replacement

▲ WARNING

Rotating propellers can cause serious injury or death. Never operate the boat out of the water with a propeller installed. Before installing or removing a propeller, place the drive unit in neutral and engage the lanyard stop switch to prevent the engine from starting. Place a block of wood between the propeller blade and the anti-ventilation plate.

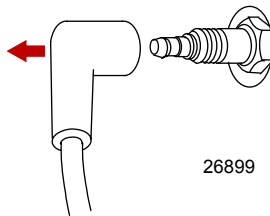
MAINTENANCE

1. Shift the outboard to neutral (N) position.

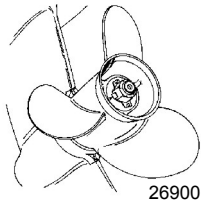


IMPORTANT: Refer to Spark Plug Inspection and Replacement for removing the spark plug leads.

2. Remove the spark plug leads to prevent engine from starting.

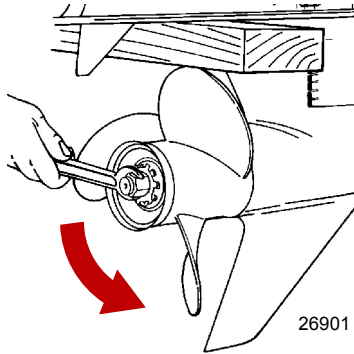


3. Straighten the bent tabs on the propeller nut retainer.

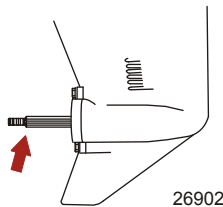




MAINTENANCE

- Place a block of wood between the gearcase and the propeller to hold the propeller and remove the propeller nut.



- Pull the propeller straight off the shaft. If propeller is seized to the shaft and cannot be removed, have the propeller removed by an authorized dealer.
- Coat the propeller shaft with Quicksilver or Mercury Precision Lubricants Extreme Grease or 2-4-C with PTFE.

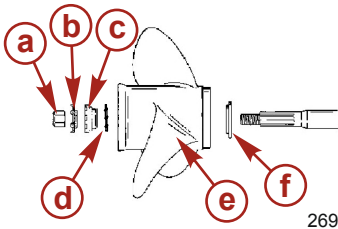


Tube Ref No.	Description	Where Used	Part No.
 95	2-4-C with PTFE	Propeller shaft	92-802859A 1
	Extreme Grease	Propeller shaft	8M0071842

IMPORTANT: To prevent the propeller hub from corroding and seizing to the propeller shaft (especially in saltwater), always apply a coat of the recommended lubricant to the entire propeller shaft at the recommended maintenance intervals and also each time the propeller is removed.

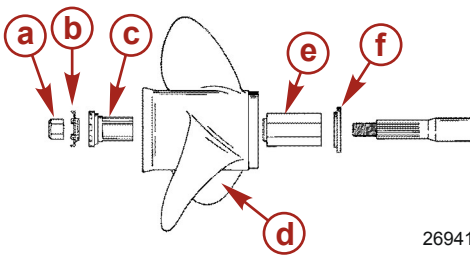
MAINTENANCE

7. Flo-Torq I drive hub propellers - Install forward thrust washer, propeller, continuity washer, rear thrust hub, propeller nut retainer, and propeller nut onto the shaft.



- a** - Propeller nut
- b** - Propeller nut retainer
- c** - Rear thrust hub
- d** - Continuity washer
- e** - Propeller
- f** - Forward thrust washer

8. Flo-Torq II drive hub propellers - Install forward thrust washer, replaceable drive sleeve, propeller, thrust hub, propeller nut retainer, and propeller nut onto the shaft.

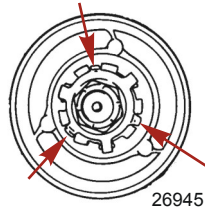


- a** - Propeller nut
- b** - Propeller nut retainer
- c** - Rear thrust hub
- d** - Propeller
- e** - Replaceable drive sleeve
- f** - Forward thrust washer

9. Place a block of wood between the gearcase and the propeller and torque the propeller nut to specifications.

Description	Nm	lb-in.	lb-ft
Propeller nut	75	-	55

10. Secure the propeller nut by bending three of the tabs into the thrust hub grooves.



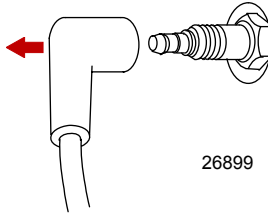
MAINTENANCE

Spark Plug Inspection and Replacement

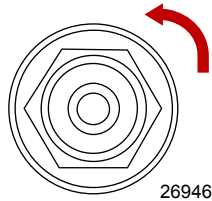
⚠ WARNING

Damaged spark plug boots may emit sparks that can ignite fuel vapors under the engine cowl, resulting in serious injury or death from a fire or explosion. To avoid damaging the spark plug boots, do not use any sharp object or metal tool to remove the spark plug boots.

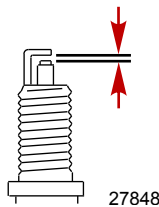
1. Remove the spark plug leads. Twist the rubber boots slightly and pull off.



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



3. Set the spark plug gap to specifications.



Spark Plug Gap

Spark plug	0.90 mm (0.035 in.)
------------	---------------------


4. Before installing spark plugs, clean off any dirt on the spark plug seats. Install plugs finger-tight, and then tighten to the specified value.

Description	Nm	lb. in.	lb. ft.
Spark plug	27		20

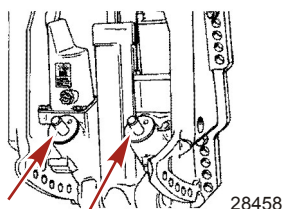
MAINTENANCE

Lubrication Points



1. Lubricate the following with Quicksilver or Mercury 2-4-C with PTFE.

Tube Ref No.	Description	Where Used	Part No.
 95	2-4-C with PTFE	Trim rod ball ends	92-802859A 1

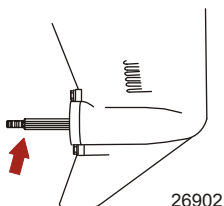
- Trim Rod Ball Ends - Turn the ball ends to work the lubricant into the ball sockets.



2. Lubricate the following with Quicksilver or Mercury Extreme Grease or 2-4-C with PTFE.


Tube Ref No.	Description	Where Used	Part No.
	Extreme Grease	Propeller shaft	8M0071842
 95	2-4-C with PTFE	Propeller shaft	92-802859A 1

- Propeller Shaft - refer to **Propeller Replacement** for removal and installation of the propeller. Coat the entire propeller shaft with lubricant to prevent the propeller hub from corroding and seizing to the shaft.

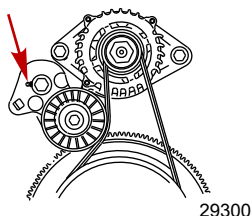


3. Lubricate the following with Quicksilver or Mercury Lubricants 2-4-C with PTFE.

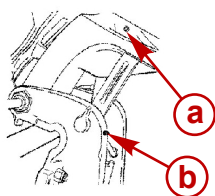
MAINTENANCE

Tube Ref No.	Description	Where Used	Part No.
 95	2-4-C with PTFE	Alternator belt tensioner pivot shaft, swivel bracket, tilt support lever, tilt tube, steering cable grease fitting	92-802859A 1

- Alternator Belt Tensioner Pivot Shaft - Lubricate through fitting.



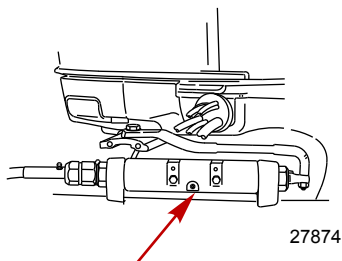
- Swivel Bracket - Lubricate through fitting.
- Tilt Support Lever - Lubricate through fitting.



- a** - Swivel Bracket
- b** - Tilt support lever

27873

- Tilt tube - Lubricate through fitting.

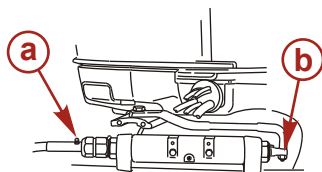


WARNING

Incorrect cable lubrication can cause hydraulic lock, leading to serious injury or death from loss of boat control. Completely retract the end of the steering cable before applying lubricant.

MAINTENANCE

- Steering Cable Grease Fitting (if equipped) - Rotate steering wheel to fully retract the steering cable end into the outboard tilt tube. Lubricate through fitting.

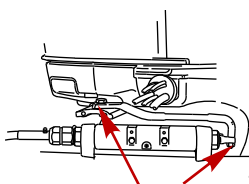


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- a** - Fitting
- b** - Steering cable end

4. Lubricate the following with light weight oil.

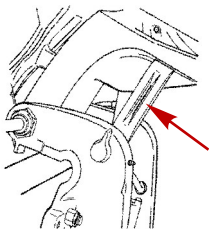
- Steering Link Rod Pivot Points - Lubricate pivot points.



27876

Checking Power Trim Fluid

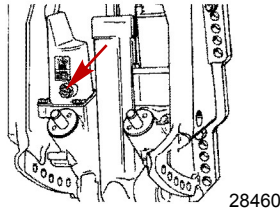
1. Tilt the outboard to the full up position and engage the tilt support lever.




27877

MAINTENANCE

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



Tube Ref No.	Description	Where Used	Part No.
 114	Power Trim and Steering Fluid	Power trim system	92-858074K01

Gearcase Lubrication

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

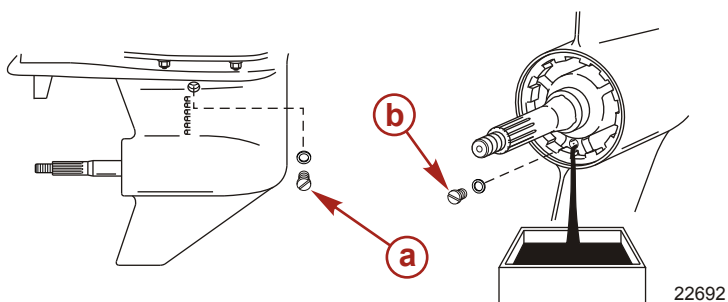
Examine the drained gearcase lubricant for metal particles. A small amount of metal particles indicates normal gear wear. An excessive amount of metal filings or larger particles (chips) may indicate abnormal gear wear and should be checked by an authorized dealer.

DRAINING GEARCASE

1. Place the outboard in a vertical operating position.
2. Remove the propeller. Refer to **Propeller Replacement**.
3. Place the drain pan below the outboard.

MAINTENANCE

4. Remove the vent plug and fill/drain plug and drain lubricant.



- a - Vent plug
- b - Fill/drain plug

GEARCASE LUBRICANT CAPACITY

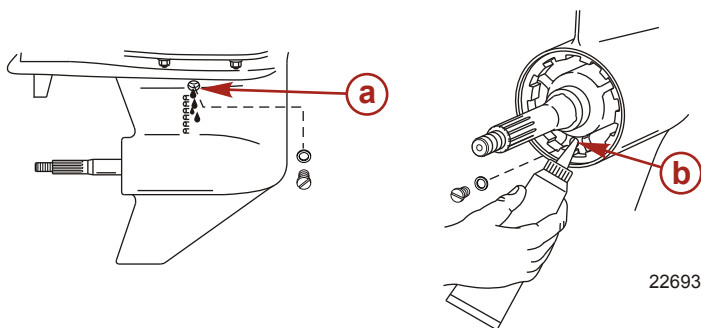
Gearcase lubricant capacity is approximately 970 ml (32.8 fl oz).

GEARCASE LUBRICANT RECOMMENDATION

Mercury or Quicksilver High Performance Gear Lubricant.

CHECKING LUBRICANT LEVEL AND REFILLING GEARCASE

1. Place the outboard in a vertical operating position.
2. Remove the vent plug/sealing washer.
3. Remove the fill/drain plug. Place the lubricant tube into the fill hole and add the lubricant until it appears at the vent hole.



- a - Vent hole
- b - Fill hole

IMPORTANT: Replace the sealing washers if damaged.

4. Stop adding the lubricant. Install the vent plug and sealing washer before removing the lubricant tube.

MAINTENANCE

5. Remove the lubricant tube and install cleaned fill/drain plug and sealing washer.

Submerged Outboard

A submerged outboard will require service within a few hours by an authorized dealer once the outboard 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 outboard for storage is to protect it from rust, corrosion, and damage caused by freezing of trapped water.

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

NOTICE


Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.

FUEL SYSTEM

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

Fill the fuel tank and engine fuel system with treated (stabilized) fuel to help prevent formation of varnish and gum. Proceed with the following instructions.

- Portable fuel tank - Pour the required amount of gasoline stabilizer (follow instructions on container) into fuel tank. Tip fuel tank back and forth to mix stabilizer with the fuel.
- Permanently installed fuel tank - Pour the required amount of gasoline stabilizer (follow instructions on container) into a separate container and mix with approximately 1 liter (1 U.S. quart) of gasoline. Pour this mixture into fuel tank.
- Place the outboard in water or connect flushing attachment for circulating cooling water. Run the engine for ten minutes to fill the engine fuel system.

Flushing Device	91-44357Q 2
 9192	Attaches to the water intakes; provides a fresh water connection when flushing the cooling system or operating the engine.

Protecting Internal Engine Components

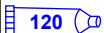
NOTE: Make sure the fuel system has been prepared for storage. Refer to **Fuel System**, preceding.

STORAGE

1. Remove the spark plugs. Add approximately 30 ml (1 oz.) of engine oil or inject a five second spray of storage seal into each spark plug hole. Rotate the flywheel manually several times to distribute the oil or storage seal in the cylinders. Reinstall the spark plugs.
2. Remove the water separating fuel filter and empty contents in a suitable container. Refer to **Maintenance** section for removal and installation of filter. Replace fuel filter annually, every 100 hours of operation, or if large amount of fuel contamination is present.

Protecting External Outboard Components

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

Tube Ref No.	Description	Where Used	Part No.
 120	Corrosion Guard	External metal surfaces	92-802878 55

Gearcase

- Drain and refill the gearcase lubricant (refer to **Gearcase Lubrication**).

Positioning Outboard for Storage

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

NOTICE

Storing the outboard in a tilted position can damage the outboard. Water trapped in the cooling passages or rain water collected in the propeller exhaust outlet in the gearcase can freeze. Store the outboard in the full down position.

Battery Storage

- Follow the battery manufacturer's instructions for storage and charging.
- Remove the battery from the boat and check water level. Charge if necessary.
- Store the battery in a cool, dry place.
- Periodically check the water level and charge the battery during storage.

TROUBLESHOOTING

Starter Motor Will Not Crank the Engine

POSSIBLE CAUSES

- Blown 20-amp fuse in the starting circuit. Refer to **Maintenance**.
- Outboard 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 solenoid or slave solenoid failure.

Engine Will Not Start

POSSIBLE CAUSES

- Lanyard stop switch not in "RUN" position.
- Incorrect starting procedure. Refer to **Operation** section.
- Old or contaminated gasoline.
- Engine flooded. Refer to **Operation** section.
- Fuel is not reaching the engine.
 - Fuel tank is empty.
 - Fuel tank vent not open or restricted.
 - Fuel line is disconnected or kinked.
 - Primer bulb not squeezed.
 - Primer bulb check valve is faulty.
 - Fuel filter is obstructed. Refer to **Maintenance** section.
 - Fuel pump failure.
 - Fuel tank filter obstructed.
- Open 20 amp fuse. Refer to **Maintenance** section.
- Ignition system component failure.
- Wiring or electrical connection faulty.
- Spark plugs fouled or defective. Refer to **Maintenance** section.

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 on built in fuel tank.

TROUBLESHOOTING

- d. Fuel line is kinked or pinched.
- e. Injector plugged.
- Fuel pump failure.
- Ignition system component failure.

Performance Loss

POSSIBLE CAUSES

- Throttle not fully open.
- Damaged or improper size propeller.
- Incorrect engine timing, adjustments, or setup.
- Boat overloaded or load improperly distributed.
- Excessive water in bilge.
- Boat bottom is dirty or damaged.

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).

OWNER SERVICE ASSISTANCE

Local Repair Service

Always return your outboard to your local authorized dealer should the need for service arise. Only he has the factory trained mechanics, knowledge, special tools, equipment, and genuine 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 about parts and accessories, the dealer requires the model and serial number to order the correct parts.

Service Assistance

Your satisfaction with your outboard product is very important to your dealer and to us. If you ever have a problem, question or concern about your outboard 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 outboard
- The name and address of your dealership
- Nature of problem

Mercury Marine Service Offices

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

OWNER SERVICE ASSISTANCE

United States, Canada		
Telephone	English - (920) 929-5040 Français - (905) 636-4751	Mercury Marine W6250 W. Pioneer Road P.O. Box 1939 Fond du Lac, WI 54936-1939
Fax	English - (920) 929-5893 Français - (905) 636-1704	
Website	www.mercurymarine.com	

Australia, Pacific		
Telephone	(61) (3) 9791-5822	Brunswick Asia Pacific Group 41-71 Bessemer Drive Dandenong South, Victoria 3175 Australia
Fax	(61) (3) 9706-7228	

Europe, Middle East, Africa		
Telephone	(32) (87) 32 • 32 • 11	Brunswick Marine Europe Parc Industriel de Petit-Rechain B-4800 Verviers, Belgium
Fax	(32) (87) 31 • 19 • 65	

Mexico, Central America, South America, Caribbean		
Telephone	(954) 744-3500	Mercury Marine 11650 Interchange Circle North Miramar, FL 33025 U.S.A.
Fax	(954) 744-3535	

Japan		
Telephone	072-233-8888	Kisaka Co., Ltd. 4-130 Kannabecho Sakai-shi Sakai-ku 5900984 Osaka, Japan
Fax	072-233-8833	

Asia, Singapore		
Telephone	(65) 65466160	Brunswick Asia Pacific Group T/A Mercury Marine Singapore Pte Ltd 29 Loyang Drive Singapore, 508944
Fax	(65) 65467789	

OUTBOARD INSTALLATION

Important Information

BEFORE STARTING THE ENGINE

NOTICE

Lack of oil pressure in the system can cause severe internal engine damage during start-up. Prime the oil injection pump on new or rebuilt engines or after performing maintenance on the oiling system.

Refer to **Priming the Oil Injection Pump** for instructions.

FUEL REQUIREMENTS

Do not use premixed gas and oil in this engine. The engine automatically receives extra oil during engine break-in. Use a fresh supply of the recommended gasoline during engine break-in and after engine break-in.

OIL RECOMMENDATION

Recommended Oil	Mercury or Quicksilver Premium 2-Cycle TC-W3 Outboard Oil
------------------------	--

IMPORTANT: Oil must be NMMA certified TC-W3 2-Cycle oil.

Mercury or Quicksilver Premium TC-W3 2-Cycle oil is recommended for this 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.

OUTBOARD INSTALLATION

Mercury Marine Validated Engine Mounting Hardware

IMPORTANT: Mercury Marine provides validated fasteners and installation instructions, including torque specifications, with all of our outboards so they can be properly secured to boat transoms. Improper installation of the outboard can cause performance and reliability issues that can lead to safety concerns. Follow all of the instructions relating to the outboard installation. **DO NOT** mount any other accessory onto the boat with the fasteners provided with the outboard. For example, do not mount tow sport bars or boarding ladders onto the boat using the mounting hardware included with the outboard. Installing other products onto the boat that utilize the outboard mounting hardware will compromise the ability of that hardware to properly and safely secure the outboard to the transom.

Outboards that require validated mounting hardware will have the following decal on the transom clamp.



51965

Accessories Mounted to the Transom Clamp Bracket

Mercury Marine has been made aware that certain aftermarket marine accessories, such as emergency boarding ladders, shallow water anchors, transom wedge kits, and tow sport attaching devices, have been mounted to the boat by use of the same fasteners that secure the outboard to the transom or jack plate. Using the same fastener to secure both an accessory and the engine to the boat compromises the ability of the fasteners to maintain the proper clamp load. A boat with loose engine mounting fasteners creates the possibility of performance, durability, and safety issues.

OUTBOARD INSTALLATION

⚠ WARNING

Avoid serious injury or death resulting from a loss of boat control. Loose engine fasteners could cause the transom bracket to fail, resulting in a loss of the driver's ability to control the boat. Always ensure that the engine fasteners are tightened to the specified torque.

ACCEPTABLE ACCESSORY MOUNTING TO THE TRANSOM CLAMP BRACKET

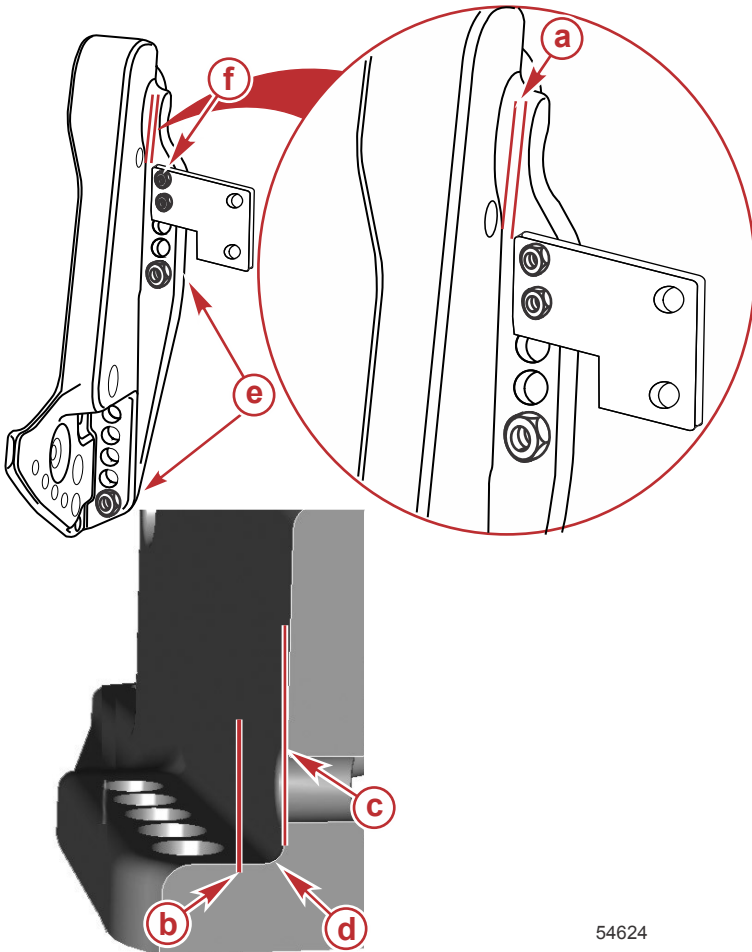
After the engine is mounted to the transom or jack plate in accordance with the engine installation instructions, it is acceptable to attach an accessory to the boat by use of the unused bolt holes in the transom clamp bracket as shown in Figure 1.

The following list provides additional guidelines for mounting accessories to the transom clamp bracket.

- The accessory fasteners must pass through the boat transom or jack plate.

OUTBOARD INSTALLATION

- The installation must not create interference issues, as would an accessory mounting plate resting in the radius of the transom clamp bracket. Refer to Figure 1.



54624

Figure 1

- a** - Minimum clearance 3.175 mm (0.125 in.)
- b** - Edge of accessory bracket
- c** - Transom clamp bracket wall
- d** - Radius
- e** - Engine supplied mounting fasteners
- f** - Fasteners supplied by the accessory manufacturer installed through unused engine mounting bracket holes

OUTBOARD INSTALLATION

UNACCEPTABLE ACCESSORY MOUNTING

IMPORTANT: Do not use the fasteners that secure the engine to the boat (either the transom or the jack plate) for any purpose other than securing the engine to the boat.

1. Do not mount an accessory to the transom clamp bracket in an unsupported condition. Refer to Figure 2.

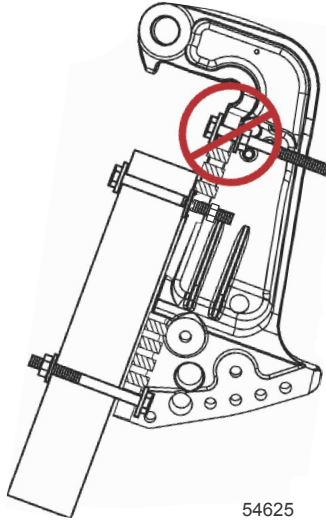


Figure 2

2. Do not attach an accessory to the boat by use of the engine mounting hardware. Refer to Figure 3.

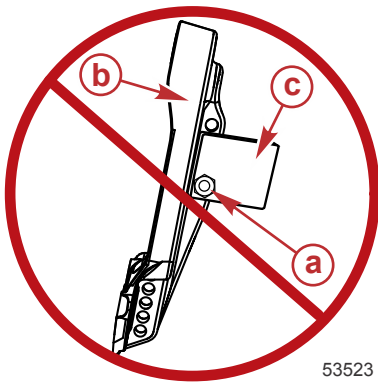


Figure 3

- a** - Engine supplied mounting fasteners
- b** - Transom clamp bracket
- c** - Accessory

OUTBOARD INSTALLATION

3. Do not install wedges or plates between the transom clamp brackets and the transom (or jack plate). Refer to Figure 4.

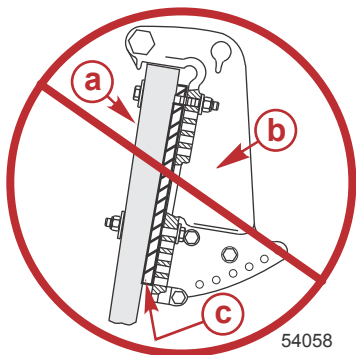


Figure 4

- a** - Boat transom or jack plate
- b** - Transom clamp bracket
- c** - Wedge/plate

Avoiding Fuel Flow Restriction

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

Boat Horsepower Capacity

⚠ WARNING

Exceeding the boat's maximum horsepower rating can cause serious injury or death. Overpowering the boat can affect boat control and flotation characteristics or break the transom. Do not install an engine that exceeds the boat's maximum power rating.

Do not overpower or overload your boat. Most boats will carry a required capacity plate indicating the maximum acceptable power and load as determined by the manufacturer following certain federal guidelines. If in doubt, contact your dealer or the boat manufacturer.

U.S. COAST GUARD CAPACITY	
MAXIMUM HORSEPOWER	XXX
MAXIMUM PERSON CAPACITY (POUNDS)	XXX
MAXIMUM WEIGHT CAPACITY	XXX

26777

OUTBOARD INSTALLATION

Start in Gear Protection

WARNING

Starting the engine with the drive in gear can cause serious injury or death. Never operate a boat that does not have a neutral-safety-protection device.

The remote control connected to the outboard must be equipped with a start in neutral only protection device. This prevents the engine from starting in gear.

Selecting Accessories for Your Outboard

Genuine Mercury Precision or Quicksilver Accessories have been specifically designed and tested for this outboard.

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

Fuel Tanks

PORTABLE FUEL TANK

Select a suitable location in the boat within the engine fuel line length limitations and secure the tank in place.

PERMANENT FUEL TANK

Permanent fuel tanks should be installed in accordance with industry and federal safety standards, which include recommendations applicable to grounding, anti-siphon protection, ventilation, etc.

Low Permeation Fuel Hose Requirement

Required for outboards manufactured for sale, sold, or offered for sale in the United States.

- The Environmental Protection Agency (EPA) requires that any outboard manufactured after January 1, 2009, must use low permeation fuel hose for the primary fuel hose connecting the fuel tank to the outboard.
- Low permeation hose is USCG Type B1-15 or Type A1-15, defined as not exceeding 15 g/m²/24 h with CE 10 fuel at 23 °C as specified in SAE J 1527 - marine fuel hose.

Filling the Fuel System

When starting an engine for the first time, or starting an engine that ran out of fuel or was drained of fuel, fill and prime the fuel system.

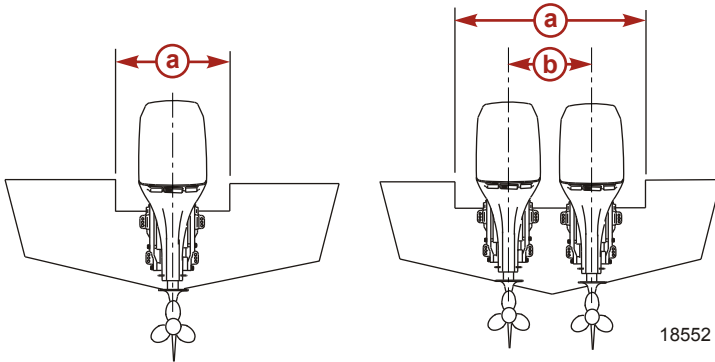
To fill and prime the fuel system:

1. Squeeze the fuel line primer bulb until it feels firm.
2. Turn the key switch to the "ON" position for three seconds. This operates the electric fuel pump.

OUTBOARD INSTALLATION

3. Turn the key switch back to the "OFF" position and squeeze the primer bulb again until it feels firm.
4. Turn the key switch to the "ON" position again for three seconds.
5. Continue this procedure until the fuel line primer bulb stays firm.

Installation Specifications



a - Minimum transom opening

b - Engine centerline for dual engine - 66.0 cm (26 in.)

Minimum Transom Opening	
Single engine	84.8 cm (33-3/8 in.)
Dual engine	151.8 cm (59-3/4 in.)

Lifting the Outboard

▲ WARNING

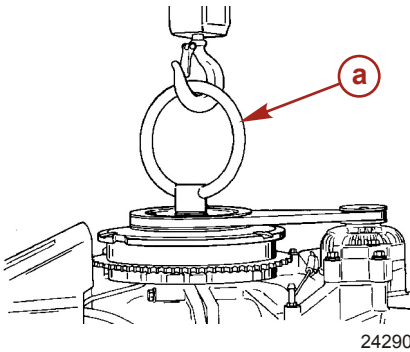
Improperly supporting an engine during lifting can result in the engine falling, causing serious injury or death. Before lifting the engine, verify that the lifting ring is threaded into the flywheel for a minimum of five turns and that the hoist has the correct lifting capacity for the engine weight.

To lift the outboard:

1. Remove the cowl from the outboard.

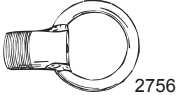
OUTBOARD INSTALLATION

- Thread the lifting eye into the flywheel hub for a minimum of five turns.



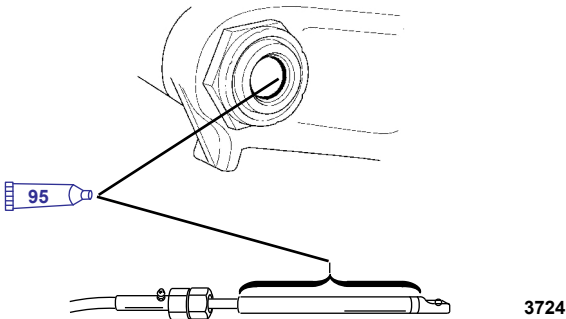
a - Lifting eye


- Connect a hoist to the lifting eye.
- Lift the outboard and place it on the boat transom.

Lifting Eye	91-90455--1
	Threads into the flywheel to remove the powerhead assembly from the driveshaft housing, or to lift entire engine for removal/installation.

Steering Cable - Starboard Side Routed Cable

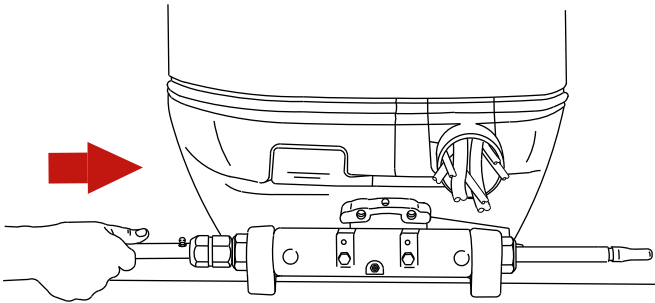
- Lubricate the O-ring seal and the entire cable end.



Tube Ref No.	Description	Where Used	Part No.
	2-4-C with PTFE	O-ring seal and entire cable end	92-802859A 1

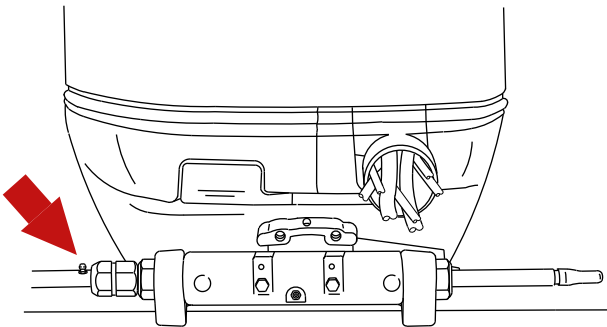
OUTBOARD INSTALLATION

2. Insert the steering cable into the tilt tube.



3725

3. Tighten the nut to the specified torque.



3727

Description	Nm	lb-in.	lb-ft
Nut	47.5	-	35

Steering Link Rod Fasteners

IMPORTANT: The steering link rod that connects the steering cable to the engine must be fastened using a special washer head bolt (P/N 10-849838) and self-locking nylon insert locknuts (P/N 11-826709113). Never replace locknuts with common nuts (nonlocking) as they will work loose and vibrate off, freeing the link rod to disengage.

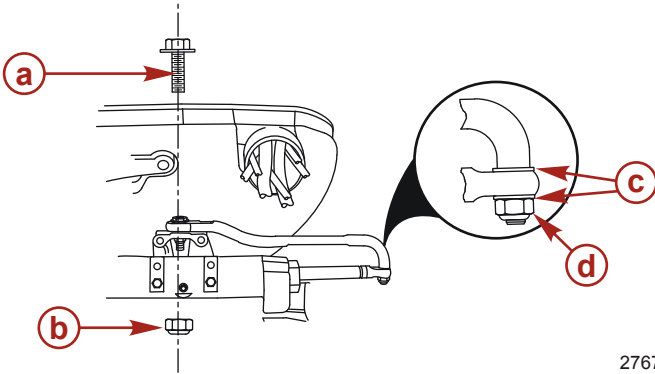
▲ WARNING

Improper fasteners or improper installation procedures can result in loosening or disengagement of the steering link rod. This can cause a sudden, unexpected loss of boat control, resulting in serious injury or death due to occupants being thrown within or out of the boat. Always use required components and follow instructions and torque procedures.

OUTBOARD INSTALLATION

⚠ WARNING

Worn, loose, or seized steering components can lead to loss of boat control. Inspect all steering attachment components for wear, lubricate all attachment hardware, and check all fasteners for proper tightness in accordance with the inspection and maintenance schedule.



2767

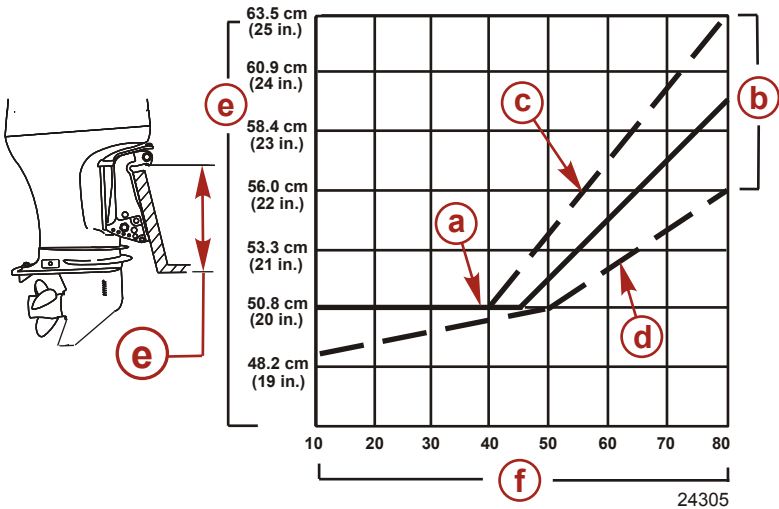
- a** - Special washer head bolt (P/N 10-849838)
- b** - Nylon insert locknut (P/N 11-826709113) - used on head bolt
- c** - Flat washer (2)
- d** - Nylon insert locknut (P/N 11-826709113) - used on cable coupler

1. Assemble steering link rod to steering cable coupler with two flat washers "c" and a self-locking nylon insert locknut "d." Tighten the locknut until it seats, then loosen $\frac{1}{4}$ turn.
2. Assemble the steering link rod to the engine with the special washer head bolt "a" and self-locking nylon insert locknut "b."
3. Torque the head bolt, then the locknut to specifications.

Description	Nm	lb-in.	lb-ft
Cable coupler nylon insert locknut "d"	Tighten locknut until it seats, then loosen $\frac{1}{4}$ turn.		
Head bolt nylon insert locknut "b"	27	-	20
Special washer head bolt	27	-	20

OUTBOARD INSTALLATION

Determining Recommended Outboard Mounting Height



- a** - The solid line is recommended to determine the outboard mounting height
- b** - The broken lines represent the extremes of known successful outboard mounting height dimensions
- c** - This line may be preferred to determine outboard mounting height dimension, if maximum speed is the only objective
- d** - This line may be preferred to determine outboard mounting height dimension for dual outboard installation
- e** - Outboard mounting height (height of outboard mounting brackets from bottom of boat transom). For heights over 56.0 cm (22 in.), a propeller that is designed for surfacing operation is usually preferred.
- f** - Maximum boat speed (MPH) anticipated

NOTICE

1. The outboard should be mounted high enough on the transom so the exhaust relief hole will stay at least 25.4 mm (1 in.) above the waterline when the engine is running at idle speed. Having the exhaust relief hole above the waterline will prevent exhaust restrictions. Exhaust restrictions will result in poor performance at idle.
2. Add 12.7 cm (5 in.) for XL models to the listed outboard mounting heights.
3. The mounting height of the outboard must not exceed 63.5 cm (25 in.) for L models, 76 cm (30 in.) for XL models. Mounting the outboard higher may cause damage to the gearcase components.

OUTBOARD INSTALLATION

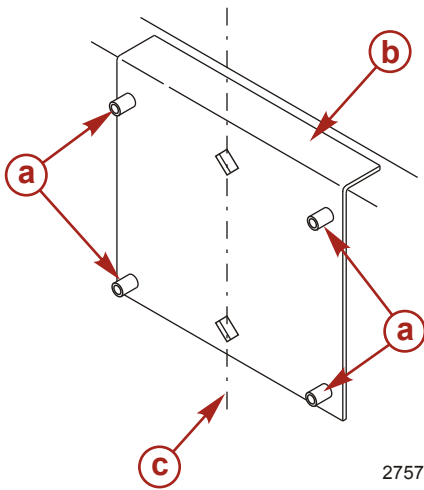
Increasing the mounting height will usually:

- Reduce steering torque
- Increase top speed
- Increase boat stability
- Cause propeller to break loose during planing

Drilling Outboard Mounting Holes

IMPORTANT: Before drilling any mounting holes, carefully read **Determining Recommended Outboard Mounting Height** and install outboard to the nearest recommended mounting height.

1. Mark four mounting holes on the transom using the transom drilling fixture.



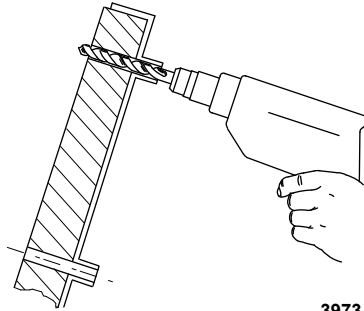
- a - Drill guide holes
- b - Transom drilling fixture
- c - Transom centerline

2757

Transom Drilling Fixture	91-98234A2
<p>5489</p>	Aids in engine installation by acting as a template for engine mounting holes.

OUTBOARD INSTALLATION

2. Drill four 13.5 mm (17/32 in.) mounting holes.



3973

Fastening the Outboard to the Transom

MOUNTING BOLTS

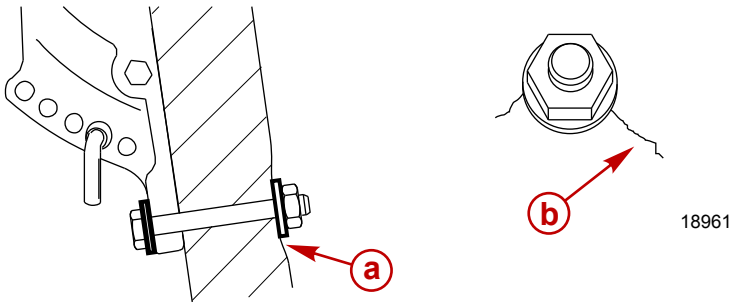
Outboard Transom Mounting Hardware - Supplied with Outboard		
Part Number	Part Name	Description
8M0071543	Outboard mounting bolt	½-20 x 5.00 in. long (3.25 in. thread)
826711-17	Nylon insert locknut	½-20
28421	Flat washer	1.50 in. diameter
54012	Flat washer	0.875 in. diameter

Available Outboard Mounting Bolts	
Part Number	Description
67755005	½-20 x 2.50 in. long (1.25 in. thread)
67755006	½-20 x 3.50 in. long (1.25 in. thread)
814259	½-20 x 4.00 in. long (2.25 in. thread)
67755-1	½-20 x 4.50 in. long (2.25 in. thread)
8M0071543	½-20 x 5.00 in. long (3.25 in. thread)
8M0038370	½-20 x 5.50 in. long (3.25 in. thread)
67755-2	½-20 x 6.50 in. long (2.75 in. thread)
8M0028080	½-20 x 7.50 in. long (2.75 in. thread)
8M0032860	½-20 x 8.00 in. long (2.75 in. thread)

OUTBOARD INSTALLATION

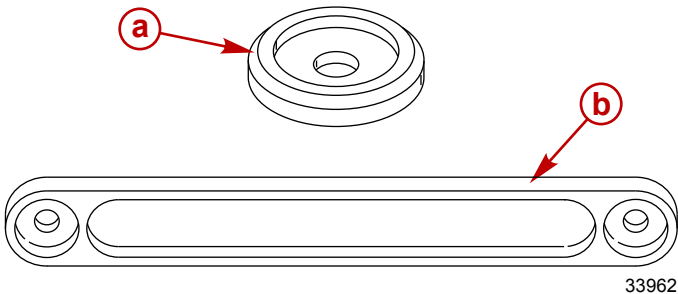
CHECKING BOAT TRANSOM CONSTRUCTION

IMPORTANT: Determine the strength of the boat transom. The outboard mounting locknuts and bolts should be able to hold 75 Nm (55 lb-ft) of torque without the boat transom yielding or cracking. If the boat transom yields or cracks under this torque, the construction of the transom may not be adequate. The boat transom must be strengthened or the load carrying area increased.



- a** - Transom yielding under bolt torque
- b** - Transom cracking under bolt torque

Use a dial torque wrench to determine transom strength. If the bolt or nut continues to turn without the torque reading on the dial increasing, it is an indication that the transom is yielding. The load area can be increased by using a larger washer or a transom reinforcement plate.

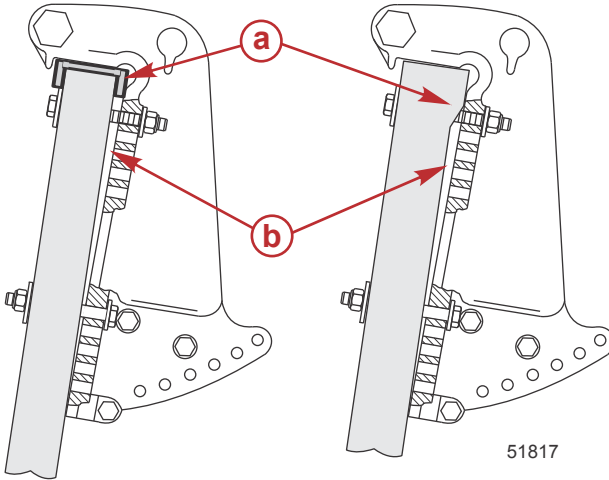


- a** - Large transom washer
- b** - Transom reinforcement plate

OUTBOARD INSTALLATION

FASTENING THE OUTBOARD TO THE TRANSOM

IMPORTANT: The transom mounting surface must be flat within 3.17 mm (0.125 in.). No step in the transom mounting surface is allowed. The inside transom mounting bolt washer surface must be flat within 3.17 mm (0.125 in.).

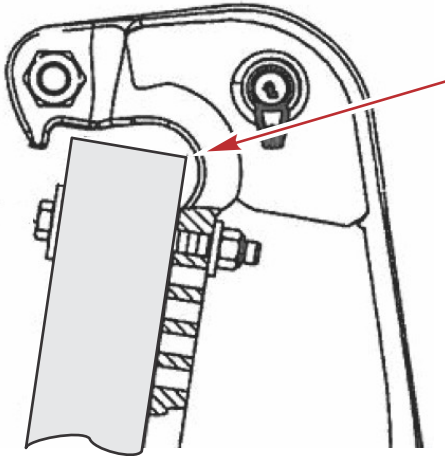


a - Step (not allowed)

b - Gap between transom clamp and boat transom (not allowed)

OUTBOARD INSTALLATION

IMPORTANT: Clearance must be maintained between the vessel transom and the outboard transom bracket relief radius area. Failure to maintain clearance may damage the transom bracket and cause the transom bracket to fail. Adjustments to the position of the Mercury Marine transom drilling fixture may be required to ensure proper clearance of the transom bracket relief radius area.



51867

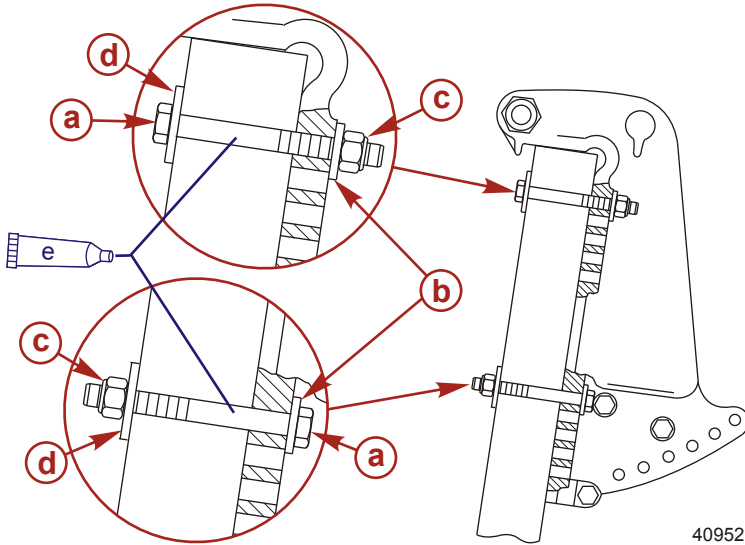
Installation

1. Apply marine sealer to the shanks of the bolts, not to the threads.
2. Fasten the outboard with the correct mounting hardware. Tighten the locknuts to the specified torque.

IMPORTANT: Ensure that a minimum of two full threads of the mounting bolts extend beyond the locknut after tightening. The locknut must be drawn tight while still engaging the bolt threads and not contacting the shank of the bolt.

OUTBOARD INSTALLATION

NOTE: For a more accurate torque reading, tighten the mounting locknuts rather than the outboard mounting bolts.



- a** - 0.500 in. diameter outboard mounting bolt (4)
- b** - 0.875 in. flat washer (4)
- c** - Nylon insert locknut (4)
- d** - 1.500 in. flat washer (4)
- e** - Marine sealer – apply to the shank of the bolts, not the threads

Description	Nm	lb-in.	lb-ft
Outboard mounting locknuts and bolts – standard boat transom	75	–	55
Outboard mounting locknuts and bolts – metal lift plates and setback brackets	122	–	90

OUTBOARD INSTALLATION

A decal on the transom bracket reminds the owner to check the fasteners securing the outboard to the transom before each use.

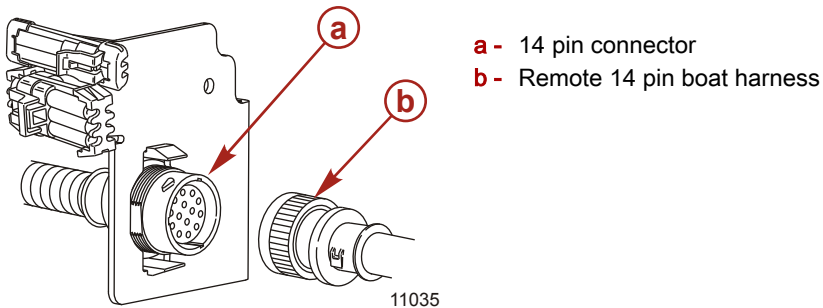


Decal on the transom bracket

Electrical, Hoses, Control Cables, and Front Clamp

REMOTE WIRING HARNESS

Route the remote 14 pin boat harness through the front clamp opening in the bottom cowl. Connect remote harness to the 14 pin connector on the engine harness.



- a - 14 pin connector
- b - Remote 14 pin boat harness

BATTERY INFORMATION

▲ WARNING

Failure to properly secure the battery leads can result in a loss of power to the Digital Throttle and Shift (DTS) system, leading to serious injury or death due to loss of boat control. Secure the battery leads to the battery posts with hex nuts to avoid loose connections.

- Do not use deep-cycle batteries. Engines must use a marine starting battery with 1000 MCA, 800 CCA, or 180 Ah.

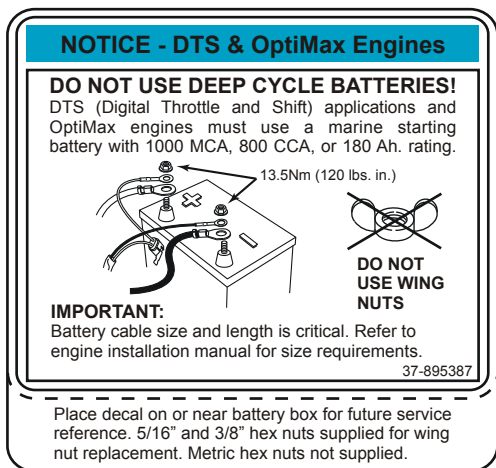
OUTBOARD INSTALLATION

- When connecting the engine battery, hex nuts must be used to secure battery leads to battery posts. Torque nuts to specification.

Description	Nm	lb-in.	lb-ft
Hex nuts	13.5	120	–

IMPORTANT: Battery cable size and length is critical. Refer to engine installation manual for size requirements.

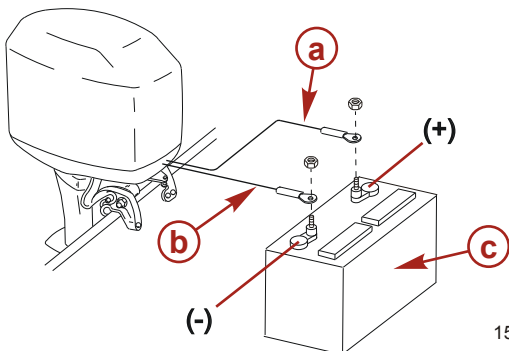
The decal needs to be placed on or near the battery box for future service reference. One 5/16 in. and one 3/8 in. hex nut is supplied per battery for wing nut replacement. Metric hex nuts are not supplied.



3486

BATTERY CABLE CONNECTIONS

Single Outboard



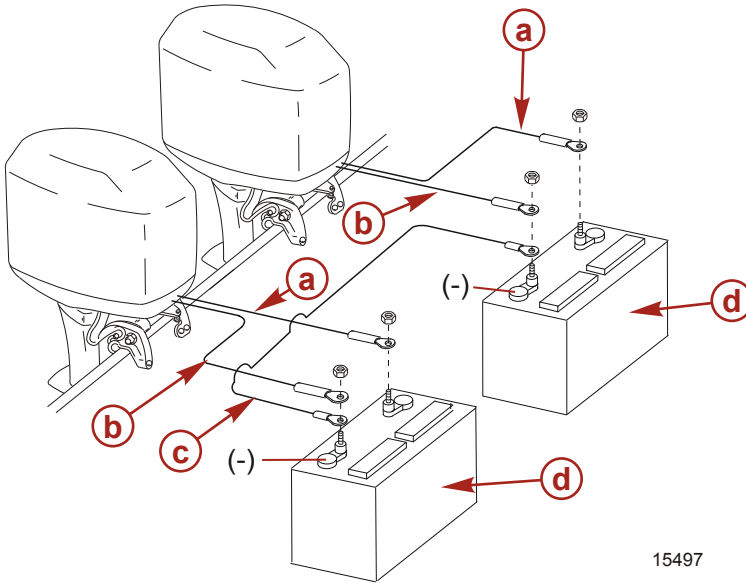
- a** - Red sleeve - positive (+)
- b** - Black sleeve - negative (-)
- c** - Cranking battery

15496

OUTBOARD INSTALLATION

Dual Outboards

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



15497

- a** - Red sleeve - positive (+)
- b** - Black sleeve - negative (-)
- c** - Ground cable
- d** - Cranking battery

HOSE AND TUBING CONNECTIONS

Fuel Hose

The minimum fuel line inside diameter (I.D.) is 8 mm (5/16 in.), with a separate fuel line/fuel tank pickup for each engine.

Fasten the remote fuel hose to the fitting with a hose clamp.

Oil Hoses

Connect the remote oil hoses to the engine hose connections. Fasten hose connections with cable ties.

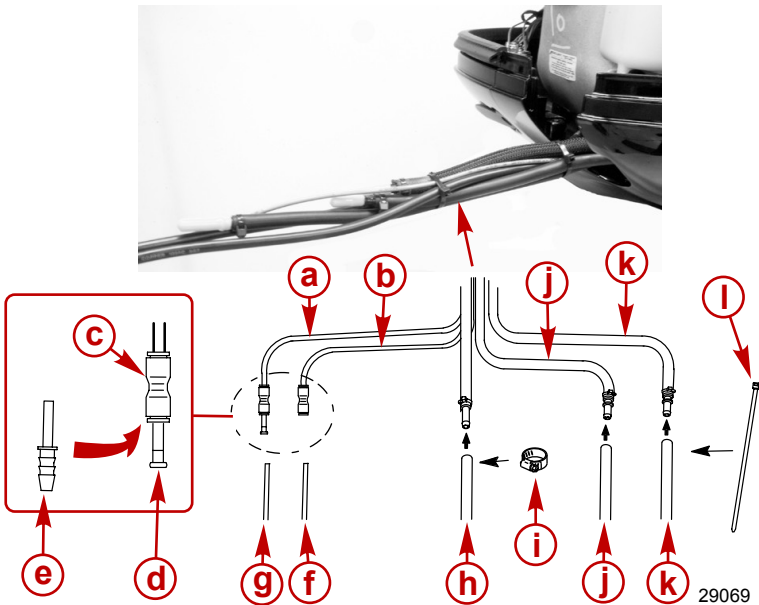
Water Pressure and Speedometer Hose or Tubing

NOTE: This applies to models without SmartCraft gauges.

OUTBOARD INSTALLATION

This outboard has a speedometer water pickup located in the leading edge of the gearcase. If you want to use this water pickup for the speedometer, disconnect the water pickup tubing from the speedometer sensor and route tubing out of the cowl. Install the coupler provided with the outboard on the end of the tubing.

Make the water pressure gauge hose connection to the tubing as shown.



- a** - Water pressure tube
- b** - Speedometer water pickup tube (if required)
- c** - Coupler
- d** - Plug
- e** - Barb hose fitting
- f** - Speedometer hose or tubing
- g** - Water pressure tube
- h** - Remote fuel hose
- i** - Hose clamp
- j** - Oil hose with blue stripe
- k** - Oil hose without blue stripe
- l** - Cable tie

INSTALLING THE SHIFT CABLE

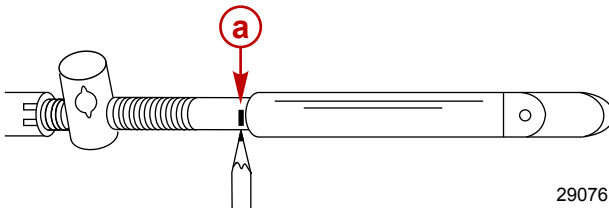
IMPORTANT: The shift cable is the first cable to move when the remote control handle is moved out of neutral, so install/connect it to the engine first.

OUTBOARD INSTALLATION

Locating the Center Point of the Shift Cable

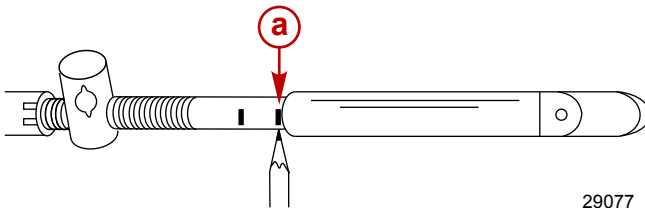
IMPORTANT: Locate the center point of the slack or lost motion that exists in the shift cable for proper adjustment of the shift cable.

1. Mark the forward position as follows:
 - a. Move the remote control handle from neutral into forward and advance the handle to the full speed position. Ensure the throttle control lever is touching the throttle control lever stop screw.
 - b. Slowly return the handle back to the neutral detent position.
 - c. Place a mark on the shift cable against the cable end guide.



a - Forward position mark

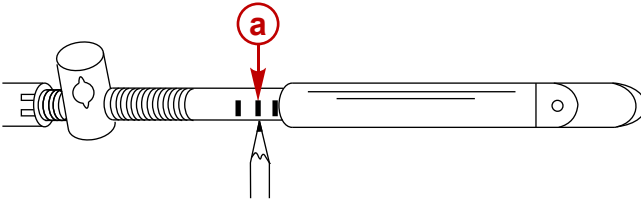
2. Mark the reverse position as follows:
 - a. Move the remote control handle into reverse and advance the handle to the full speed position. Ensure the throttle control lever is touching the throttle control lever stop screw.
 - b. Slowly return the handle back to the neutral detent position.
 - c. Place a mark on the shift cable against the cable end guide.



a - Reverse position mark

OUTBOARD INSTALLATION

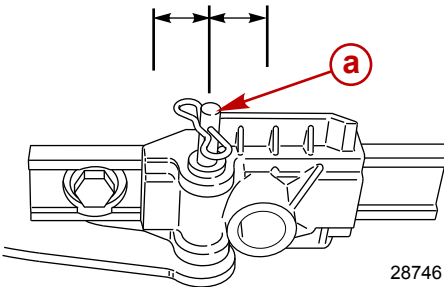
3. Mark the center on the shift cable midway between the forward and reverse marks.



4361

a - Center mark

4. Align the cable end guide against this center mark when installing the cable to the engine.
5. Position the remote control and outboard into neutral position.
6. Slide the anchor pin forward until resistance is felt, then slide the anchor pin toward the rear until resistance is felt.
7. Center the anchor pin between these resistance points.

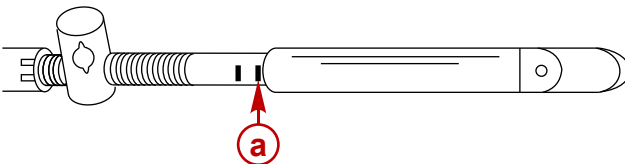


a - Anchor pin

28746

Adjusting the Shift Cable

1. Align the shift cable end guide with the center mark as instructed in **Locating the Center Point of the Shift Cable**.



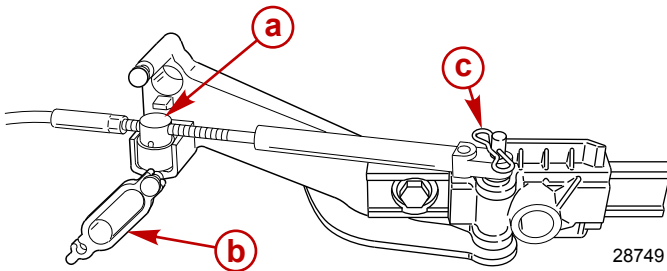
4362

a - Center mark

2. Place the shift cable end guide on the anchor pin and adjust the cable barrel so that it slips freely into the barrel holder.

OUTBOARD INSTALLATION

- Secure the shift cable to the anchor pin with the retainer clip.



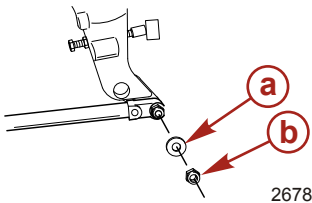
- a - Cable barrel
- b - Shift cable retainer
- c - Retainer clip

- Check the shift cable adjustments as follows:
 - Shift the remote control to forward while turning the propeller shaft. If the propeller shaft does not lock in gear, adjust the cable barrel closer to the cable end guide.
 - Shift the remote control into neutral. If the propeller shaft does not turn freely without drag, adjust the barrel away from the cable end guide. Repeat steps a and b.
 - Shift the remote control into reverse while turning the propeller shaft. If the propeller shaft does not lock solidly in gear, adjust the barrel away from the cable end guide. Repeat steps a through c.
 - Return the remote control handle to neutral. If the propeller shaft does not turn freely without drag, adjust the barrel closer to the cable end guide. Repeat steps a through d.

INSTALLING THE THROTTLE CABLE

IMPORTANT: Attach the shift cable to the engine prior to attaching the throttle cable.

- Shift the remote control into the neutral position.
- Attach the throttle cable to the throttle lever. Secure with a washer and locknut. Tighten the locknut to the specified value.

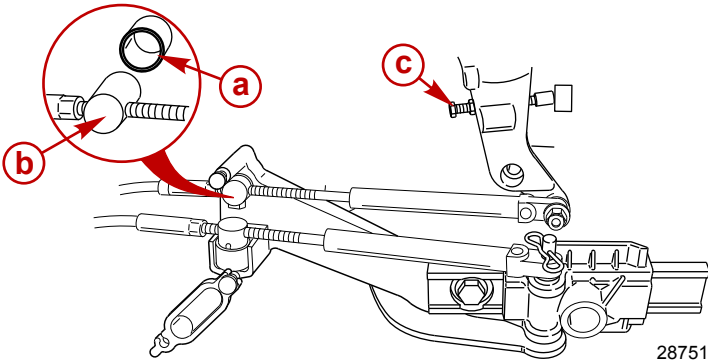


- a - Nylon washer
- b - Locknut

OUTBOARD INSTALLATION

Description	Nm	lb-in.	lb-ft
Throttle cable locknut "b"	Tighten, then loosen 1/4 turn		

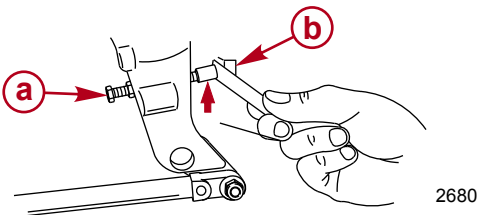
- Adjust the cable barrel so the installed throttle cable will hold the idle stop screw against the stop.



- a - Barrel sleeve
- b - Cable barrel
- c - Idle stop screw

- Check the throttle cable adjustment as follows:
 - Shift the outboard into gear a few times to activate the throttle linkage. Rotate the propeller shaft while shifting into reverse.
 - Return the remote control to neutral.
 - Place a thin piece of paper between the idle adjustment screw and the idle stop. The adjustment is correct when the paper can be removed without tearing, but has some drag on it.

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

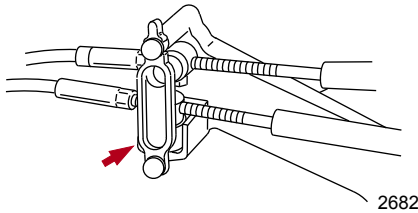


- a - Idle stop screw
- b - Idle stop

- Adjust the cable barrel if necessary.

OUTBOARD INSTALLATION

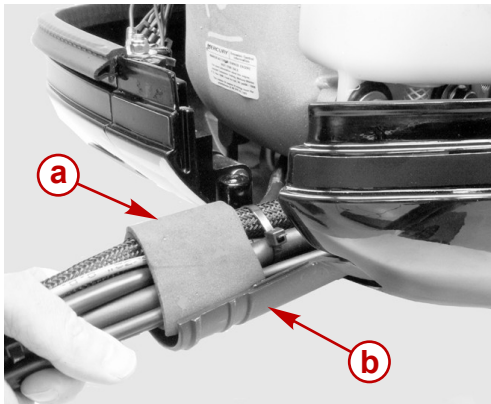
5. Lock the barrel holder in place with the cable latch.



FRONT CLAMP ASSEMBLY INSTALLATION

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

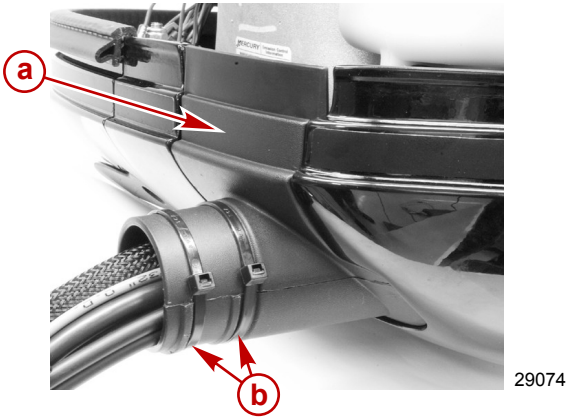
1. Place the lower half of the front clamp into the bottom cowl opening.
2. Place the neoprene wrap around the wiring, hoses, and control cables, and place into the lower half of the front clamp.



- a** - Neoprene wrap
- b** - Lower half of the front clamp

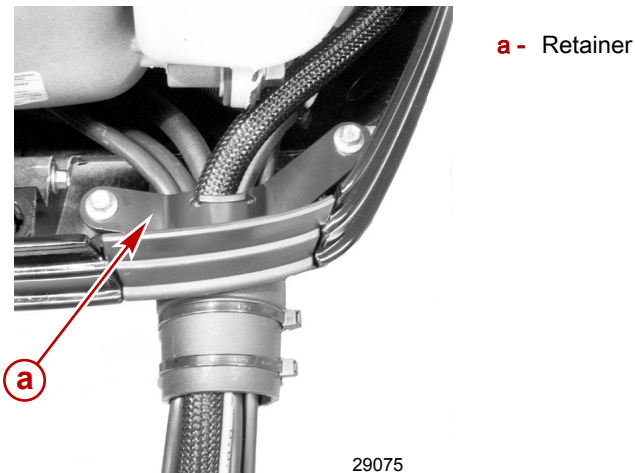
OUTBOARD INSTALLATION

3. Join the top half of the front clamp with the bottom half. Secure both halves together with cables ties.



- a** - Top half of the front clamp
- b** - Cable ties

4. Secure the front clamp into the bottom cowl with the retainer and two screws.
5. Install the cowl seal.

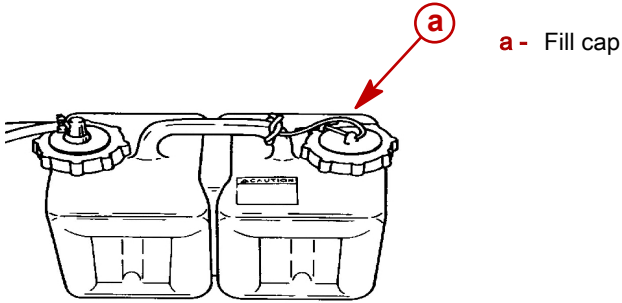


OUTBOARD INSTALLATION

Oil Injection Set-Up

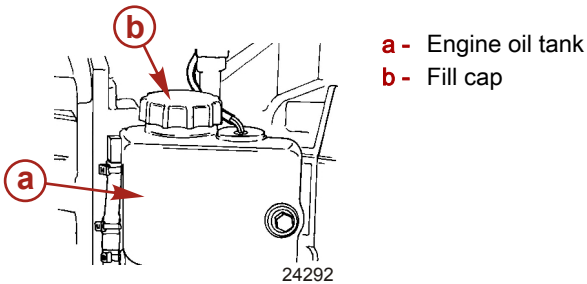
FILLING OIL SYSTEM

1. Fill the remote oil tank with the recommended oil. Refer to **Oil Recommendation**. Tighten the fill cap securely.



2683

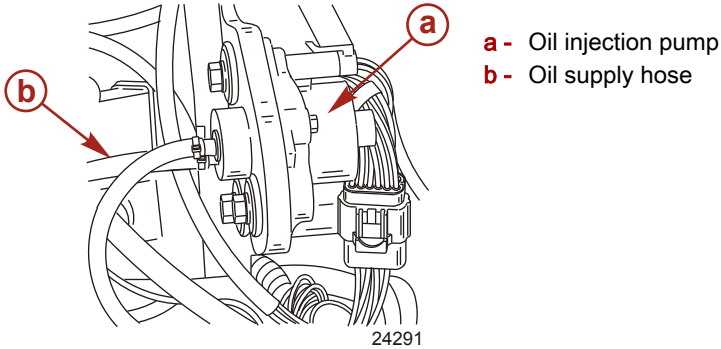
2. Remove the cap and fill the engine oil tank with oil. Reinstall the fill cap and tighten securely.



OUTBOARD INSTALLATION

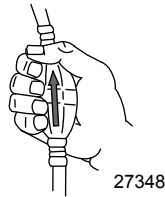
PRIMING OIL INJECTION PUMP

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

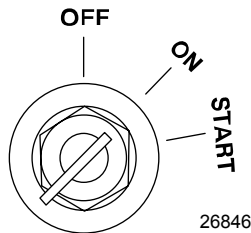


IMPORTANT: Fill the engine fuel system with fuel before priming the oil injection pump. Otherwise, the fuel pump will run without fuel during the priming process and may be damaged.

1. Fill the fuel system.
 - a. Connect the fuel hose.
 - b. Fill the fuel system by squeezing the primer bulb.
 - c. Position the fuel line primer bulb so the arrow on the side of the bulb is pointing up. Squeeze the fuel line primer bulb until it feels firm.



- d. Turn the ignition key switch to the "ON" position for three seconds. This operates the electric fuel pump.



OUTBOARD INSTALLATION

- e. Turn the ignition key switch back to the "OFF" position, and squeeze the primer bulb again until it feels firm.
 - f. Turn the ignition key switch to the "ON" position again for three seconds.
 - g. Continue this procedure until the fuel primer bulb stays firm.
2. Turn the ignition key switch to the "ON" position.
 3. Within the first 10 seconds after the key switch has been turned on, move the remote control handle from neutral into forward. This will automatically start the priming process.

PURGING AIR FROM THE ENGINE OIL TANK

1. Loosen the fill cap on the engine oil tank.
2. Start the engine.
3. Operate the engine until all the air has vented out and oil starts to flow out of the tank.
4. Tighten the fill cap.

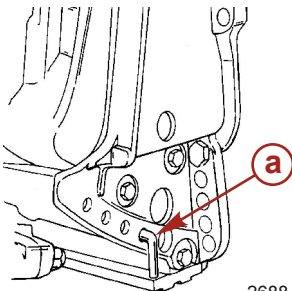
Trim In Pin

⚠ WARNING

Operating the boat at high speeds with the outboard trimmed too far under can create excessive bow steer, resulting in the operator losing control of the boat. Install the trim limit pin in a position that prevents excessive trim under and operate the boat in a safe manner.

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

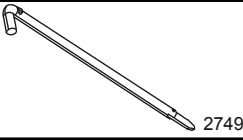
However, once on plane, the engine should be trimmed to a more intermediate position to avoid a bow-down planing condition called plowing. Plowing can cause bow steering or oversteering and inefficiently consumes horsepower.



a - Tilt pin (not included with engine)

2688

OUTBOARD INSTALLATION

Stainless Steel Tilt Pin	17-49930A 1
	Limits the down trim angle of the power trim equipped engines, or aids in determining the trim out angle on non-power trim engines.

The owner may decide to limit the trim in. This can be accomplished by purchasing a stainless steel tilt pin from your dealer and insert it in whatever adjustment hole in the transom brackets is desired. A nonstainless steel shipping bolt should not be used in this application other than on a temporary basis.

