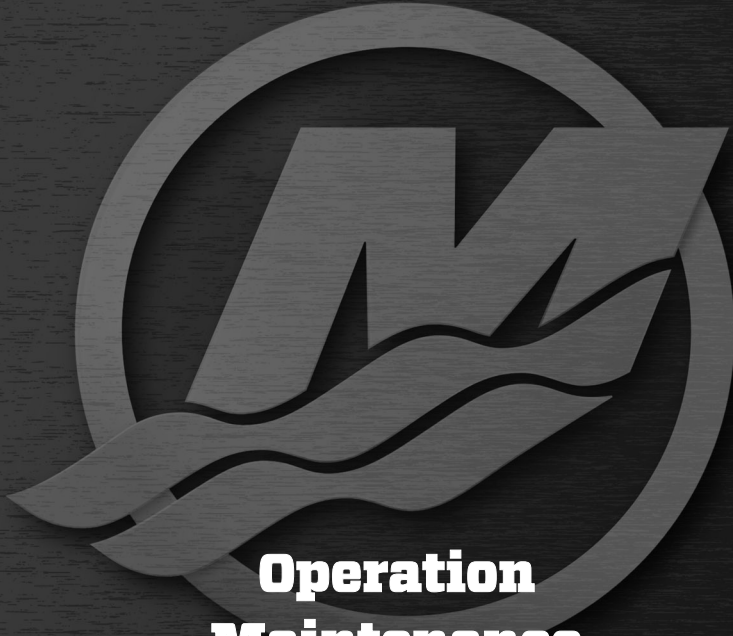




MERCURY[®]

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**Operation
Maintenance
and
Installation
Manual**

© 2016 Mercury Marine

60 FourStroke EFI Formula Race Engine

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)		

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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

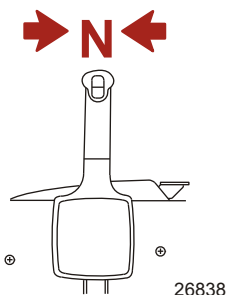
If your outboard is to be used on a high-speed or high-performance boat with which you are unfamiliar, we recommend that you do not operate it at its high speed capability without first requesting an initial orientation and familiarization demonstration ride with your dealer or an operator experienced 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.

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

Fasten the steering cables to the steering arms utilizing a secure method that will not work loose and vibrate off, enabling the steering cables to disengage.

▲ WARNING

Damaged or loose steering components can lead to loss of steering control, which can cause serious injury or death. Properly secure all steering components to prevent them from becoming loose or disengaged. All steering hardware and fastening components must be appropriate for the application.

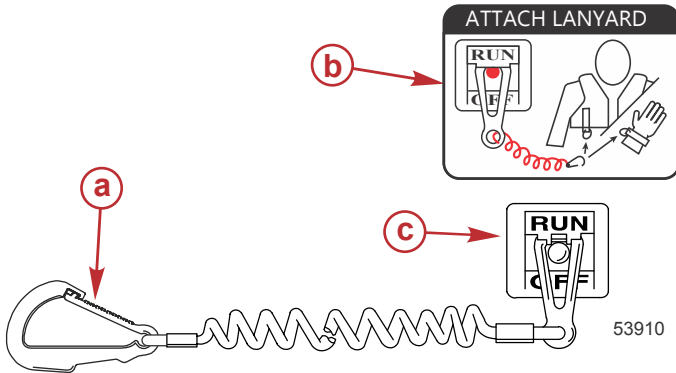
Lanyard Stop Switch

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.

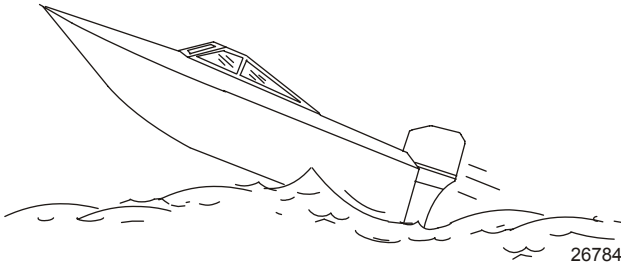
Passenger Safety Message

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 within or out 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

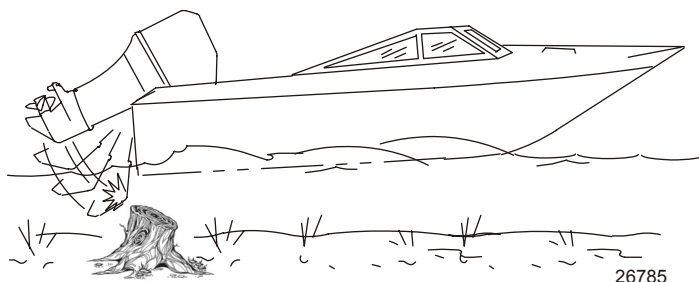
Wave or wake jumping can cause serious injury or death from occupants being thrown within or out of the boat. Avoid wave or wake jumping whenever possible.

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.

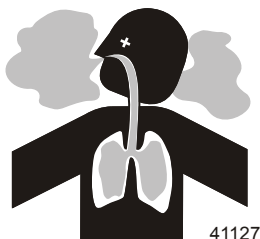
Early symptoms of carbon monoxide poisoning, which are similar to the symptoms of seasickness and intoxication, include headache, dizziness, drowsiness, and nausea.

⚠ 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



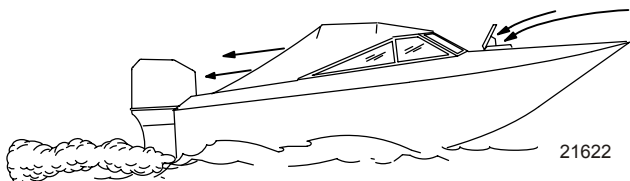
Engine exhaust gases contain harmful carbon monoxide. Avoid areas of concentrated engine exhaust gases. When engines are running, keep swimmers away from the boat, and do not sit, lie, or stand on swim platforms or boarding ladders. While underway, do not allow passengers to be positioned immediately 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:

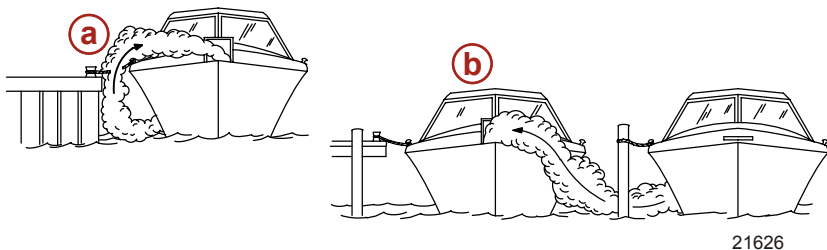


POOR VENTILATION

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.

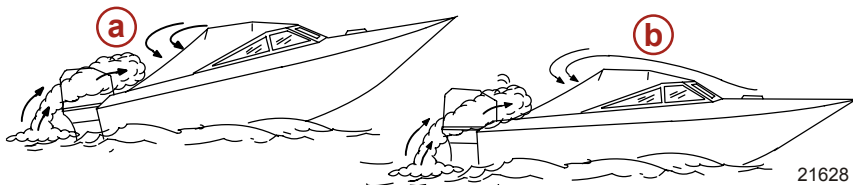
Although the occurrence is rare, on a very calm day, swimmers and passengers in an open area of a stationary boat that contains, or is near, a running engine may be exposed to a hazardous level of carbon monoxide.

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. Read the installation, operation and maintenance manuals for all your selected accessories.

Refer to **Outboard Installation - Accessories Mounted to the Transom Clamp Bracket** for important information on mounting accessories to the transom clamp bracket.

Safe Boating Recommendations

To safely enjoy the waterways, familiarize yourself with local and all other governmental boating regulations and restrictions and consider the following suggestions.

Know and obey all nautical rules and laws of the waterways.

- We recommend that all powerboat operators complete a boating safety course. In the U.S., the U.S. Coast Guard Auxiliary, the Power Squadron, the Red Cross, and your state or provincial boating law enforcement agency provide courses. For more information in the U.S., call the Boat U.S. Foundation at 1-800-336-BOAT (2628).

Perform safety checks and required maintenance.

- Follow a regular schedule and ensure that all repairs are properly made.

Check safety equipment onboard.

- Here are some suggestions of the types of safety equipment to carry when boating:

- Approved fire extinguishers
- Signal devices: flashlight, rockets or flares, flag, and whistle or horn
- Tools necessary for minor repairs
- Anchor and extra anchor line
- Manual bilge pump and extra drain plugs
- Drinking water
- Radio
- Paddle or oar
- Spare propeller, thrust hubs, and an appropriate wrench

GENERAL INFORMATION

- First aid kit and instructions
- Waterproof storage containers
- Spare operating equipment, batteries, bulbs, and fuses
- Compass and map or chart of the area
- Personal flotation device (one per person onboard)

Watch for signs of weather change and avoid foul weather and rough-sea boating.

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

Passenger boarding.

- Stop the engine whenever passengers are boarding, unloading, or are near the back (stern) of the boat. Shifting the drive unit into neutral is not sufficient.

Use personal flotation devices.

- Federal law requires that there be a U.S. Coast Guard-approved life jacket (personal flotation device), correctly sized and readily accessible for every person onboard, plus a throwable cushion or ring. We strongly advise that everyone wear a life jacket at all times while in the boat.

Prepare other boat operators.

- Instruct at least one person onboard in the basics of starting and operating the engine and boat handling in case the driver becomes disabled or falls overboard.

Do not overload your boat.

- Most boats are rated and certified for maximum load (weight) capacities (refer to your boat's capacity plate). Know your boat's operating and loading limitations. Know if your boat will float if it is full of water. When in doubt, contact your authorized Mercury Marine dealer or the boat manufacturer.

Ensure that 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 backs of seats, gunwales, transom, bow, decks, raised fishing seats, and any rotating fishing seat. Passengers should not sit or ride anywhere that sudden unexpected acceleration, sudden stopping, unexpected loss of boat control, or sudden boat movement could cause a person to be thrown overboard or into the boat. Ensure that all passengers have a proper seat and are in it before any boat movement.

Never operate a boat while under the influence of alcohol or drugs. It is the law.

- Alcohol or drugs can impair your judgment and greatly reduce your ability to react quickly.

Know your boating area and avoid hazardous locations.

GENERAL INFORMATION

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 the boat is above idle or planing transition speed. Watch out for others, the water, and your wake.

Never drive your boat directly behind a water skier.

- Your boat traveling at 40 km/h (25 mph) will overtake a fallen skier who is 61 m (200 ft) in front of you in five seconds.

Watch fallen skiers.

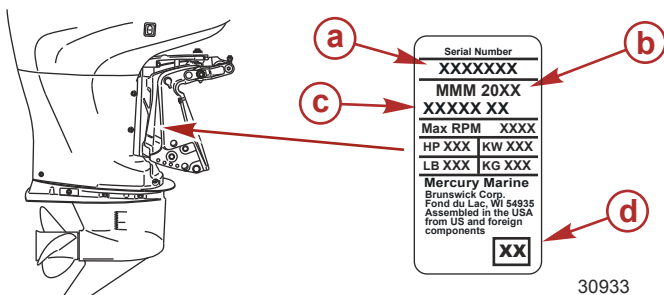
- When using your boat for waterskiing or similar activities, always keep a fallen or down skier on the operator's side of the boat while returning to attend to the skier. The operator should always have the down skier in sight and never back up to the skier or anyone in the water.

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** - Month and year of manufacture
- c** - Model designation
- d** - Year manufactured

GENERAL INFORMATION

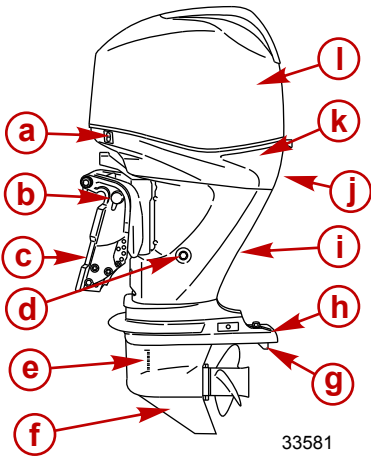
60 FourStroke EFI Formula Race Engine Specifications

Model	60
Horsepower	60
Kilowatts	44.7
Full throttle RPM range	5500–6000 RPM
Number of cylinders	4
Idle speed in forward gear	Controlled by ECM
Piston displacement	995 cc (61 cu. in.)
Cylinder bore	65 mm (2.559 in.)
Stroke	75 mm (2.953 in.)
Valve clearance (cold)	
Intake Valve	0.15-0.25 mm (0.006-0.010 in.)
Exhaust valve	0.25-0.35 mm (0.010-0.014 in.)
Recommended spark plug	Champion RA8HC
Spark plug gap	1.0 mm (0.040 in.)
Recommended gasoline	Refer to Fuel and Oil
Recommended engine oil	Mercury Racing 4-Stroke Oil FC-W certified 25W-50 Synthetic Blend Racing Oil Refer to Fuel and Oil
Engine oil capacity	3.0 Liter (3 Quarts)
Recommended gearcase oil	Mercury Racing Gear Lube – SAE 85W-90 Racing Gear Lube
Gearcase lubricant capacity	
87.3 mm (3-7/16 in.) Diameter gearcase	340 ml (11.5 fl. oz.)
Gear ratio	1.83:1
Emission control system	Electronic engine control (EC)
Battery rating*	
Operation above 0 °C (32 °F)	465 Marine Cranking Amps (MCA) or 350 Cold Cranking Amps (CCA)
Operation below 0 °C (32 °F)	1000 Marine Cranking Amps (MCA) or 750 Cold Cranking Amps (CCA)
Amp hours (Ah)	70–100

*Battery manufacturers may rate and test their batteries to different standards. MCA, CCA, Ah, and reserve capacity (RC) are the ratings recognized by Mercury Marine. Manufacturers that use standards different than these, such as equivalent MCA, do not meet Mercury Marine battery requirements.

GENERAL INFORMATION

Component Identification



33581

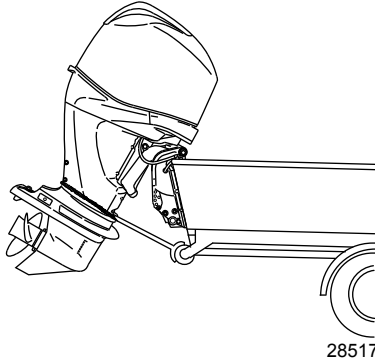
- a** - Auxiliary tilt switch
- b** - Tilt support knob
- c** - Transom brackets
- d** - Oil drain plug
- e** - Primary cooling water intake
- f** - Gearcase
- g** - Trim tab
- h** - Anti-ventilation plate
- i** - Driveshaft housing
- j** - Water pump indicator hole
- k** - Bottom cowl
- l** - Top cowl

TRANSPORTING

Trailing Boat/Outboard

Trailer 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.

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.

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.

EPA Pressurized Portable Fuel Tank Requirements

The Environmental Protection Agency (EPA) requires portable fuel systems that are produced after January 1, 2011, for use with outboard engines to remain fully sealed (pressurized) up to 34.4 kPa (5.0 psi). These tanks may contain the following:

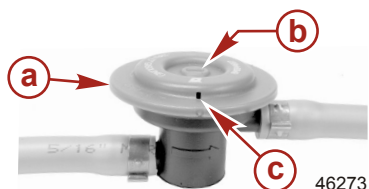
- An air inlet that opens to allow air to enter as the fuel is drawn out of the tank.
- An air outlet that opens (vents) to the atmosphere if pressure exceeds 34.4 kPa (5.0 psi).

Fuel Demand Valve (FDV) Requirement

Whenever a pressurized fuel tank is used, a fuel demand valve is required to be installed in the fuel hose between the fuel tank and primer bulb. The fuel demand valve prevents pressurized fuel from entering the engine and causing a fuel system overflow or possible fuel spillage.

FUEL AND OIL

The fuel demand valve has a manual release. The manual release can be used (pushed in) to open (bypass) the valve in case of a fuel blockage in the valve.



- a** - Fuel demand valve - installed in the fuel hose between the fuel tank and primer bulb
- b** - Manual release
- c** - Vent/water drain holes

Mercury Marine's Pressurized Portable Fuel Tank

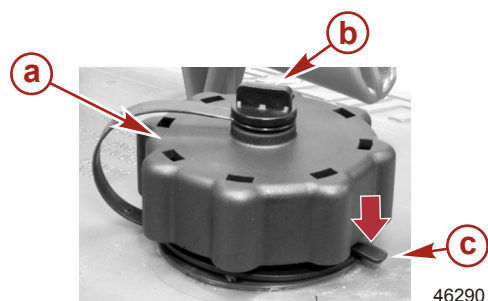
Mercury Marine has created a new portable pressurized fuel tank that meets the preceding EPA requirements. These fuel tanks are available as an accessory or are provided with certain portable outboard models.

SPECIAL FEATURES OF THE PORTABLE FUEL TANK

- The fuel tank has a two-way valve which allows air to enter the tank as the fuel is drawn to the engine, and also opens to vent to the atmosphere if internal pressure in the tank exceeds 34.4 kPa (5.0 psi). A hissing noise may be heard as the tank vents to the atmosphere. This is normal.
- The fuel tank includes a fuel demand valve that prevents pressurized fuel from entering the engine and causing a fuel system overflow or possible fuel spillage.
- When installing the fuel tank cap, turn the cap to the right until you hear a click. This signals that the fuel cap is fully seated. A built-in device prevents overtightening.
- The fuel tank has a manual vent screw which should be closed for transportation and open for operation and cap removal.

Since sealed fuel tanks are not vented, they will expand and contract as the fuel expands and contracts during heating and cooling cycles of the outside air. This is normal.

REMOVING THE FUEL CAP



- a** - Fuel cap
- b** - Manual vent screw
- c** - Tab lock

IMPORTANT: Contents may be under pressure. Rotate the fuel cap 1/4 turn to relieve pressure before opening.

FUEL AND OIL

1. Open the manual vent screw on top of the fuel cap.
2. Turn the fuel cap until it contacts the tab lock.
3. Press down on the tab lock. Rotate the fuel cap 1/4 turn to relieve the pressure.
4. Press down on the tab lock again and remove the cap.

DIRECTIONS FOR USING THE PRESSURIZED PORTABLE FUEL TANK

1. When installing the fuel tank cap, turn the cap to the right until you hear a click. This signals that the fuel cap is fully seated. A built-in device prevents overtightening.
2. Open the manual vent screw on top of the cap for operation and cap removal. Close the manual vent screw for transportation.
3. For fuel hoses that have quick disconnects, disconnect the fuel line from the engine or fuel tank when not in use.
4. Follow **Filling Fuel Tank** instructions for fueling.

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 fill 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.

PORTABLE FUEL TANK PLACEMENT IN THE BOAT

Place the fuel tank in the boat so the vent is higher than the fuel level under normal boat operating conditions.

Engine Oil Recommendations

SAE 25W-50 Synthetic Blend Mercury Racing 4-Stroke Engine Oil is NMMA FC-W certified and is recommended for use in all Mercury racing four stroke engines for maximum protection during extreme conditions.

When SAE 25W-50 Synthetic Blend Mercury Racing 4-Stroke Engine Oil is not available, SAE 25W-40 Synthetic Blend 4-Stroke Marine Engine Oil can be used for general all-temperature use. If the recommended Mercury or Quicksilver NMMA FC-W certified outboard oils are not available, a major brand of NMMA FC-W certified 4-stroke outboard oil of similar viscosity may be used.

FUEL AND OIL

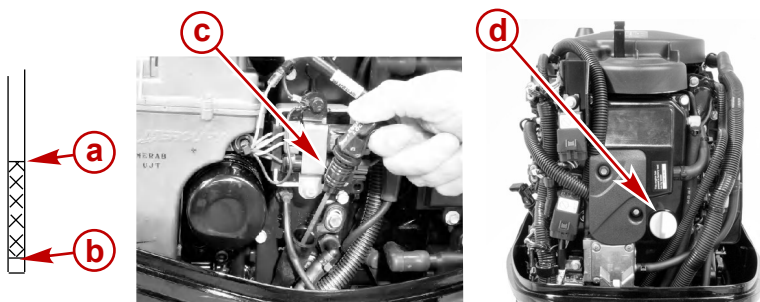
Checking and Adding Engine Oil

IMPORTANT: Do not overfill. Be sure that the outboard is upright (not tilted) when checking oil.

1. Turn the engine off. Have the outboard in a level operating position. Remove the top cowl.
2. Flip the handle up and pull out the dipstick. Wipe it with a clean rag or towel and push it back in all the way.
3. Pull the dipstick back out again and observe the oil level. If the oil level is low, remove the oil filler cap and fill to (but not over) the upper oil level with the recommended oil.

IMPORTANT: Inspect oil for signs of contamination. Oil contaminated with water will have a milky color to it; oil contaminated with fuel will have a strong fuel smell. If contaminated oil is noticed, have the engine checked by your dealer.

4. Push the dipstick back in all the way, then flip the handle down to lock the dipstick in place. Reinstall the oil filler cap and hand tighten securely.



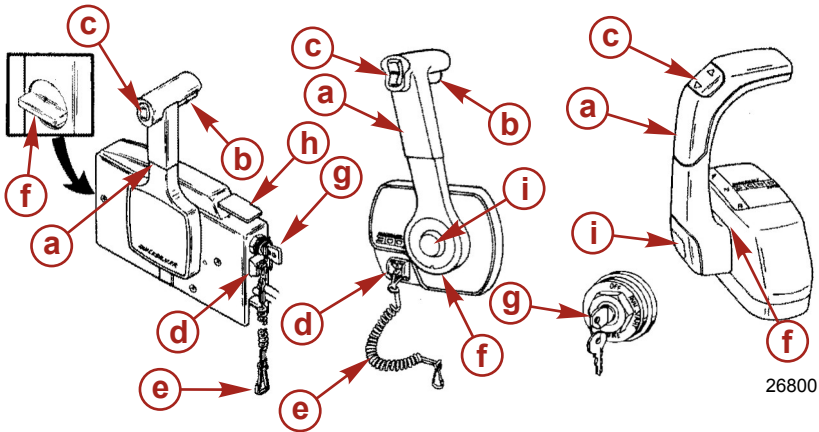
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- a - Full mark
- b - Add mark
- c - Dipstick
- d - Oil filler cap

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.



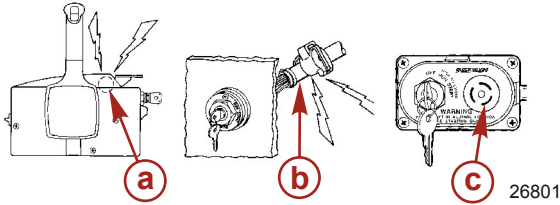
- a** - Control handle – forward, neutral, reverse
- b** - Neutral release lever
- c** - Trim/tilt switch (if equipped) – Refer to **Features and Controls – Power Trim and Tilt**
- d** - Lanyard stop switch – Refer to **General Information – Lanyard Stop Switch**
- e** - Lanyard – Refer to **General 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

WARNING HORN SIGNALS

The outboard warning system incorporates a warning horn inside the boat. Remote control models will have the warning horn located inside the remote control or connected to the ignition key switch. Tiller handle models will have the warning horn located in the ignition key panel.



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

There are two types of warning horns to alert the operator of an active problem within the engine's operating system.

1. **Continuous six second beep:** Indicates a critical engine condition. Depending on the condition, the Engine Guardian System may engage and protect the engine by limiting its power. You should return to port immediately and contact your servicing dealer.
2. **Intermittent short beeps for six seconds:** Indicates a noncritical engine condition. This condition does not require immediate attention. You may continue using your boat, however, depending on the nature of the problem, the engine's power may be limited by the Engine Guardian System (see Engine Guardian System following) to protect the engine. You should contact your servicing dealer at your earliest convenience.

It is important to note that in either of the above scenarios, the horn will only sound one time. If you key the engine off and restart it, the horn will sound again, one time, if the fault is still present. For visual display of the specific engine functions and additional engine data, refer to SmartCraft Product information, following.

The operator is able to correct a couple engine problems indicated by the warning horn. These conditions are as follows:

- Cooling system (water pressure or engine temperature) problem. The warning horn will sound Intermittent short beeps for six seconds. Stop the engine and check the water intake holes in the gearcase for obstruction.
- Low oil pressure problem. The warning horn will sound a continuous six second beep. Stop the engine and check for low engine oil level. Refer to **Fuel and Oil – Checking and Adding Engine Oil**.

FEATURES AND CONTROLS

ENGINE GUARDIAN SYSTEM

The Engine Guardian System monitors the critical sensors on the engine for any early indications of problems. Engine Guardian is functional whenever your engine is operating, so you never have to be concerned about whether or not you are protected. The system will respond to a problem by sounding the warning horn for six seconds and/or reducing engine power in order to provide engine protection.

If the Guardian System has been activated, reduce throttle speed. The problem will need to be identified and corrected, if possible. The system must be reset before the engine will operate at higher speeds. Moving the throttle lever back to the idle position will reset the system.

SMARTCRAFT PRODUCT

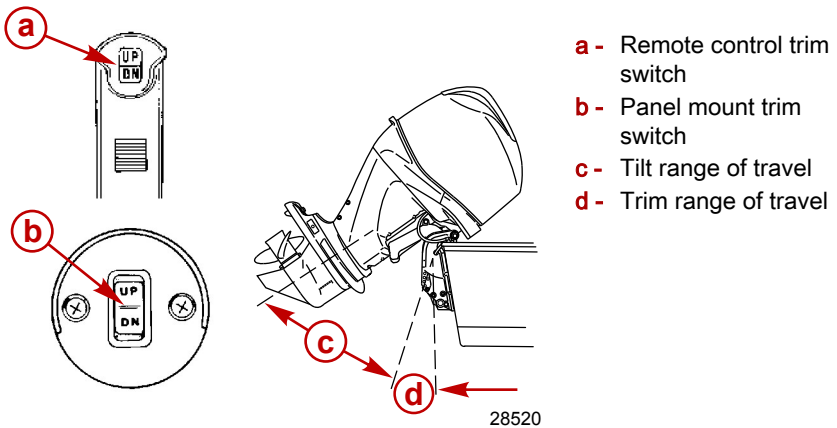
A Mercury SmartCraft System instrument package can be purchased for this outboard. A few of the functions the instrument package will display are engine RPM, coolant temperature, oil pressure, water pressure, battery voltage, fuel consumption, and engine operating hours.

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

FEATURES AND CONTROLS

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 is felt on the steering wheel or tiller handle. This steering torque results from the outboard trimmed so that the propeller shaft is not parallel to the water surface.

▲ 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.

FEATURES AND CONTROLS

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 is accomplished by repositioning the tilt stop pins into the desired adjustment holes in the transom brackets.

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

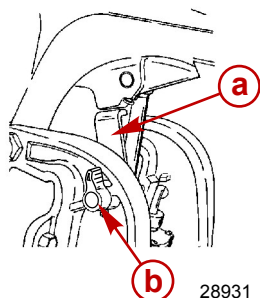
TILTING OPERATION

To tilt 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. Press the knob in and rotate it to engage the tilt support lever.
2. Lower outboard to rest on the tilt support lever.

FEATURES AND CONTROLS

3. To disengage the tilt support lever, raise the outboard off the support lever and rotate the lever down. Lower the outboard.

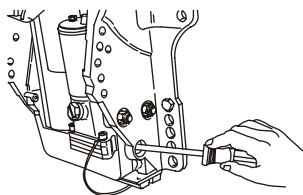


- a - Tilt support lever
- b - Knob

MANUAL TILTING

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

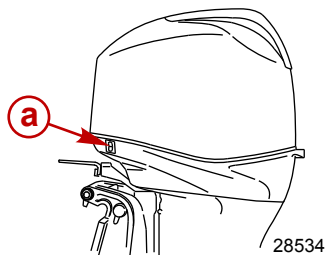
Turn out the manual tilt release valve three turns counterclockwise. This allows manual tilting of the outboard. Tilt the outboard to the desired position and tighten the manual tilt release valve.



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

AUXILIARY TILT SWITCH

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

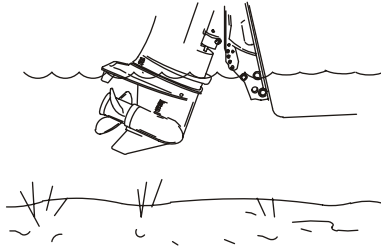


- a - Auxiliary tilt switch

FEATURES AND CONTROLS

SHALLOW WATER OPERATION

When operating the boat in shallow water, the outboard can be tilted beyond the maximum trim range to prevent hitting bottom.

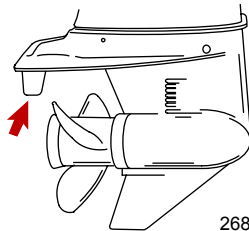


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1. Reduce engine speed below 2000 RPM.
2. Tilt outboard up, keeping the water intake holes submerged at all times.
3. Operate the engine at slow speed only. If engine speed exceeds 2000 RPM, the outboard will automatically return down to the maximum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

Trim Tab Adjustment

Propeller steering torque will cause your boat to pull in one direction. This steering torque is a normal result from your outboard not trimmed with the propeller shaft parallel to the water surface. The trim tab can help to compensate for this steering torque in many cases and can be adjusted within limits to reduce any unequal steering effort.



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NOTE: Trim tab adjustment will have little effect reducing steering torque if the outboard is installed with the anti-ventilation plate approximately 50 mm (2 in.) or more above the boat bottom.

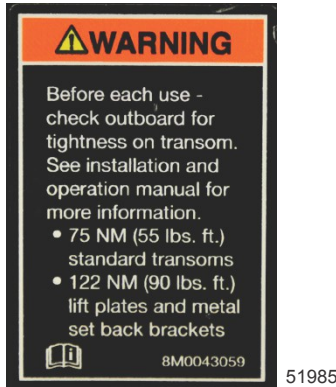
Operate your boat at normal cruising speed, trimmed to desired position. Turn your boat left and right and note the direction the boat turns more easily.

If adjustment is necessary, loosen the trim tab bolt and make small adjustments at a time. If the boat turns more easily to the left, move the trailing edge of the trim tab to the left. If the boat turns more easily to the right, move the trailing edge of the trim tab to the right. Tighten the bolt and test.

OPERATION

Important Daily Inspection Before Each Use

Any outboard mounted on the boat must have the mounting hardware inspected and checked to ensure that the hardware has not become loose. 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

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 your boats' maximum load capacity. Look at the boat capacity plate.
- Fuel supply 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 inspection checks listed in **Maintenance - Inspection and Maintenance Schedule**.

OPERATION

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

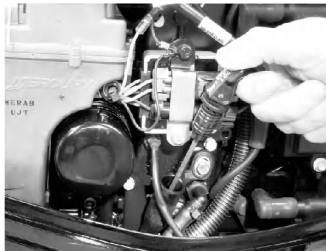
We recommend that you flush the internal water passages of your outboard with fresh water after each use in salt or polluted water. This will prevent a buildup of deposits from clogging the water passages. Refer to **Maintenance - Flushing the Cooling System**.

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.

Pre-Starting Instructions

1. Check the engine oil level.



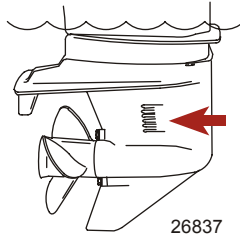
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2. Make sure the cooling water intake is submerged.

OPERATION

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.



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.

1. For the first hour of operation, run the engine at varied throttle settings up to 3500 RPM or at approximately half throttle.
2. For the second hour of operation, run the engine at varied throttle settings up to 4500 RPM or at three-quarter throttle, and during this period of time, run it at full throttle for approximately one minute every ten minutes.
3. For the next eight hours of operation, avoid continuous operation at full throttle for more than five minutes at a time.

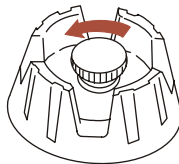
Starting the Engine

Before starting, read and perform the **Pre-Starting Check List**, special operating instructions, **Pre-Starting Instructions**, and the **Engine Break-In Procedure**.

NOTICE

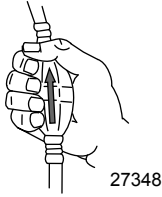
Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.

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

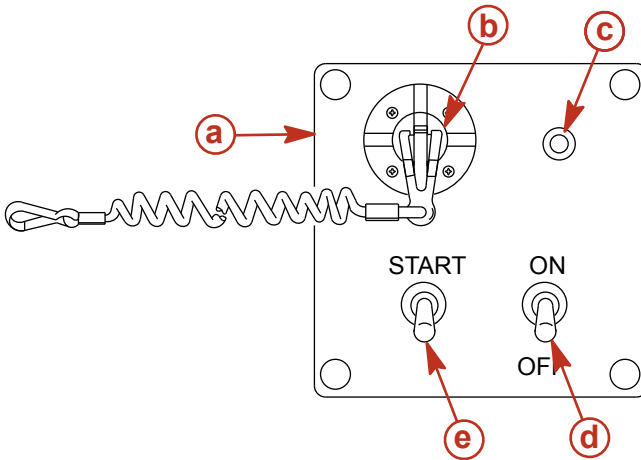


OPERATION

2. 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.



3. Install the lanyard stop switch cap onto the stop switch. See **General Information - Lanyard Stop Switch**.

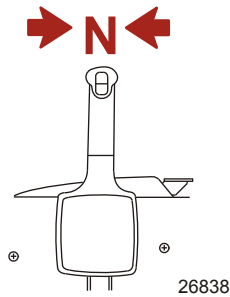


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- a** - Ignition module
- b** - Lanyard stop switch cap and stop switch
- c** - Ignition/warning light
- d** - Ignition switch
- e** - Start switch

OPERATION

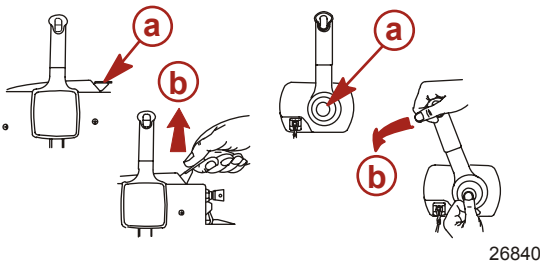
- Shift outboard to neutral ("N") position.



- Toggle the ignition switch to "ON."

NOTE: The red ignition/warning light illuminates when the harness is energized and ready to start the engine, or if the engine goes into Guardian mode. Since this system does not include a warning horn, the red ignition/warning light acts as a visible warning system.

- Move the throttle-only lever to the fully closed position or press the throttle-only button.

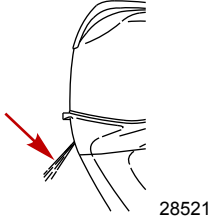


- a** - Fully closed position
- b** - Maximum fast idle speed position

- Starting a flooded engine** - Advance the throttle-only lever or control handle to the maximum throttle-only position and continue to crank the engine for starting. Immediately reduce engine speed after engine starts.
- Toggle the start switch to "START." If the engine fails to start in ten seconds, release the start switch, wait 30 seconds and try again.

OPERATION

9. After the engine starts, 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 for obstruction. No obstruction may indicate a water pump failure or blockage in the cooling system. These conditions will cause the engine to overheat. Have the outboard checked by your dealer. Operating the engine while overheated will cause engine damage.

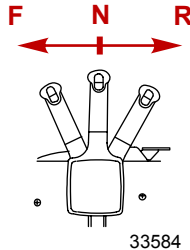
WARMING UP ENGINE

Before beginning operation, allow the engine to warm up at idling speed for three minutes.

Gear Shifting

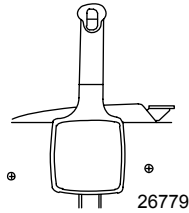
IMPORTANT: Observe the following:

- **Never shift outboard into gear unless engine speed is at idle.**
- **Do not shift outboard into reverse when the engine is not running.**
- Your outboard has three gear shift positions to provide operation: forward, neutral (out of gear), and reverse.



OPERATION

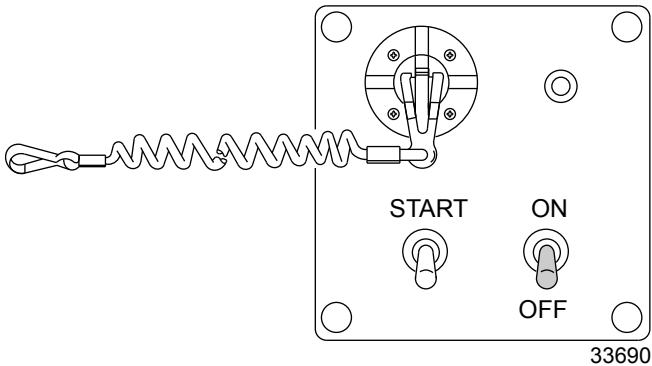
- When shifting, always stop at the neutral position and allow the engine speed to return to idle.



- Always shift the outboard into gear with a quick motion.
- After shifting the outboard into gear, advance the remote control lever to increase speed.

Stopping The Engine

1. Reduce engine speed and shift outboard to neutral position. Toggle ignition switch to the "OFF" position.



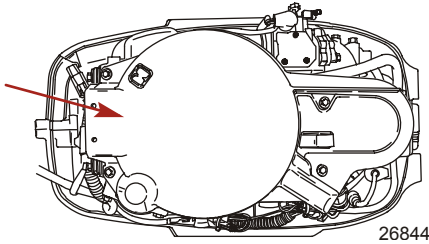
Emergency Starting

If the starter system fails, use the spare starter rope (provided) and follow procedure.

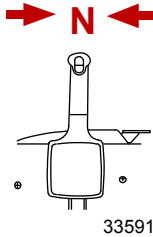
NOTE: *EFI models - Engine must have a fully charged battery to start the engine.*

OPERATION

1. Remove flywheel cover or manual starter assembly.



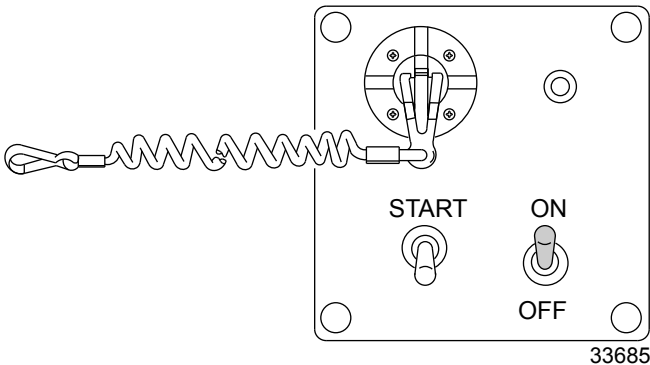
2. Shift outboard to neutral ("N") position.



⚠ WARNING

The neutral-speed-protection device is inoperative when starting the engine with the emergency starter rope. Set the engine speed at idle and the gear shift in neutral to prevent the outboard from starting in gear.

3. Toggle the ignition switch to the "ON" position.



⚠ WARNING

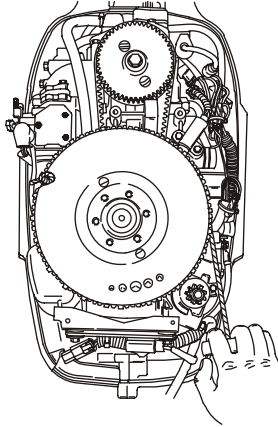
High voltage is present any time the key is turned on, especially when starting or operating the engine. Do not touch ignition components or metal test probes and stay clear of spark plug leads when performing live tests.

OPERATION

▲ WARNING

The exposed moving flywheel can cause serious injury. Keep your hands, hair, clothing, tools, and other objects away from engine when starting or running the engine. Do not attempt to reinstall the flywheel cover or top cowl when engine is running.

4. Place the starter rope knot into the flywheel notch and wind the rope clockwise around the flywheel.
5. Pull the starter rope to start the engine.



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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 Emissions 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 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

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 for a Mercury engine. The label is divided into several sections. At the top left is the Mercury logo. To its right is the heading "EMISSION CONTROL INFORMATION". Below this, the text reads: "THIS ENGINE CONFORMS TO [] CALIFORNIA AND U.S. EPA EMISSION REGULATIONS FOR SPARK IGNITION MARINE ENGINES. REFER TO OWNERS MANUAL FOR REQUIRED MAINTENANCE, SPECIFICATIONS, AND ADJUSTMENTS". The label contains several input fields for technical specifications, each with a callout letter in a red circle: 'a' points to the "IDLE SPEED (in gear)" field; 'b' points to the "hp" field; 'c' points to the "cc" field; 'd' points to the "TIMING (IN DEGREES)" field; 'e' points to the "COLD VALVE CLEARANCE (mm)" field; 'f' points to the "FAMILY" field; 'g' points to the "g/kWh" field; 'h' points to the "TIMING (IN DEGREES)" field; and 'i' points to the "SPARK PLUG: GAP:" field. The label also includes fields for "INTAKE:" and "EXHAUST:". The number "21096" is printed at the bottom right of the label.

MERCURY		EMISSION CONTROL INFORMATION	
THIS ENGINE CONFORMS TO [] CALIFORNIA AND U.S. EPA EMISSION REGULATIONS FOR SPARK IGNITION MARINE ENGINES. REFER TO OWNERS MANUAL FOR REQUIRED MAINTENANCE, SPECIFICATIONS, AND ADJUSTMENTS			
IDLE SPEED (in gear): []		FAMILY: []	
[] hp	[] cc	FEL: [] g/kWh	
TIMING (IN DEGREES): []			
[]	SPARK PLUG: []		[]
	GAP: []		
COLD VALVE CLEARANCE (mm)	INTAKE: []	[]	
	EXHAUST: []	[]	

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

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

MAINTENANCE

- 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.

IMPORTANT: The engine must be run during flushing in order to open the thermostat and circulate water through the water passages.

MAINTENANCE

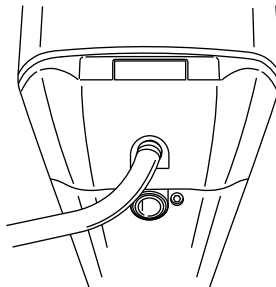
⚠ WARNING

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.

1. Place the outboard in either the operating position (vertical) or in a tilted position.
2. Remove the propeller. Refer to **Propeller Replacement**.
3. Thread a water hose into the rear fitting. Partially open the water tap (1/2 maximum). Do not open the water tap all the way as this allows a high pressure flow of water.

IMPORTANT: Do not run engine above idle when flushing.

4. Shift the outboard into neutral. Start the engine and flush the cooling system for at least five minutes. Keep the engine speed at idle.
5. Stop the engine. Turn off the water and remove the hose. Reinstall the propeller.



28518

MAINTENANCE

Top Cowl Removal and Installation

REMOVAL

Pull out the rear lock lever and remove the top cowl.



28439

INSTALLATION

1. Lower the top cowl over the engine.
2. Bring the front of the cowl down first and engage the front hook. Lower the cowl into its seated position and apply downward pressure to the back of the cowl to lock it in place. Gently pull up on the back of cowl to make sure it is securely fastened.



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Exterior Care

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

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.

MAINTENANCE

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.

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 the 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.

ENGINE FUEL FILTER

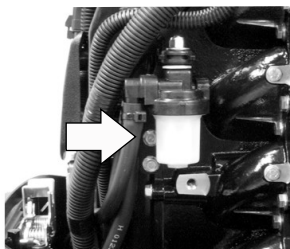
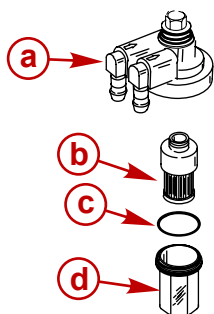
Check the fuel filter for water accumulation or sediment. If water is in the fuel, remove the sight bowl and drain the water. If the filter appears to be contaminated, remove and replace.

REMOVAL

1. Read the preceding fuel system servicing information and warning.
2. Pull out the filter assembly from the mount. Hold onto the cover to prevent it from turning and remove the sight bowl. Empty contents into an approved container.

MAINTENANCE

3. Inspect the filter element. If replacement is necessary, replace the filter assembly.



28414

- a - Cover
- b - Filter element
- c - O-ring seal
- d - Sight bowl

INSTALLATION

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

1. Push the filter element into the cover.
2. Place the O-ring seal into its proper position on the sight bowl and screw the sight bowl hand-tight into the cover.
3. Push the filter assembly back into the mount.

Corrosion Control Anode

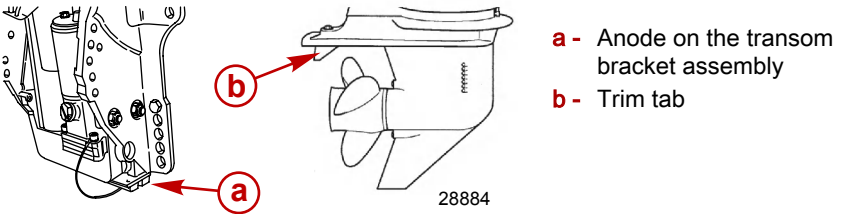
Your outboard has corrosion control anodes at different locations. An anode helps protect the outboard against galvanic corrosion by sacrificing its metal to be slowly corroded instead of the outboard metals.

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

MAINTENANCE

ANODE LOCATION - MODELS WITH 87.3 MM (3-7/16 IN.) GEARCASES

One of the anodes is the trim tab installed on the gearcase. Another anode is installed on the bottom of the transom bracket assembly.

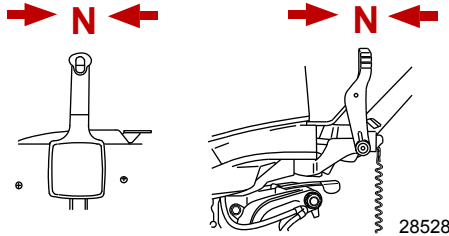


Propeller Replacement - 87.3 mm (3-7/16 in.) Diameter Gearcase

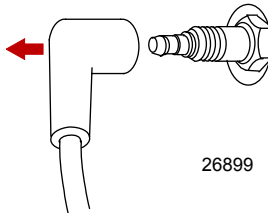
⚠ WARNING

Rotating the propeller shaft may cause the engine to crank over and start. To prevent this type of accidental engine starting and possible serious injury caused from being struck by a rotating propeller, always turn the ignition key or lanyard stop switch to the "OFF" position and remove the spark plug leads from the spark plugs while servicing.

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

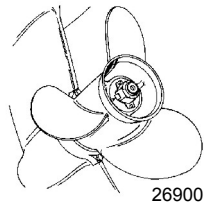


2. Remove the spark plug leads to prevent engine from starting.

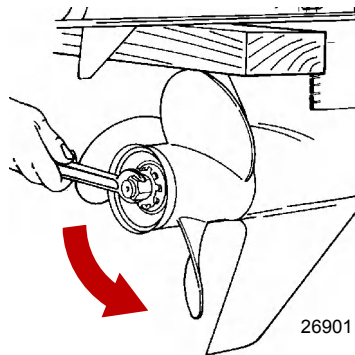


MAINTENANCE

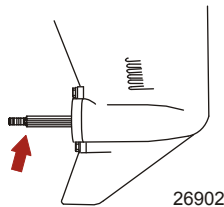
3. Straighten the bent tabs on the propeller nut retainer.





4. Place a block of wood between the gearcase and propeller to keep the propeller from turning. Remove the propeller nut.
5. Pull the propeller straight off the shaft. If the propeller is seized to the shaft and cannot be removed, have the propeller removed by an authorized dealer.



6. Apply to the propeller shaft Quicksilver or Mercury Precision Lubricants Extreme Grease or 2-4-C with PTFE.

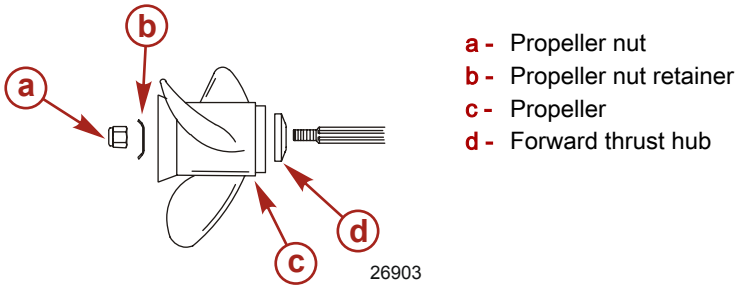


Tube Ref No.	Description	Where Used	Part No.
	Extreme Grease	Propeller shaft	8M0071842
 95	2-4-C with PTFE	Propeller shaft	92-802859A 1

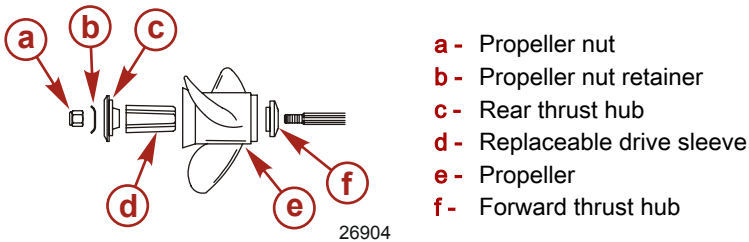
MAINTENANCE

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 each time the propeller is removed.

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



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

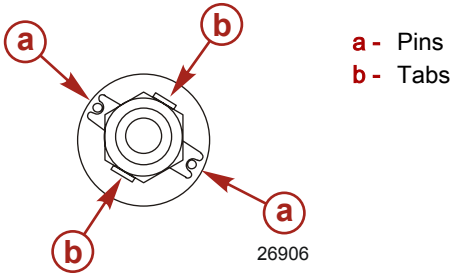


- Place the propeller nut retainer over the pins. Place a block of wood between the gearcase and the propeller and tighten the propeller nut to the specified torque.

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

MAINTENANCE

- Align the flat sides of the propeller nut with the tabs on the propeller nut retainer. Secure the propeller nut by bending the tabs up and against the flats on the propeller nut.



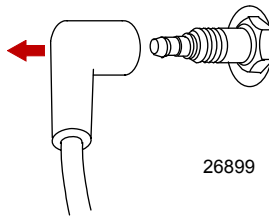
- Install the spark plug leads.

Spark Plug Inspection and Replacement

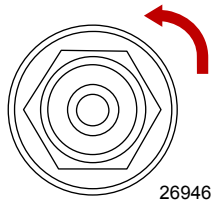
⚠ WARNING

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.

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

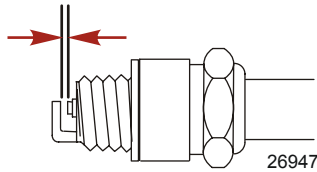


- Remove the spark plugs to inspect. Replace spark plug if electrode is worn or the insulator is rough, cracked, broken, blistered, or fouled.



MAINTENANCE

3. Set the spark plug gap to specification.



Spark Plug	
Spark plug gap	1.0 mm (0.040 in.)

4. Before installing spark plugs, clean off any dirt on the spark plug seats. Install plugs finger-tight, and then tighten 1/4 turn or torque to specifications.

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

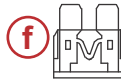
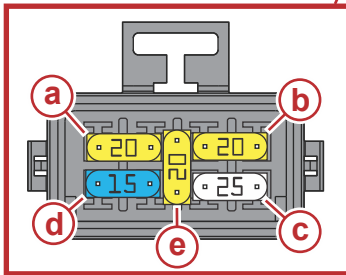
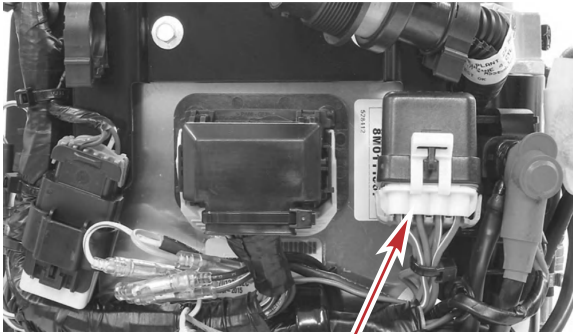
Fuse Replacement

IMPORTANT: Always carry spare 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.

MAINTENANCE

Open the fuse holder and look at the silver colored band inside the fuse. If the band is broken, replace the fuse. Replace the fuse with a new fuse of the same rating.



61074

- a** - Ignition coil circuit—20 amp
- b** - Fuel pump/idle air control/fuel injector circuits—20 amp
- c** - Voltage regulator—25 amp
- d** - Main power relay/accessories/remote control—15 amp
- e** - Spare—20 amp
- f** - Good fuse
- g** - Blown fuse

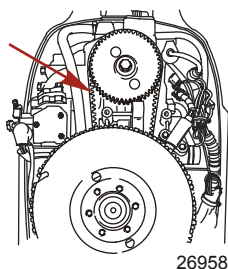
Timing Belt Inspection

Inspect the timing belt and have it replaced by an authorized dealer if any of the following conditions are found.

- Cracks in the back of the belt or in the base of the belt teeth.
- Excessive wear at the roots of the cogs.
- Rubber portion swollen by oil.
- Belt surfaces roughened.

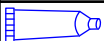

MAINTENANCE

- Signs of wear on edges or outer surfaces of belt.




Lubrication Points

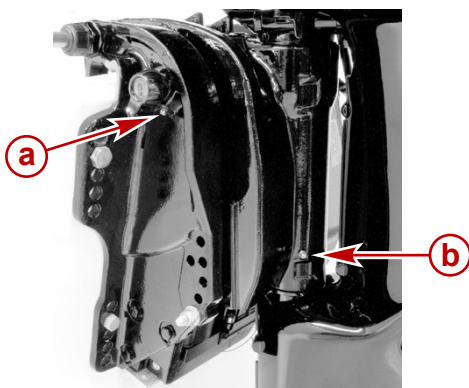
1. Lubricate the following with Quicksilver or Mercury Precision Lubricants Extreme Grease or 2-4-C with PTFE.

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

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

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

- Tilt support lever - Lubricate through fitting.
- Swivel bracket - Lubricate through fitting.

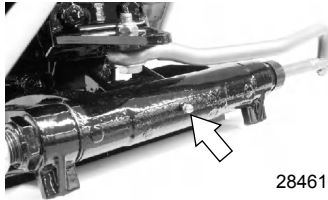


28466

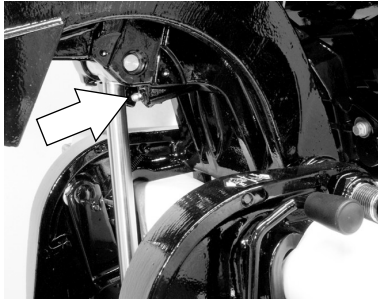
- a** - Tilt support lever
- b** - Swivel bracket

MAINTENANCE

- Tilt tube - Lubricate through fitting.



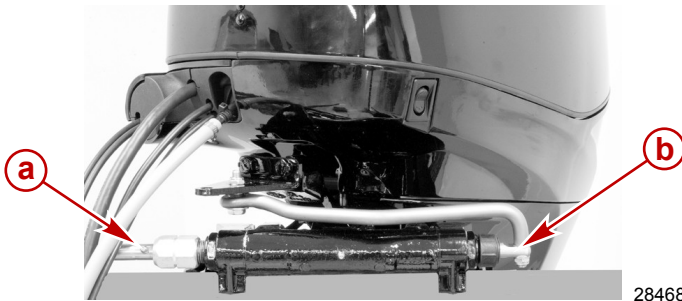
- Co-pilot shaft (tiller handle models) - Lubricate through fitting. Move the steering friction lever back and forth while lubricating.



⚠ 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.

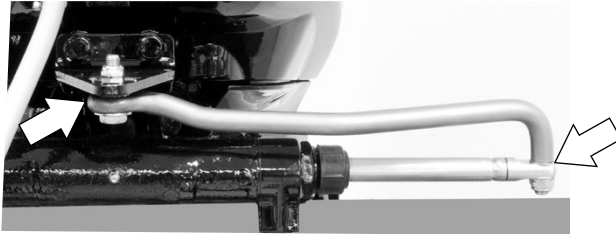
- Steering cable grease fitting (if equipped) - Rotate steering wheel to fully retract the steering cable end into the outboard tilt tube. Lubricate through fitting.



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

MAINTENANCE

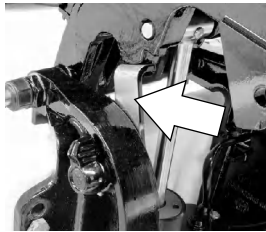
3. Lubricate the following with lightweight oil.
 - Steering link rod pivot points - Lubricate points.



28471

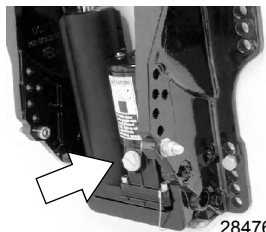
Checking Power Trim Fluid

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




28474

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 Lubricants Power Trim and Steering Fluid. If not available, use automotive automatic transmission fluid (ATF).



28476

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

MAINTENANCE

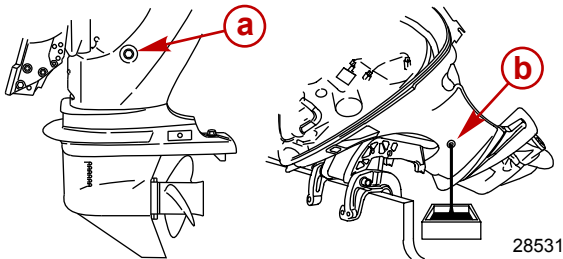
Changing Engine Oil

ENGINE OIL CAPACITY

	Capacity	Fluid Type
Engine oil	3.0 Liter (3 US qt)	25W-50 Synthetic Blend Mercury Racing 4-Stroke Engine Oil (recommended)
		25W-40 Synthetic Blend 4-Stroke Marine Engine Oil (general use)

OIL CHANGING PROCEDURE

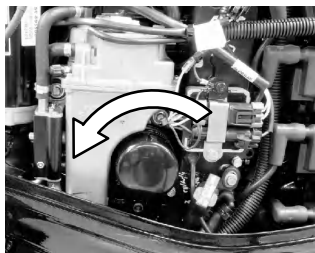
1. Tilt the outboard up to the trailer position.
2. Turn the outboard so the drain hole is facing downward. Remove the drain plug and drain the engine oil into an appropriate container. Lubricate the seal on the drain plug with oil and reinstall.



- a - Drain plug
- b - Drain hole

CHANGING OIL FILTER

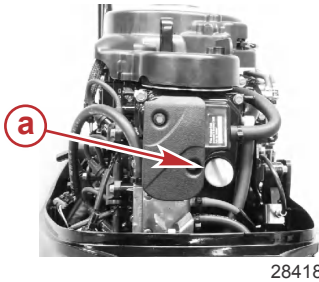
1. Place a rag or towel below the oil filter to absorb any spilled oil.
2. Unscrew the old filter by turning the filter to the left.
3. Clean the mounting base. Apply a film of clean oil to the filter gasket. Do not use grease. Screw the new filter on until the gasket contacts the base, then tighten 3/4 to 1 turn.



MAINTENANCE

OIL FILLING

1. Remove the oil fill cap and add oil to the proper operating level.
2. Idle the engine for five minutes and check for leaks. Stop the engine and check the oil level on the dipstick. Add oil if necessary.



a - Oil fill cap

28418

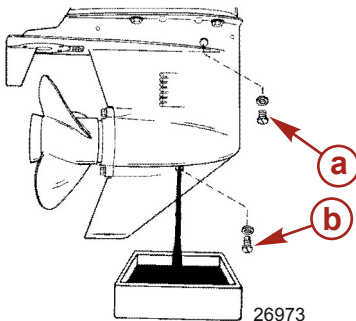
Gearcase Lubrication - For 87.3 mm (3-7/16 in.) Diameter Gearcase

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 fine 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. Place a drain pan below the outboard.
3. Remove the vent plug and fill/drain plug and drain the lubricant.



a - Vent plug

b - Fill/drain plug

26973

MAINTENANCE

GEARCASE LUBRICANT CAPACITY

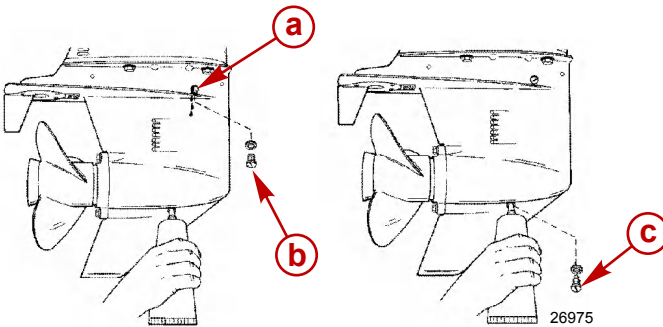
Gearcase lubricant capacity is approximately 340 ml (11.5 fl oz).

CHECKING GEARCASE LUBRICANT LEVEL AND REFILLING GEARCASE

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

IMPORTANT: Replace sealing washers if damaged.

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



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

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.

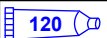
Fill the fuel tank and engine fuel system with treated (stabilized) fuel to help prevent formation of varnish and gum. Proceed with the following instructions.

- Portable fuel tank - Pour the required amount of gasoline stabilizer (follow instructions on container) into the 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 one liter (one quart) of gasoline. Pour this mixture into the fuel tank.
- Remove the fuel filter sight bowl and empty contents in a suitable container. Refer to **Maintenance - Fuel System** for removal and installation of filter. Add 3 cc (1/2 tsp.) of gasoline stabilizer into the fuel filter sight bowl and install.
- Place the outboard in water or connect flushing attachment for circulating cooling water. Run the engine at idle RPM for 15 minutes to fill the engine fuel system with stabilized fuel.

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).

STORAGE

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

Protecting Internal Engine Components

- Remove the spark plugs and 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 in the cylinders. Reinstall spark plugs.
- Change the engine oil.

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 (Electric Start Models)

POSSIBLE CAUSES

- Blown fuse in the starting circuit. Refer to **Maintenance** section.
- 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 or starter solenoid failure.

Engine Will Not Start

POSSIBLE CAUSES

- Lanyard stop switch cap installed on stop switch.
- Incorrect starting procedure. Refer to **Operation** section.
- Old or contaminated gasoline.
- Engine flooded. Refer to **Operation** section.
- Fuel is not reaching the engine.
 - a. Fuel tank is empty.
 - b. Fuel tank vent not open or restricted.
 - c. Fuel line is disconnected or kinked.
 - d. Primer bulb not squeezed.
 - e. Primer bulb check valve is faulty.
 - f. Fuel filter is obstructed. Refer to **Maintenance** section.
 - g. Fuel pump failure.
 - h. Fuel tank filter obstructed.
- Blown fuse. Refer to **Maintenance** section.
- Ignition system component failure.
- Spark plugs fouled or defective. Refer to **Maintenance** section.

Engine Runs Erratically

POSSIBLE CAUSES

- Guardian System activated. Refer to **Features and Controls - Warning System**.
- 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.

TROUBLESHOOTING

- c. Stuck anti-siphon valve located on permanently built-in type fuel tanks.
- d. Fuel line is kinked or pinched.
- Fuel pump failure.
- Ignition system component failure.
- Fuel injection component failure (EFI Models).

Performance Loss

POSSIBLE CAUSES

- Engine Guardian System activated. Refer to **Features and Controls - Warning System**.
- 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.

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

LOCAL REPAIR SERVICE

If you need service for your Mercury-outboard-powered boat, take it to your authorized dealer. Only authorized dealers specialize in Mercury products and have factory-trained mechanics, special tools and equipment, and genuine Quicksilver parts and accessories to properly service your engine.

NOTE: *Quicksilver parts and accessories are engineered and built by Mercury Marine specifically for your power package.*

SERVICE AWAY FROM HOME

If you are away from your local dealer and the need arises for service, contact the nearest authorized dealer. If, for any reason, you cannot obtain service, contact the nearest Regional Service Center. Outside the United States and Canada, contact the nearest Marine Power International Service Center.

STOLEN POWER PACKAGE

If your power package is stolen, immediately advise the local authorities and Mercury Marine of the model and serial numbers and to whom the recovery is to be reported. This information is maintained in a database at Mercury Marine to aid authorities and dealers in the recovery of stolen power packages.

ATTENTION REQUIRED AFTER SUBMERSION

1. Before recovery, contact an authorized Mercury dealer.
2. After recovery, immediate service by an authorized Mercury dealer is required to reduce the possibility of serious engine damage.

OWNER SERVICE ASSISTANCE

REPLACEMENT SERVICE PARTS

WARNING

Avoid fire or explosion hazard. Electrical, ignition, and fuel system components on Mercury Marine products comply with federal and international standards to minimize risk of fire or explosion. Do not use replacement electrical or fuel system components that do not comply with these standards. When servicing the electrical and fuel systems, properly install and tighten all components.

Marine engines are expected to operate at or near full throttle for most of their lives. They are also expected to operate in both fresh and saltwater environments. These conditions require numerous special parts.

PARTS AND ACCESSORIES INQUIRIES

Direct any inquiries concerning Quicksilver replacement parts and accessories to your local authorized dealer. The dealer has the necessary information to order parts and accessories for you if they are not in stock. Only authorized dealers can purchase genuine Quicksilver parts and accessories from the factory. Mercury Marine does not sell to unauthorized dealers or retail customers. When inquiring about parts and accessories, the dealer requires the **engine model** and **serial numbers** to order the correct parts.

RESOLVING A PROBLEM

Satisfaction with your Mercury product is important to your dealer and to us. If you ever have a problem, question or concern about your power package, contact your dealer or any authorized Mercury dealership. If you need additional assistance:

1. Talk with the dealership's sales manager or service manager. Contact the owner of the dealership if the sales manager and service manager have been unable to resolve the problem.
2. If your question, concern, or problem cannot be resolved by your dealership, please contact the 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 Customer Service:

- Your name and address
- Your daytime telephone number
- The model and serial numbers of your power package
- The name and address of your dealership
- The nature of the problem

OWNER SERVICE ASSISTANCE

CONTACT INFORMATION FOR MERCURY MARINE CUSTOMER SERVICE

For assistance, call, fax, or write to the geographic office in your area. Please include your daytime telephone number with mail and fax correspondence.

United States, Canada		
Telephone	English +1 920 929 5040 Français +1 905 636 4751	Mercury Marine W6250 Pioneer Road P.O. Box 1939 Fond du Lac, WI 54936-1939
Fax	English +1 920 929 5893 Français +1 905 636 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	+1 954 744 3500	Mercury Marine 11650 Interchange Circle North Miramar, FL 33025 U.S.A.
Fax	+1 954 744 3535	

Japan		
Telephone	+072 233 8888	Kisaka Co., Ltd. 4-130 Kannabecho, Sakai-ku Sakai-shi, Osaka 590-0984, 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	

Ordering Literature

Before ordering literature, have the following information about your power package available:

OWNER SERVICE ASSISTANCE

Model		Serial Number	
Horsepower		Year	

UNITED STATES AND CANADA

For additional literature for your Mercury Marine power package, contact your nearest Mercury Marine dealer or contact:

Mercury Marine		
Telephone	Fax	Mail
(920) 929-5110 (USA only)	(920) 929-4894 (USA only)	Mercury Marine Attn: Publications Department P.O. Box 1939 Fond du Lac, WI 54936-1939

OUTSIDE THE UNITED STATES AND CANADA

Contact your nearest Mercury Marine authorized service center to order additional literature that is available for your particular power package.

Submit the following order form with payment to:	Mercury Marine Attn: Publications Department W6250 Pioneer Road P.O. Box 1939 Fond du Lac, WI 54936-1939
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Ship To: (Copy this form and print or type—This is your shipping label)

Name	
Address	
City, State, Province	
ZIP or postal code	
Country	

Quantity	Item	Stock Number	Price	Total
			.	.
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Total Due				.

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

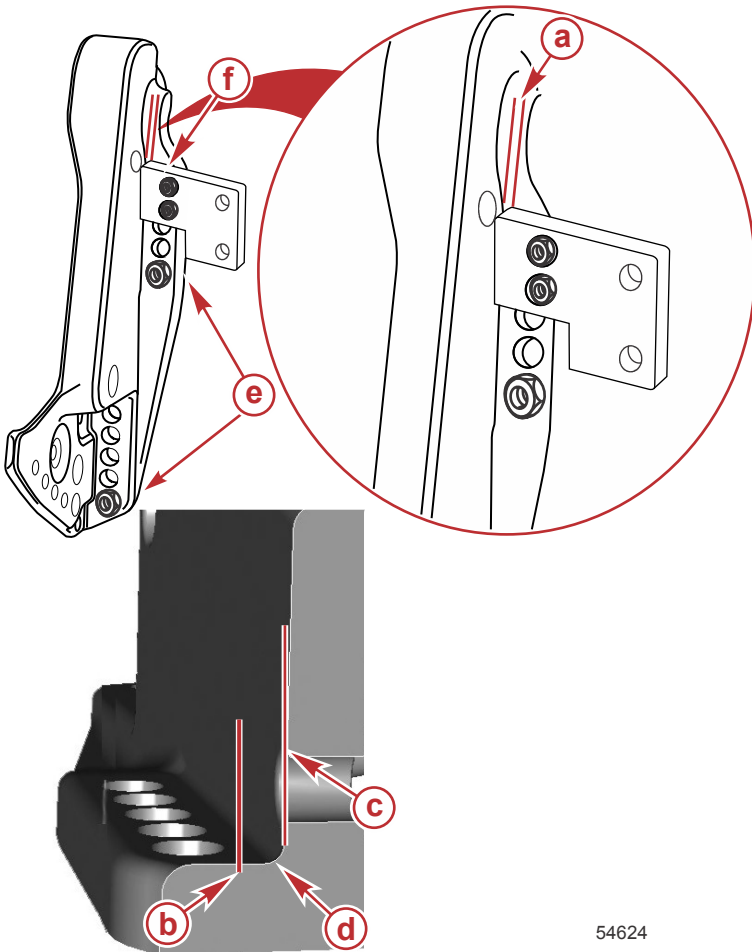
After the engine is mounted to the transom or jack plate in accordance with the engine installation instructions, it is acceptable to attach an accessory to the boat by use of the unused bolt holes in the transom clamp bracket as shown in Figure 1.

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.

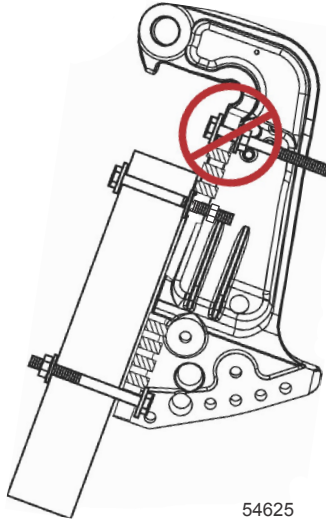


Figure 2

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

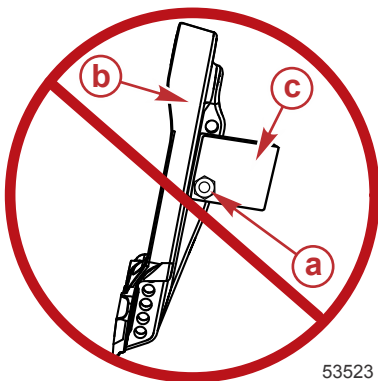


Figure 3

- 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.

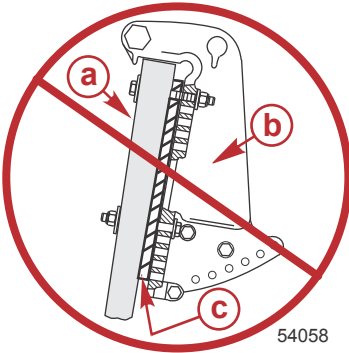


Figure 4

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

Installation Information

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

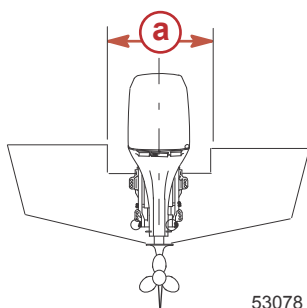
Starting the engine with the drive in gear can cause serious injury or death. Never operate a boat that does not have a neutral-safety-protection device.

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.

ELECTRIC FUEL PUMP

If an electric fuel pump is used, the fuel pressure must not exceed 27.58 kPa (4 psi) at the engine. If necessary, install a pressure regulator to regulate the pressure.

INSTALLATION SPECIFICATIONS



a - Minimum transom opening

Minimum Transom Opening	
Single engine (remote)	48.3 cm (19 in.)
Single engine (tiller)	76.2 cm (30 in.)

OUTBOARD INSTALLATION

LIFTING OUTBOARD

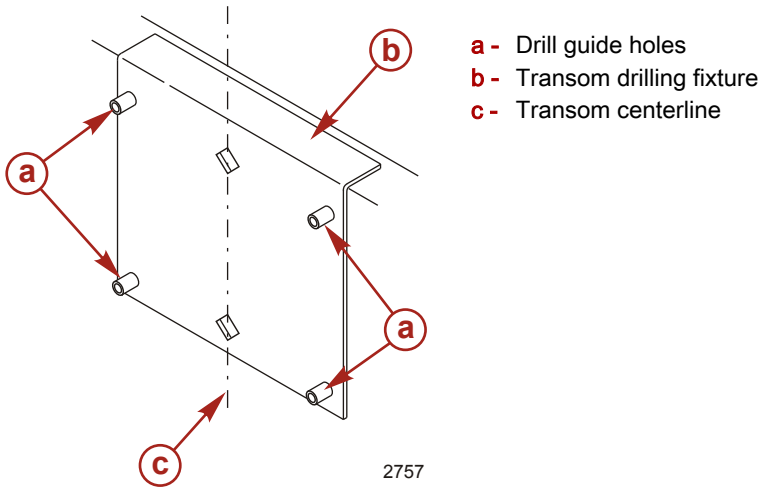
Use the lifting eye on the engine.



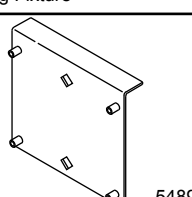
Installing Outboard

DRILLING OUTBOARD MOUNTING HOLES

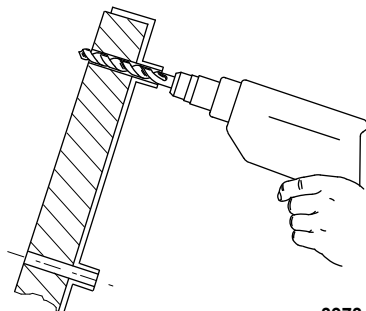
1. Mark four mounting holes on the transom using the transom drill fixture.



OUTBOARD INSTALLATION

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

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



Fastening the Outboard to the Transom

MOUNTING BOLTS

Outboard Transom Mounting Hardware - Supplied with Outboard		
Part Number	Part Name	Description
8M0071543	Outboard mounting bolt	1/2-20 x 5.00 in. long (3.25 in. thread)
826711-17	Nylon insert locknut	1/2-20
28421	Flat washer	1.50 in. diameter
54012	Flat washer	0.875 in. diameter

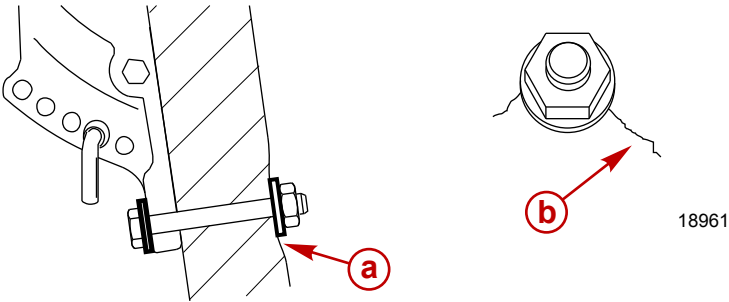
Available Outboard Mounting Bolts	
Part Number	Description
67755005	1/2-20 x 2.50 in. long (1.25 in. thread)
67755006	1/2-20 x 3.50 in. long (1.25 in. thread)
814259	1/2-20 x 4.00 in. long (2.25 in. thread)
67755-1	1/2-20 x 4.50 in. long (2.25 in. thread)
8M0071543	1/2-20 x 5.00 in. long (3.25 in. thread)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

OUTBOARD INSTALLATION

Available Outboard Mounting Bolts	
Part Number	Description
8M0032860	1/2-20 x 8.00 in. long (2.75 in. thread)

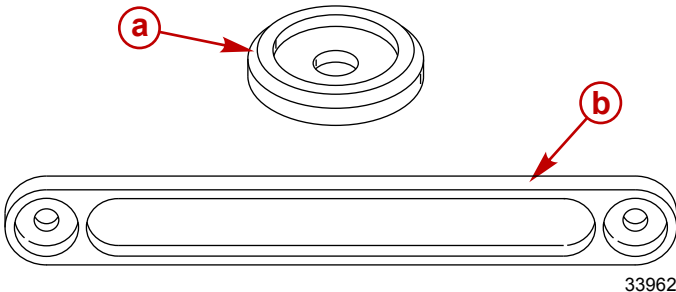
CHECKING BOAT TRANSOM CONSTRUCTION

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.

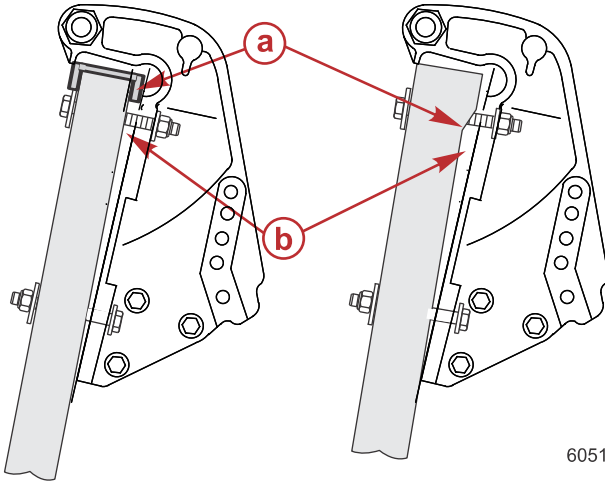


- a** - Large transom washer
- b** - Transom reinforcement plate

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.).



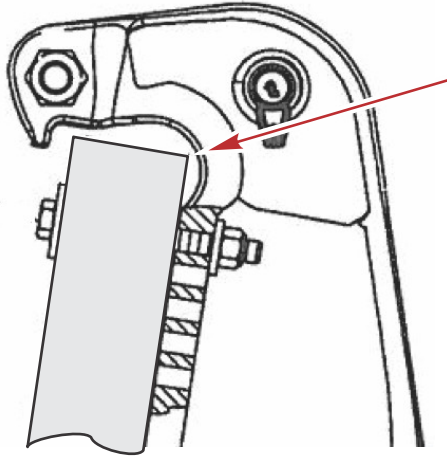
60511

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.



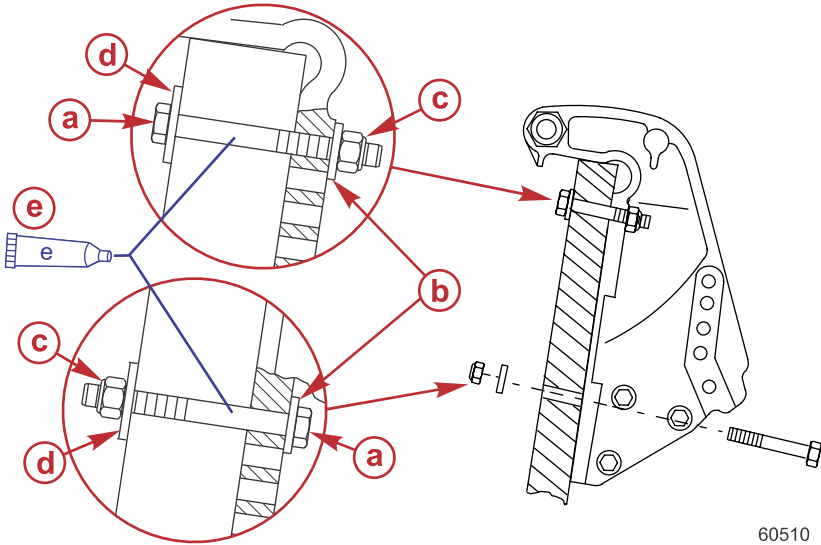
Installation

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.



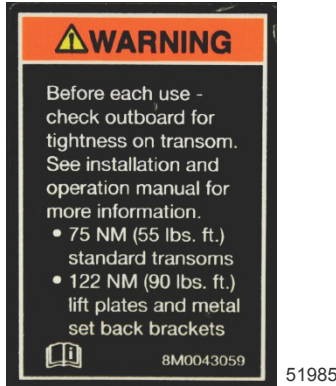
60510

- 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

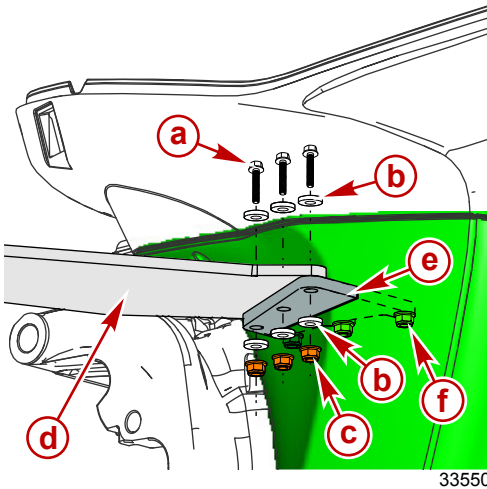
Steering Arm Installation

IMPORTANT: Fasten the steering arms using the provided hardware. The locknuts must never be replaced with common nuts (non-locking) as they will work loose and vibrate off, freeing the steering arms.

OUTBOARD INSTALLATION

⚠ WARNING

Damaged or loose steering components can lead to loss of steering control, which can cause serious injury or death. Properly secure all steering components to prevent them from becoming loose or disengaged. All steering hardware and fastening components must be appropriate for the application.



Port Side Shown

- a - Flanged hexhead bolt (6)
(10-824459-40)
- b - Hardened flat washer (12)
(12-847541)
- c - Nylon insert locknut (6)
(11-826365)
- d - Steering arm
- e - Steering adapter plate
- f - Nylon insert locknut
(factory installed)

Description	Nm	lb. in.	lb. ft.
Nylon insert locknut (6) (11-826365)	27-34		20-25
Nylon insert locknut (f) (factory installed)	27-34		20-25

1. Assemble the steering arm to the steering adapter plate (as shown) with three flanged hexhead bolts, six hardened flat washers, and three nylon insert locknuts.

IMPORTANT: The steering arms are stamped "STARBOARD UP" and "PORT UP" near the cable bearing assembly of each arm. Verify that the steering arms are in the correct location before installing.

2. Assemble the starboard steering arm to the steering adapter plate the same as the port side.
3. Tighten all locknuts to the specified torque.

IMPORTANT: Before each use, check the steering arm, steering adapter plate, bearing assembly, and cable fasteners for proper tightness.

OUTBOARD INSTALLATION

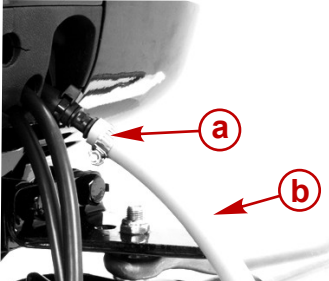
Fuel Hose Connection - Remote Control Models

REMOTE FUEL HOSE SIZE

Minimum fuel hose inside diameter (ID) is 8 mm (5/16 in.). Use a separate fuel hose/fuel tank pickup for each engine.

FUEL HOSE CONNECTION

Fasten the remote fuel hose to the fitting with a metal hose clamp or the plastic type hose clamp that is provided with the outboard.

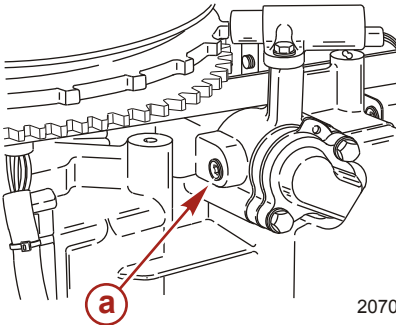


- a** - Hose clamp
- b** - Remote fuel hose

28511

Water Pressure Hose Connection

1. Remove the water pressure access plug.



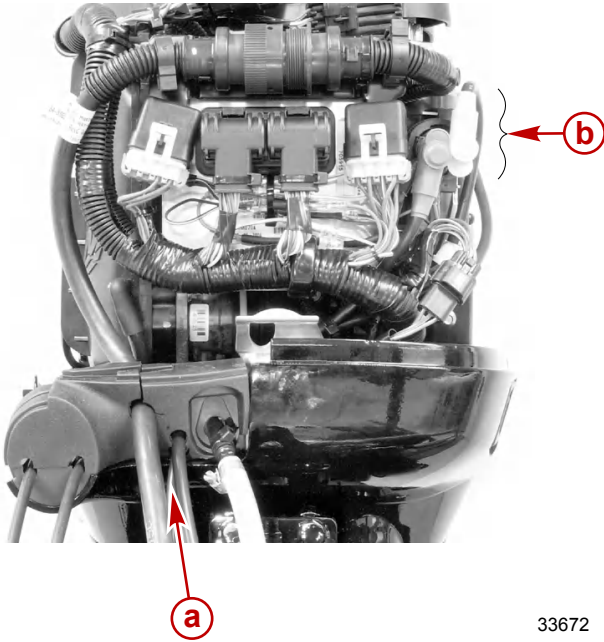
- a** - Water pressure access plug

20708

2. Apply pipe sealant to the threads of the water pressure gauge hose fitting.
3. Install the hose fitting into the water pressure access port (where the plug resided).

OUTBOARD INSTALLATION

4. Thread the water pressure gauge hose through the bottom cowl along side the main engine harness.



33672

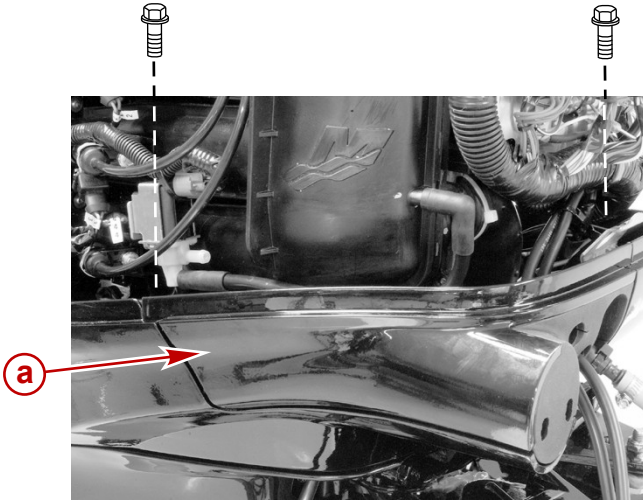
- a** - Hole in bottom cowl where main engine harness is routed.
 - b** - Approximate location of water pressure access port.
5. Install the water pressure gauge hose to the hose fitting.
 6. Secure the hose along side the engine to prevent flow restrictions.

OUTBOARD INSTALLATION

Electrical Connections and Control Cable Installation

REMOTE WIRING HARNESS

Remove the access cover.



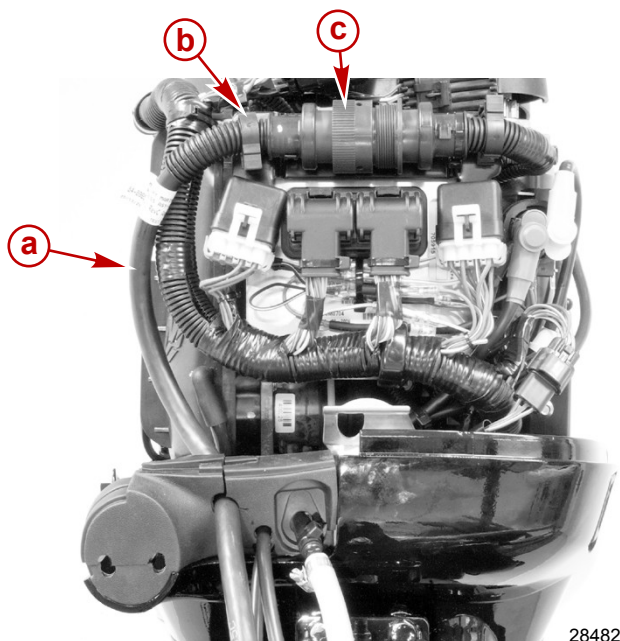
28505

a - Access cover

Route the remote wiring harness through the rubber grommet.

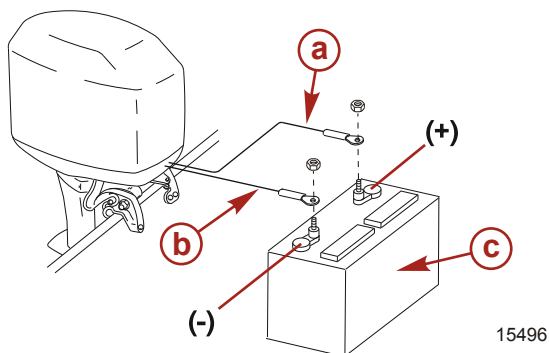
OUTBOARD INSTALLATION

Connect the 14 pin connector to the engine harness and fasten the harness with the retainer.



- a** - Remote wiring harness
- b** - Retainer
- c** - 14 pin connector

BATTERY CABLE CONNECTIONS



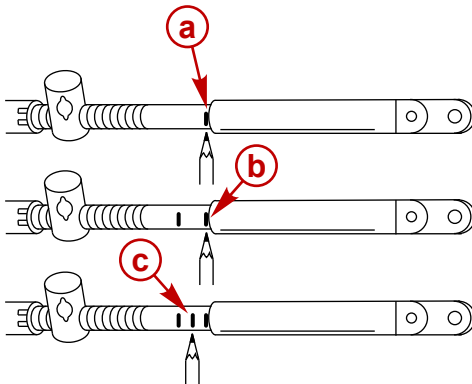
- a** - Red sleeve - Positive (+)
- b** - Black sleeve - Negative (-)
- c** - Cranking battery

OUTBOARD INSTALLATION

SHIFT CABLE INSTALLATION

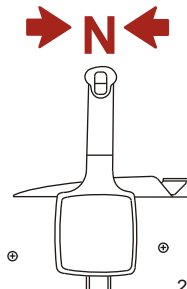
Install the cables into the remote control following the instructions provided with the remote control.

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



6098

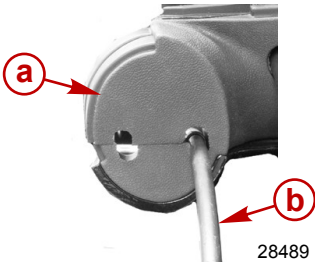
2. Manually shift the outboard into neutral. The propeller will rotate freely.
3. Position the remote control handle into neutral.



26838

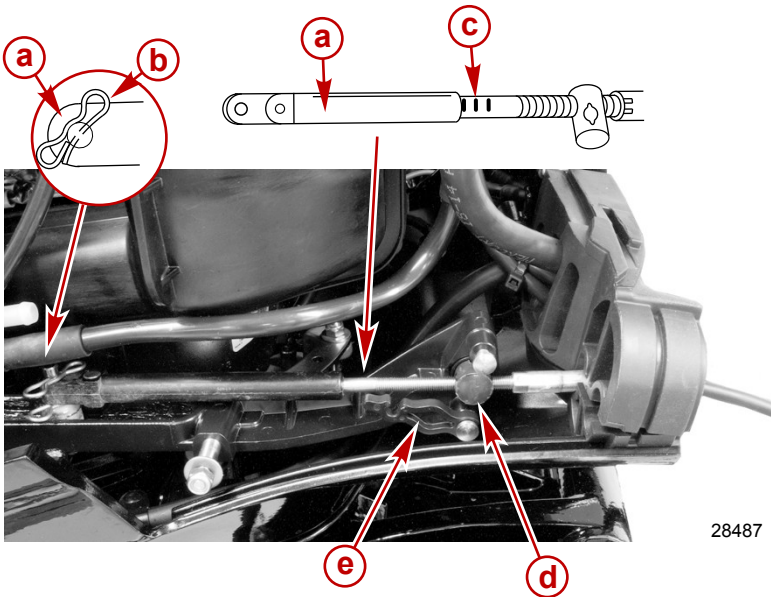
OUTBOARD INSTALLATION

- Fit the shift cable through the rubber grommet.



- a** - Rubber grommet
- b** - Shift cable

- Attach the shift cable to the shift lever with a bow tie clip retainer.
- Adjust the cable barrel so the center mark on the cable is aligned with the end guide when the cable barrel is placed in the barrel receptacle.

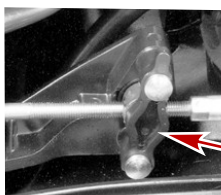


- a** - Cable end guide
- b** - Bow tie clip retainer
- c** - Center mark
- d** - Cable barrel
- e** - Barrel latch

- Place the cable barrel into the barrel receptacle.

OUTBOARD INSTALLATION

- Lock barrel in place with the barrel latch.



a - Barrel latch

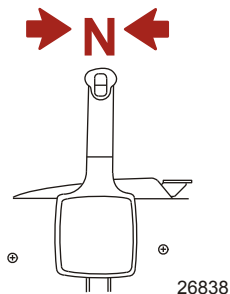
28488

- Check shift cable adjustments as follows:
 - Shift remote control into forward. The propeller shaft should be locked in gear. If not, adjust the barrel closer to the cable end guide.
 - Shift remote control into reverse while turning propeller. The propeller shaft should be locked in gear. If not, adjust the barrel away from the cable end guide. Repeat steps a through c.
 - Shift remote control back to neutral. The propeller shaft should turn freely without drag. If not, adjust the barrel closer to the cable end guide. Repeat steps a through c.

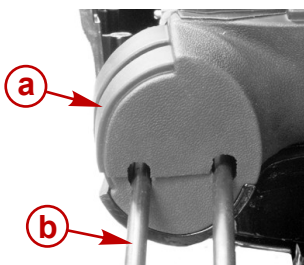
THROTTLE CABLE INSTALLATION

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

- Position the remote control into neutral.



- Fit the throttle cable through the rubber grommet.



a - Rubber grommet

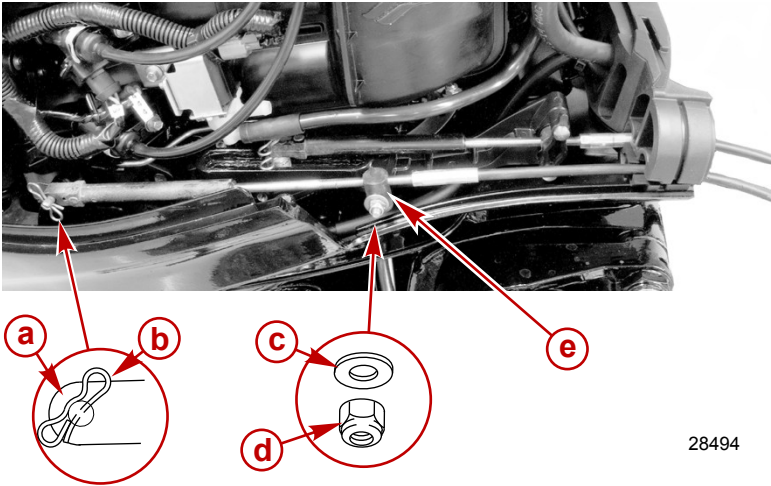
b - Throttle cable

28491

- Attach the throttle cable to the throttle lever with a bow tie clip retainer.

OUTBOARD INSTALLATION

4. Adjust cable barrel until the barrel slips onto the mounting stud.
5. Fasten the throttle cable to the mounting stud with a flat washer and locknut. Tighten the locknut to the specified torque.



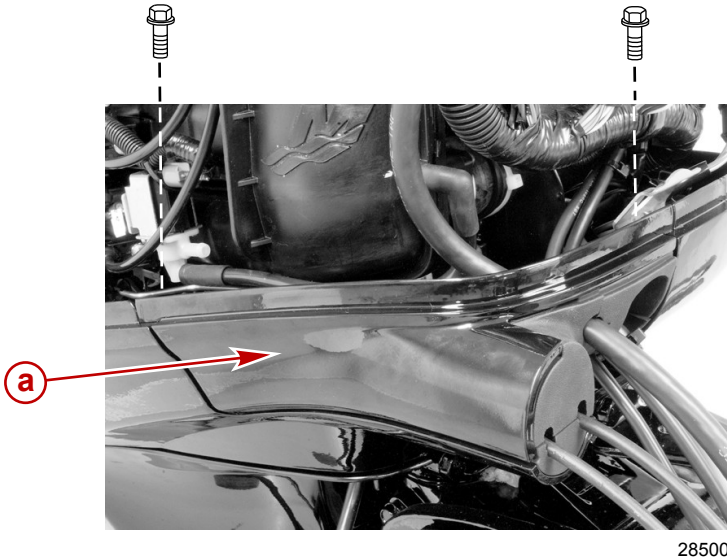
28494

- a** - Cable end guide
- b** - Bow tie clip retainer
- c** - Flat washer
- d** - Locknut
- e** - Cable barrel

Description	Nm	lb-in.	lb-ft
Throttle cable locknut	6	53	

OUTBOARD INSTALLATION

6. Install the access cover with two bolts. Tighten the bolts to the specified torque.



a - Access cover

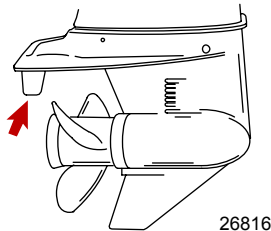
Description	Nm	lb-in.	lb-ft
Access cover bolt	10	89	

Propeller Installation

See **Maintenance - Propeller Replacement**.

Trim Tab Adjustment

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



OUTBOARD INSTALLATION

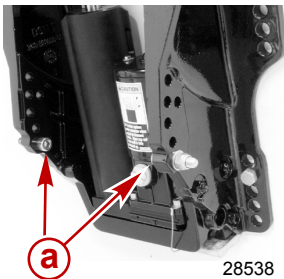
NOTE: Trim tab adjustment will have little effect reducing steering torque if the outboard is installed with the anti-ventilation plate approximately 50 mm (2 inches) or more above the boat bottom.

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

If adjustment is necessary, loosen trim tab bolt and make small adjustments at a time. If the boat turns more easily to the left, move the trailing edge of trim tab to the left. If the boat turns more easily to the right, move the trailing edge of trim tab to the right. Tighten bolt and retest.

Trim-In Stop Adjustment - Power Trim Models

If an adjustment is required to the trim-in stop, reposition the tilt stop pins in the desired holes. Tighten the tilt stop pins to the specified torque.



a - Tilt stop pins

Description	Nm	lb-in.	lb-ft
Tilt stop pins	24.4		18

