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Johnson evinrude owners manual

Legal Notice Copyright 1968-2018 Bombardier Recreational Products Inc. All rights reserved 6, 7.5, 8, 9.5, 9.9, 15, 18, 20, 25, 28, 30, 35, 40 HP (Horsepower - Horse Power) Outboards M 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990 Outboard Stroke models. 1973-1991 Johnson Evinrude Outboard 60 HP-235 HP Workshop Manual 1973-1984 - 115 Hp, V4 1990 1991 - 120 Hp, V4 1985-1991 - 135 Hp, V4 1973-1976 - 140 Hp Service Manual 2-Stroke & 4 Stroke Johnson - Evinrude Service Manual Application: 1990, 1960-HP, 65-HP, 70-HP (Horsepower - Horse Power) Outboards Marine Engine Johnson/Evinrude	Tarine Engine Johnson/Evinrude 2Stroke 2-Stroke Two Stroke & 4Stroke 4-Stroke Four Strard & Sea Drive (Sea Drives) For 48 50 55 60 65 70 75 85 88 90 100 110 115 120 135 140 12-STROKE 1973-1991 Johnson Evinrude Service Repair Manual Application: 60 Hp, 3 cylo, V4 1977-1991 - 150 Hp, V6 1978-1991 - 175 Hp, V6 1977-1983 - 175 Hp, V6 1986-1991 - 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001 Outboard For 1-Hp, 2-H	roke models. 1973-1990 Johnson Evinrude Service Manual 48 235 HP Outboard & Sea Drives 0 150 175 185 200 225 & 235 HP (Horsepower - Horse Power) Outboard & Sea Drive Marine d 1986-1991 - 65 Hp, 3 cyl 1973 - 70 Hp, 3 cyl 1974-1991 - 75 Hp, 3 cyl 1975-1985 - 85 Hp, V - 185 Hp, V6 1984 1985 - 200 Hp, V6 1976-1983 - 200 Hp, V6 1986-1991 - 225 Hp, V6 1986-1 HP, 2.3-HP, 3.3-Hp, 3.5-HP, 4-HP, 5-HP, 6-HP, 6.5-HP, 8-HP, 9.9-HP, 10-HP, 14-HP, 15-HP, 18	s Johnson - Evinrude Service Manual Application: 1973, 1974, 1975, 1976, Engine Johnson/Evinrude 2Stroke 2-Stroke Two Stroke & 4Stroke 4-Stroke 4 1973-1980 - 90 Hp, V4 1981-1991 - 100 Hp, V4 1979 1980 - 115 Hp, V4 1991 - 235 Hp, V6 1978-1985 1990-2001 Johnson-Evinrude 1 HP To 70 HP 3 JET, 20-HP, 25-HP, 25D, 28-HP, 30-HP 35-HP, 40-HP, 45-HP, 50-HP, 55-HP,
MODELS/YEARS COVERED: 65HP-65 HP Jet 1992, 1993, 1994 & 1995 - 80HP-80 HP Jet 199 1993, 1994, 1995, 1996, 1997 & 1998 - 75HP-75 HP 2001 - 80HP-80 HP JET 1998, 1999, 200 CYLINDER ENGINE/MOTOR MODELS/YEARS COVERED: - 105HP 105 JET 1992-2001 - 135H 1995 Anyone know where I can get a user and service manual for a 1989 Evinrude 140hp 2 standard ask if they have one they could sell. My manual just arrived from ebay. Amazingly mint w Models 1992 Models 1991 Models 1990 Models 1989 Models 1988 Models 1987 Models 1986 Models 1966 Models 1965 Models 1964 Models 1963 Models 1962 Models 1961 Models 1966 Manuals, Shop Manuals, etc. Customer Service Customer Support View My Cart Contact 9.9/	0 & 2001 - 90HP 90 1995, 1996, 1997, 1998, 1999, 2000 & 2001 - 100HP 100 1998 to 200 HP 135 2001 - 150HP 150 1992-2001 - 175HP 175 1992-2001 - 185HP 185 1992-1994 - 200 troke? I found a few places asking for \$30 but wondered if there are any free downloads with not a grease thumb print to be seen Just need to find an owners manual now! Johnson Models 1985 Models 1984 Models 1983 Models 1982 Models 1981 Models 1980 Models O Models 1959 Models 1958 Models 1957 Models 1956 Models Please visit our Home Pagy 15 HORSEPOWER R, RL, RH, RHL, TE, TEL 2 Stroke Our First Words to the Owner/Oper	01 - 105HP 105 Com 1997 to 2001 - 115HP 115 1995 to 2001 - 120HP 120 1992 to 1994 - 130 00HP 200 1992-2001 - 225HP 225 2001 - 250HP 250 1999-2001 8-CYLINDER ENGINE/MOTO anywhere. Actually, I just found a hard copy on ebay for £15, so not too bad! My motor is a Blon EvinrudeOutboard Boat MotorsService Manuals 2001 Models 2000 Models 1999 Models 1 s 1979 Models 1978 Models 1977 Models 1976 Models 1975 Models 1974 Models 1973 Mode to see a complete list of all the useful service manuals we offer. "Service Manual" is a gene rator This Operator's Guide is an essential part of your Johnson outboard. It contains pertinents	OHP 130 1994 to 2000 - 135HP 135 2001 - 140Hp 140 1992 to 1994 6-DR MODELS/YEARS COVERED: 250HP 250 1992-1998 - 300HP 300 1992-E140TLCEB. Ring up some of these places which sell second hand outboards 998 Models 1997 Models 1996 Models 1995 Models 1994 Models 1993 els 1972 Models 1971 Models 1970 Models 1969 Models 1968 Models 1967 ric term we use to describe Repair Manuals, Shop Manual, Workshop at information which, if followed, will provide you with a thorough
understanding needed for proper operation, maintenance, care, and — above all — safety! The information that is essential to your safety, the safety of any passengers, and other boaters. As Each operator is responsible for the safety of all passengers and other boaters. Please make so rewards for following our recommendations will be worthwhile. Remember that YOU are the outdoors on the water WARNING Be careful! Human error is caused by many factors: carefulted the safety of others, read this Guide from cover to cover and follow all safety warnings and representational Products Inc. or its affiliates: 2+4® fuel conditioner Renegade® bass CarbX [™] Start gearcase lubricant QuikStart Viper 2005 BRP US Inc. All rights reserved. TM, ® 2 PRODUCT REFERENCES ILLI	An Operator's Readiness Test has been prepared on the last page of this Guide. Be safe! A safety your first priority and complete a boating safety course through your local Coast Gu key to safety. Good safety practices not only protect you, but also protect the people arou lessness, fatigue, overload, preoccupation, unfamiliarity of operator with the product, and ecommendations. Do not disregard any of the safety precautions and instructions. Anyone S.L.O.W.™ Evinrude® SST® Evinrude®/Johnson® anti-corrosion spray SystemCheck™ E® Trademarks and registered trademarks of Bombardier Recreational Products Inc. or its	ll passengers should be familiar with the proper operation of your boat and Johnson outboard uard, Power Squadron, Red Cross, or State Boating Law Agency. The pleasures of owning and and you. Having fun is what it's all about and, with your cooperation, the pertinent information drugs and alcohol to name a few. Damage to your boat and outboard can be fixed in a short operating your boat should first read and understand this Guide before they operate your boat vinrude®/Johnson® Genuine Parts Touch-Trim™ Evinrude®/Johnson® XD30™ formula Trip.	d. Be certain they fully understand and respect the controls and operation. It does not not operating a Johnson outboard can be significant. We strongly believe the on in this Guide can ensure a safe and enjoyable experience. Enjoy the great period of time, but injury or death has a lasting effect. For your safety and that and motor. The following trademarks are the property of Bombardier le-Guard® grease Hi-Vis™ gearcase lubricant Twist-Grip™ Johnson® Ultra
5 BRP LIMITED WARRANTY FOR 13 FUEL	R 2006 JOHNSON 2-STROKE OUTBOARD ENGINES SOLD OUTSIDE THE UNITED STAT	ES AND CANADA	
INSPECTION	ENGINE OVERHEATING SPECIAL OPERATING CONDITIONS OFF-SEASON STORAGE ADJUSTMENTS ARK PLUGS ING 37 38 39 40 INSTALLATION	PROPELLERTROUBLE CHECK CHART	STORING
personal injury and damage to equipment. It will acquaint the operator and passengers with to operation. If the product ownership is transferred, this Guide should be forwarded to the subsituation which, if not avoided, WILL result in death or serious injury. WARNING Indicates a Auxiliary, the U.S. Power Squadron and some Red Cross Chapters. For information about classafety. SAFETY MEASURES — General To fully appreciate the pleasures, enjoyment and exciboating rules could result in injury to you, your passengers or other water users. Become conteach control. Be familiar with all controls before applying the throttle above idle speed. As the if not avoided, MAY result in minor or moderate personal injury or property damage. It also not also the substantial injury or property damage.	sequent owners. This Operator's Guide uses the following signal words identifying import potentially hazardous situation which, if not avoided, CAN result in severe injury or death sses, call toll free 1-800-336-BOAT. For additional information about boating safety and retement of boating there are some basic rules that should be observed and followed by any appletely familiar with the control and operation of your boat and motor before embarking the operator, you are in control and responsible for safe operation. SAFETY MEASURES—nay be used to alert against unsafe practices. IMPORTANT: Identifies information that will	cant safety messages. These safety alert signal words mean: ATTENTION! BECOME ALERT! In A responsible, educated boater will fully appreciate the pleasures of boating and will be a segulations call: U.S. Coast Guard Boating Safety Hotline 1-800-368-5647. Outside North Amery boater. Some rules may be new to you and others may be common sense or obvious irresponyour first trip or taking on a passenger(s). If you have not had the opportunity to do so with Operation Be sure at least one of your passengers knows how to handle your boat in case of labely prevent damage to machinery and appears next to information that controls correct as	YOUR SAFETY IS INVOLVED! DANGER Indicates an imminently hazardous afe boater. Boating Safety Classes are conducted by the U.S. Coast Guard rica please contact your Dealer or distributor for details about boating pective, take them seriously! Failure to follow this safety information and safe th your Dealer, practice driving in a suitable area and feel the response of an emergency. CAUTION Indicates a potentially hazardous situation which, seembly and operation of the product. Although the mere reading of such
information does not eliminate the hazard, the understanding and application of the informat Always comply with the regulations that apply to your boat. Contact with rotating propeller is water. General Information - 2 Whenever running the engine, assure there is proper ventilation underway, and in many confined areas such as the boat cabin, cockpit, swim platform, and he backdrafting and conditions that create CO accumulation. In high concentrations, CO can be operation of a high performance boat, do not attempt to operate one at, or near, its top speed caution and at very low speed in shallow water. Grounding or abrupt stops may result in personal polaries install your outboard to ensure proper installation. Be familiar with the waters you are	s likely to result in serious injury or death. Do not allow anyone near a propeller, even who on to avoid the accumulation of carbon monoxide (CO), which is odorless, colorless, and to eads. It can be worsened or caused by weather, mooring and operating conditions, and other fatal within minutes. Lower concentrations are just as lethal over long periods of time. Do do not have gained that experience. For more information, see your Evinrude/ Johnson conal injury or property damage. Also be alert for debris and objects in the water. The outless operating in. The gearcase of this outboard extends below the water surface and could provided the surface and sur	en the engine is off. Propeller blades can be sharp and can continue to turn even after the en asteless, and can lead to unconsciousness, brain damage, or death if inhaled in sufficient con her boats. Avoid exhaust fumes from your engine or other boats, provide proper ventilation, so not operate your boat if you are under the influence of drugs or alcohol. High performance in Dealer for a copy of Introduction to High Performance Boating, P/N 335763. SAFETY MEAS board must be correctly installed. Failure to correctly install the outboard could result in service to the property of the	gine is shut off. Always shut off the engine when boat is near people in the icentrations. CO accumulation can occur while docked, anchored, or shut off your engine when not needed, and be aware of the risk of boats have a high powerto-weight ratio. If you are not experienced in the SURES — Installation and Maintenance Outboard Installation Proceed with ious injury, death or property damage. We strongly recommend that your ons may result in loss of control and personal injury. Do not overpower your
boat by using an engine that exceeds the horsepower indicated on the boat's capacity plate. Or gunwale, transom and seat backs are not intended for use as seats. Insist on the use of person owner of a boat you are responsible for damage to other boats caused by the wake of your boat station. Always verify fuel level before use and during the ride. Apply the principle of 1/3 fuel parts with equivalent characteristics, including type, strength and material. Using substandary procedure could cause personal injury or death. Further information can be obtained from you schedule. Operate your boat and outboard prudently and have fun. Do not forget that all person Model and Serial Numbers The model and serial numbers appear on a plate attached to the serial numbers.	nal flotation devices, approved by the U.S. Coast Guard, by all passengers when boating of the coast Allow no one to throw refuse overboard. Know the marine traffic laws and obey them to destination, 1/3 back and 1/3 reserve fuel supply. Do not carry spare fuel or flammable of parts could result in injury or product malfunction. Only perform service procedures where authorized Evinrude/ Johnson Dealer. In many instances proper tools and training are sons must assist other boaters in case of emergency. Prevent injury from contact with rotations.	conditions are hazardous, and by children and nonswimmers at all times. Respect no wake zo Remember, gasoline fumes are flammable and explosive. Always adhere to the fueling proce e liquids in any storage or engine compartments. 3 - General Information Maintenance When thich are detailed in this Operator's Guide. Attempting to perform maintenance or repair on y required for certain service or repair procedures. Maintain your boat and engine in top conducting propeller; remove propeller before flushing or before performing any maintenance. PRO	nes, rights of other water users and the environment. As the "skipper" and dure contained in this Operator's Guide and those given to you by the fueling replacement parts are required, use Evinrude®/Johnson® Genuine Parts or our outboard if you are not familiar with the correct service and safety ition at all times. Adhere to the Engine Maintenance and Inspection
including type, strength and material. Using substandard parts could result in injury or production model availability. The right is also reserved to change any specification or part at any time wintended as representative views for reference only. The continuing accuracy of this Guide can Your portion provides proof of ownership and date of purchase. Outside North America — See police report. Outside North America — Report the theft to the Bombardier Recreational Production of the nearest Evinrude/Johnson Dealer in the United States and Canada log on Information - 4 BRP LIMITED WARRANTY FOR 2006 JOHNSON 2-STROKE OUTBOARD ENG States and Canada ("Product") from defects in material or workmanship for the period and un FOUR (24) CONSECUTIVE MONTHS for private, recreational use; or TWELVE (12) CONSECUTIVE MONTHS.	without incurring any obligation to update older models. The information in the Guide is beaunot be guaranteed. Certain features of systems discussed in this Guide might not be found be your Dealer or distributor for details. North America — Report your outboard as stolen to ducts distributor where the outboard was registered. Technical Literature BRP offers tech to www.evinrude.com or www.johnson.com. Declaration of Conformity BRP declares that SINES SOLD IN THE UNITED STATES AND CANADA 1. SCOPE OF THE LIMITED WARRANCE CONTROL THE UNITED WARRANCE PERIOD This limited was not seen to support the conditions described below. 2. WARRANTY COVERAGE PERIOD This limited was	and on all models in all marketing areas. Owner's Identification North America — At the time to Customer and Dealer Support Services, 250 Sea Horse Drive, Waukegan, IL 60085 U.S.A. unical literature specifically for your outboard. A service manual, a parts catalog, or an extra the outboard to which this Operator's Manual applies conforms to the essential requirements ANTY Bombardier Recreational Products Inc. ("BRP") warrants its 2006 Johnson ® 2-stroke or carranty will be in effect from the date of purchase by the first retail consumer or the date the I	of purchase, your Dealer will complete your outboard registration forms. Give the outboard's model and serial numbers and enclose a copy of the Operator's Guide can be purchased from your selling Dealer. For the name soutlined in CE Machinery Directive 98-37-EC, as amended. General outboard engines sold by authorized Johnson dealers in the fifty United Product is first put to use, whichever occurs first, for a period of: TWENTY-
during the warranty period, it is installed on a boat that has commercial tags or is licensed fo installed by an authorized dealer at the time of sale, including but not limited to propellers, b to distribute Johnson products in the country in which the sale occurred ("Dealer"), and then and any subsequent owners who reside in the United States and Canada and have purchased the Operator's Guide, timely routine required maintenance must be performed to maintain we defect. Owner must bring Product, including any defective part therein, to Dealer promptly a owner. If the Product has not previously been registered, the owner may also be required to Information 5. WHAT BRP WILL DO BRP's obligations under this warranty are limited to, at i	or commercial use. The repair or replacement of parts or the performance of service to Proper the standard BRP parts and accessories one-year limited warranty. 3. CONDITIONS Toolly after the BRP specified pre-delivery inspection process has been completed and documented from a U.S. or Canadian Dealer are eligible for warranty registration and warranty coverage. BRP may require proof of proper maintenance prior to authorizing warranted the appearance of the defect, and in any event, within the warranty period, and must present proof of purchase to Dealer for warranty repairs. Owner is required to sign the re-	oduct under this warranty does not extend the life of this limited warranty beyond its original TO HAVE WARRANTY COVERAGE This warranty coverage is available only on Johnson 2-stroumented by the purchaser and Dealer. Warranty coverage only becomes available upon property coverage hereunder. Such limitations are necessary in order to allow BRP to protect the stranty coverage. 4. WHAT TO DO TO OBTAIN WARRANTY COVERAGE Registered owner must provide Dealer with reasonable opportunity to repair the defect. The expenses of transporting apair/work order prior to the start of the repair in order to validate the warranty repair. All pair	l expiration date. All Evinrude ®/Johnson Genuine Parts and accessories oke outboard engines purchased as new and unused from a dealer authorized er registration of Product by Dealer or owner. Only the original purchaser safety of its products, its consumers, and the general public. As outlined in its notify an authorized Dealer within two (2) days of the appearance of a general product to and from Dealer for warranty service are to be borne by the arts replaced under this warranty become the property of BRP. 5 - General
BRP's responsibility is limited to making the required repairs or replacements of parts with no responsibility for any additional charges due to local practices and conditions, such as, but not from time to time without assuming any obligation to modify Products previously manufacture changes, lubrication, valve and linkage adjustments and replacement of fuses, zinc anodes, the recommendations in the Operator's Guide; • Damage resulting from removal of parts, impropresulting from repairs done by a person that is not an authorized Dealer; • Damage caused by water ingestion, fire, theft, vandalism or any act of God; • Operation with fuels, oils or lubrications or paint changes due to exposure to the elements. This warranty will be voided in its	new or BRP-certified re-manufactured parts. No claim of breach of warranty shall be caused to limited to, freight, insurance, taxes, license fees, import duties, and any and all other fixed. 6. EXCLUSIONS – The following are not warranted under any circumstances: • Replacementates, timing belts, starter motor bushings, trim motor brushes, filters, propellers, poer repairs, service, maintenance, or modification, or use of parts or accessories not manufy abuse, misuse, abnormal use, neglect, racing, improper operation or operation of the Presents which are not suitable for use with the Product (see the Operator's Guide); • Damage	e for cancellation or rescission of the sale of Product to owner. In the event that warranty ser nancial charges, including those levied by governments, states, territories and their respective cement of parts due to normal wear and tear; • Routine maintenance parts and services included propeller bushings and spark plugs; • Damage caused by improper or lack of installation, main affactured or approved by BRP, which in its reasonable judgment, are either incompatible with roduct in a manner inconsistent with the recommended operation described in the Operator's are resulting from rust or corrosion; • Damage caused from cooling system blockage by foreign	vice is required outside of the fifty United States or Canada, owner will bear we agencies. BRP reserves the right to improve, modify or change Products ading but not limited to: maintenance requirements, engine and lower unit oil intenance, winterization and/or storage, failure to follow the procedures and a Product or adversely affect its operation, performance, or durability, or Guide; • Damage resulting from external damage, accident, submersion, material; • Damage resulting from sand or debris in the water pump; •
for racing at any point, even by a prior owner. General Information - 6 7. LIMITATIONS OF L WARRANTY. ALL INCIDENTAL, CONSEQUENTIAL, DIRECT, INDIRECT OR OTHER DAMAG	IABILITY ALL WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATES OF ANY KIND ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY INCLUTION, cell phone, fax or telegram charges, rental of a like or replacement Product or boat its, PROVINCES, OR JURISDICTIONS DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATED WHICH MAY VARY FROM STATE TO STATE, OR PROVINCE TO PROVINCE. No discuss the substantial way to the substantial provided that the former or new owner promptly contacts BRP or Dealer and gives the new owner promptly contacts.	TION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOS DING, BUT NOT LIMITED TO: expense for gasoline, expense for transporting Product to and during warranty services or down time, taxi, travel, lodging, loss of or damage to personal partions of INCIDENTAL OR CONSEQUENTIAL DAMAGES, OR OTHER EXCLUSIONS IDENTIFY tributor, Dealer or any other person is authorized to make any affirmation, representation or tranty conditions applicable to the Products sold while this warranty is in effect. 8. TRANSFE tame and address of the new owner. 9. CONSUMER ASSISTANCE • In the event of a controv	TE ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS LIMITED of from Dealer, removal of Product from a boat and reinstallation, mechanic's roperty, inconvenience, cost of insurance coverage, loan payments, loss of ITFIED ABOVE. AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS warranty regarding Product other than those contained in this limited ER If the ownership of Product is transferred during the warranty coverage versy or dispute in connection with this BRP limited warranty, BRP
WARRANTY FOR 2006 JOHNSON 2-STROKE OUTBOARD ENGINES SOLD OUTSIDE THE UT required, please contact BRP Customer Support Services, 250 Sea Horse Drive, Waukegan, II Tilt/Run Lever 12 Emergency Stop Switch/Stop Button 3 Anticorrosion Anode 13 Shift Lever Electric Start Models 9 - General Information 40 39 22 38 21 37 23 24 25 36 35 26 27 28 29 38 Retention Lug 35 Lift Grip 25 Model and Serial Number Plate 36 Engine Cover Latch 26 Stee supplied in all marketing areas General Information - 10 ENGINE SPECIFICATIONS 9.9, 10, HP (11.2 kw) @ 6000 RPM Idle RPM in Gear (2) 700 ± 50 Ignition Timing - Idle (2) W.O.T. No Minimum 360 CCA (465 MCA) OR 50 ampere-hour, 12 volts Spark Plug (2) Extended Low Spark	llinois, 60085, or the affiliate of BRP where the Product was registered for warranty. General Lubricant Drain/Fill Plug 14 Neutral Indicator 5 Lubricant Level Plug 15 Choke Knob 6 30 34 31 33 32 20 Item 20 000288 Description Item Description Mounting Hardware 31 Varing Friction Adjustment Screw 37 Spark Plugs 27 Clip and Lanyard Assembly 38 Starter 15 Models Displacement 15.6 cu. in. (256 cc) Engine Type Two-Cycle, In-line, 2 Cylinder 1 ot Adjustable Not Adjustable Exhaust Emission Control (2) System per SAE J1930 EM (Enged Operation Torque Refer to ECI Label 9.9 only - QL86C @ 0.030 in. (0.8 mm) Gap 18 to	eral Information - 8 FEATURES 17 16 18 15 14 13 12 10 11 9 1 8 2 7 3 6 5 19 4 Item Descrip Battery Cable (1) 16 Starer Handle 7 Clamp Screws 17 Manual Starter 8 Carrying Handle 18 Water Intakes Fish Line Trap 21 Fuel Connector 32 22 Steering Handle and Twist-GripTM The Motor (1) 28 Angle Adjusting Rod 39 Fuel Pump Filter 29 Shallow-Water Drive Bracket 40 E Full Throttle Operating Range 9.9, 10 - 5000 to 6000 RPM 15 - 5500 to 6500 RPM Power (1) agine Modification) Fuel Requirements (2) 87 Pump Posted AKI (89 RON) - Refer to Fuel and to 21 ft. lbs. (24 to 28 N·m) AC Lighting (3) 60 watts AC @ 12 volts Gearcase -Lubricant Capa	ation Item Description 1 Water Pump Indicator 11 Emergency Restart Clip 2 B Flushing Inlet Screw 9 Tilt Friction Nut 19 Fuel Tank 10 Start Button (1) (1) rottle 33 Propeller (2) 23 Idle Speed Adjustment 34 Antiventilation Plate 24 CI Label 30 Positive Terminal Boot (1) (1) Electric Start Models (2) Not 9.9 - 9.9 HP (7.4 kw) @ 5500 RPM 10 - 10 HP (7.5 kw) @ 5500 RPM 15 - 15 Oil Fuel/Oil Ratio 50:1 Starting R, RL, RH, RHL - Rope start Battery, acity Evinrude/Johnson Ultra-HPF™ gearcase lubricant 9 fl. oz. (260 ml)
Propeller (4) 9.9 - 9 1/2 x 10 in. (24.1 x 25.4 cm) 10, 15 - 9 x 11 in. (22.9 x 27.9 cm) Fuel Tan Driver's Ear (LpA) ICOMIA 39.94 86.0 dB(A) Vibration at Tiller (arms) Less than 2.5 m/s2 (1) stop switch is on the steering handle. Use of the emergency stop feature is highly recommend engine and prevent the boat from becoming a runaway if the driver moves beyond the range 2 1. Emergency stop switch 2. Clip Avoid knocking or pulling the clip off the stop switch during wear. Replace worn or damaged parts. Keep the lanyard free from obstructions and entangle the U.S. WARNING Gasoline is extremely flammable and highly explosive under certain condituel tank all the way to the top, or fuel may overflow when it expands due to heating by the superilated area. Your outboard is certified to operate on unleaded automotive gasoline with a	Rated following the standards of ICOMIA 28.83, ISO 3046, and NMMA. (2) Emission Conded on all boats. Connect the clip to the emergency stop switch. Snap the lanyard to a sec of the lanyard. If the lanyard is too long, it can be shortened by knotting or looping it. DO ng normal boating. The resulting unexpected loss of forward motion can throw occupants ments. At each outing, test the system's operation. With the engine running, remove the citions. Follow the instructions in this section explicitly. Improper handling of fuel could reun. Remove portable fuel tanks from the boat before fueling. Always wipe off any fuel spill	strol Information (3) Available as optional kit (4) Not supplied in all marketing areas 11 - Generator place on the operator's clothing or life vest — not where it might tear away instead of act NOT cut or retie the lanyard. An extra clip is provided — another person can insert it in the forward, causing injury. Your emergency stop switch can be effective only when in good worselip from the switch by pulling the lanyard. If the engine does not stop running, see your Dealesult in property damage, serious injury, or death. Always turn off the engine before fueling. It lage. Do not smoke, or allow open flames or sparks, or use electrical devices such as cellular	eral Information EMERGENCY STOP SWITCH If equipped, the emergency tivating the stop switch. Disconnecting the clip and lanyard will stop the stop switch and start the motor in an emergency. 1 1 1. Extra clip WARNING king condition. At each outing, inspect clip and lanyard for cuts, breaks, or ler. General Information - 12 FUEL AND OIL FUEL Minimum Octane Inside Never permit anyone other than an adult to refill the fuel tank. Do not fill the phones in the vicinity of a fuel leak or while fueling. Always work in a well-
MTBE content does not exceed 15% by volume. Using alcohol-extended fuels is acceptable Of aware of the following: The boat's fuel system may have different requirements regarding the Gasoline will oxidize and weather; the result is loss of octane, volatile compounds, and the pr fuel system each time you refuel, each time you remove the engine cover, and annually. OIL I greater detergency than minimum TC-W3 requirements. Evinrude/Johnson brand oils are for NMMA-certified TCW3 oil such as Evinrude/Johnson direct injection oil or Evinrude biodegra (0°C), add one gallon of fuel. Pour in required amount of oil. Add remaining fuel. Install filler other fuel additives can result in poor performance or engine damage. Evinrude/Johnson 2+4	NLY if the alcohol content does not exceed: • 10% ethanol by volume; or • 5% methanol we use of alcohol fuels. Refer to the boat's Owner Guide. Alcohol attracts and holds moisture oduction of gum and varnish deposits which can damage the outboard. WARNING Leaking MIXING FUEL AND OIL Evinrude/Johnson XD30™ Formula outboard oil is recommended mulated to give best engine performance while controlling piston and combustion chambed dable outboard oil. Use the following chart and these guidelines to mix oil with the engine cap and tip tank gently to distribute oil. IMPORTANT: Failure to follow this recommendation.	with 5% cosolvents by volume 13 - Fuel and Oil 87 (R+M)/2 AKI Outside the U.S. 89 RON You re that can cause corrosion of metallic parts in the fuel system. Alcohol blended fuel can caus ag fuel is a fire and explosion hazard. All parts in the fuel system should be inspected frequen for your outboard. It contains a richer additive package than other TC-W3 oils, minimizing car deposits, providing superior lubrication and ensuring maximum spark plug life. If Evinrude e's fuel. Ratio 50:1 25:1 6 U.S. Gallons 16 fl. oz. oil 32 fl. oz. oil Fuel 3 U.S. Gallons 8 fl. oz. oit tion could void the engine warranty if a lubrication related failure occurs. ADDITIVES IMPOR	r outboard has been designed to operate using the above fuels; however, be e engine performance problems. IMPORTANT: Always use fresh gasoline. tly and replaced if signs of deterioration or leakage are found. Inspect the arbon build-up and deposits on pistons and bearing surfaces. It provides 25% d/Johnson XD30 Formula outboard oil is not available, you must use an l 16 fl. oz. oil 1 Liter 20 ml oil 40 ml oil Portable Tank Above and below 32° F TANT: Only use fuel additives approved by BRP for your outboard. Use of
a regular basis. Its use will reduce spark plug fouling, fuel system icing, and fuel system composition container gently to distribute oil. Slowly pour oil/fuel mixture into tank with fuel as tank is fill performance operation you must use a 25:1 (4% oil) fuel/oil ratio in your fuel tank. Fuel and 0 in the hose or at the engine. IMPORTANT: Fuel distribution hoses in the boat must deliver fuel engine fuel pump to deliver sufficient fuel under all conditions. This can result in a loss of per procedure to protect your new outboard during its initial hours of operation. Careful break-in of operation must be 25:1 (4% oil). The fuel/oil ratio during normal operation, after break-in, running engine unattended. 15 - Fuel and Oil IMPORTANT: Before the first start-up of your new contains a start-up of your new outboard.	ponent deterioration. FUEL/OIL RATIO Permanently Installed Tank Above 32° F (0° C), poled. New Engine During break-in, you must use a 25:1 (4% oil) fuel/oil ratio in your fuel to Dil - 14 FUEL SYSTEMS WARNING If your motor is equipped with a quick-disconnect fuel el at the rate of flow needed by the engine. Minimum inside diameter of fuel hoses must be rformance and possible engine damage. If a performance problem exists, see your Dealer. allows internal engine components to "seat" properly, resulting in maximum engine performs the 50:1 (2% oil). Perform the 10-Hour break-in procedure with the boat and engine ew engine: • Read Engine Starting, Engine Stopping, and Shifting and Speed Control. • Control of the control	our oil slowly with the fuel as tank is filled. Below 32° F (0° C), add one gallon of fuel to a sep ank. Refer to Break-In (10 Hours). Normal Operation After break-in, the engine must be oper a lose, disconnect the fuel hose from the motor and from the fuel tank when the motor is not be 5/16 in. (8 mm). Fuel systems with built-in tanks, particularly those that include antisiphon. To avoid difficulty when restarting, never run the engine with the fuel hose disconnected or formance. Failure to carefully follow the break-in procedures can result in engine damage. Due in the water, using an appropriate propeller. DO NOT perform break-in using a flushing device the gearcase lube level. Refer to Lubrication. • Perform prelaunch checks of all equipments.	parate container. Pour in required amount of oil. Install filler cap and tip rated at a 50:1 (2% oil) fuel/oil ratio. High Performance During high being used for a period of time. Disconnecting the hose will avert fuel leaks a valves and filter/primer units, may have restrictions that will not allow the run the engine out of fuel. BREAK-IN (10 HOURS) IMPORTANT: Follow this uring break-in, you must use extra oil. The fuel/oil ratio for the first 10 hours ce. DO NOT start-up or run the engine out of the water. DO NOT leave a nent. Launch the boat and start the engine according to the procedures in
Engine Starting. • Verify water pump operation often. Look for a steady stream of water from movement is in the same direction as the shifter. Refer to Shifting and Speed Control. • Chan a constant throttle setting. Change engine speed every 15 minutes. With easy planing boats, throttle setting to three-quarters. BE SURE boat remains on plane at this throttle setting. At engine speed every 15 minutes. DO NOT exceed recommended maximum engine RPM. Refer to accumulate in confined areas. Engine exhaust contains carbon monoxide which, if inhaled, parts. Contact with moving parts could cause injury. DANGER Contact with a rotating propel can continue to turn even after the engine is off. Always shut off the engine when near people	age the RPM often. Avoid holding a throttle setting longer than 15 minutes. 1. First 10 Minuse full throttle to quickly accelerate boat onto plane. Immediately reduce throttle to one-intervals, apply full throttle for periods of one to two minutes, returning to three-quarters to Engine Specifications. ENGINE STARTING DANGER Move tilt/run lever to RUN. Be su can cause serious brain damage or death. WARNING The engine cover is a machinery guller is likely to result in serious injury or death. Assure the engine and prop area is clear of a in the water. BEFORE START-UP Review and follow Break-In (10 Hours) if the engine is	nutes of Operation — Operate the engine in gear at fast idle only. 2. Next 50 Minutes — Oper-half as soon as boat is on plane. BE SURE boat remains on plane at this throttle setting. 3. So throttle for a cooling period. Change engine speed every 15 minutes. 4. Next Eight Hours — ure the engine is in normal operating position. Refer to Tilting and Tilt Support. DO NOT runulard. DO NOT operate your outboard with the cover off unless you are performing maintenant for people and objects before starting engine or operating boat. Do not allow anyone near a program of the supply water to the engine before attempting to start it. Engine damage can	rate engine in gear at various speeds no faster than 3500 RPM. DO NOT hold econd Hour — Use full throttle to accelerate boat onto plane, then reduce Avoid continuous full throttle operation for extended periods. Change the engine indoors or without adequate ventilation or permit exhaust fumes ace, and then be careful to keep hands, hair, and clothing clear of all moving opeller, even when the engine is off. Blades can be sharp and the propeller noccur quickly. Refer to Engine Overheating or Flushing. 1 1. RUN position
If you will be using a battery, connect it as instructed in Battery. Electric start models can be around the engine as a way of storing it. Doing so can restrict steering or damage the cable, the fuel hose to the fuel connector. If equipped, attach the clip and lanyard assembly to the efirm. 1 Twist the throttle to SHIFT or slower. 2 1 1. SHIFT 1. Fuel tank operable vent 2. Fuel START. 1 Rope Start While seated, grasp the starter handle and pull slowly until starter enga damage. DO NOT run engine above START in NEUTRAL. 1 Start-up (Cold Engine) WARNING to START motor. 1 2 Starting a cold engine normally requires use of the engine choke. Pull the damaged if operated continuously for more than 10 seconds. DO NOT press start button to STARTAL. Press the STOP button until the engine stops running. If equipped, close the vent	or both. Loop the cable and hang it close to the engine. Do not connect electrical equipmed mergency stop switch. Snap the lanyard to secure place on your clothing or life vest. 2.1.1 primer bulb Move the shift lever to NEUTRAL. Refer to Shifting and Speed Control. WAR ages, then pull hard. Repeat, if needed, until motor starts. To prevent damage to starter as a Start engine with shift lever in NEUTRAL. Attempting to manually start the engine while the choke knob all the way out. 1.1. START button 2. NEUTRAL Release start button as social terms of the start	ent to the engine's charging system. The connected equipment and the engine could both be 1 1. Fuel hose connector 2. Fuel connector 1. Emergency stop switch If equipped, open vent standards shift to NEUTRAL before starting the engine to prevent sudden boat movement essembly, allow starter cord to rewind before releasing starter handle. If motor does not start, as in gear may damage parts or cause the start-in-neutral-only feature to become inoperative. On as engine starts. If engine does not start, release button momentarily and then try again. Push choke knob in gradually when motor is sufficiently warmed up. ENGINE STOPPING Two	damaged. 1 1. Positive (+) battery cable boot Engine Starting - 16 Connect screw on fuel tank's filler cap. Squeeze fuel primer bulb, outlet end up, until it, which can cause injury. 17 - Engine Starting Twist the throttle grip to refer to Trouble Check Chart. 2 1. START IMPORTANT: Avoid engine 1. Starter handle 2. NEUTRAL Electric Start While seated, press start button Choke knob Engine Starting - 18 IMPORTANT: Starter motor can be ist the throttle grip to SHIFT position or slower. Move shift lever to
water pump is working. If a steady stream of water from the water pump indicator is not visil startup, do not exceed one-quarter throttle (less than 2000 RPM) in NEUTRAL for extended putche function of all control and engine systems before leaving the dock. DO NOT shift the engine STARTING If the starter cord breaks or the starter fails, your engine can be started using a putch. IMPORTANT: Before moving the shift lever, reduce throttle to SHIFT speed or slower when the engine starts. The engine cover is a machinery guard. To prevent injury from moving conditions. DO NOT turn flywheel by hand. Use starter cord only. Speed Control With the engine cables and a booster battery to start engine. Do not charge a battery in the boat with	ble, stop the engine. Refer to Engine Overheating. 1 1. STOP button To avoid difficulty who beriods of time. Start-up (Warm Engine) Follow Cold Engine procedure except warm enging into FORWARD or REVERSE while it is shut OFF. 1 Shifting With the engine running, biece of the starter cord or a 9/64 in (6 mm) cord about 4 ft. (1.2 m) long. WARNING 1 1. Str., then pause until motor slows to idle speed and boat has slowed. When using Emergency engine components, keep hands, clothes, and hair clear of powerhead. Prevent electric gine running, twist the throttle grip: • Counterclockwise to increase speed; or • Clockwise	nen restarting, never stop the engine by running it with the fuel hose disconnected or otherwines do not normally require use of the choke. If engine fails to start, use the choke. 19 - Enging twist the throttle grip to SHIFT or slower. Move the shift lever briskly and decisively to FOR' Shift lever 2. FORWARD 3. REVERSE WARNING Do not operate motor in REVERSE with the y Starting procedures, the start-in-neutral-only feature is inoperative. Make sure shift lever is shock by keeping clear of the ignition coils and spark plug leads when the motor is being started to decrease speed. Engine Starting - 20 Move tilt/run lever to RUN position. Place motor in	ise running it out of fuel. IMPORTANT: To avoid engine damage, after ne Starting SHIFTING AND SPEED CONTROL IMPORTANT: Carefully check WARD or REVERSE. 2 1. Decrease speed 2. Increase speed 3 2 EMERGENCY tilt/run lever in TILT. Motor may tilt out of the water, resulting in loss of s in NEUTRAL position to prevent injuries from unexpected boat movement arted or is running. Shock can cause serious personal injury under certain its normal operating position. Electric Start Models WARNING DO NOT use
operating position. • Fuel hose primer bulb is firm. • Shift lever is in NEUTRAL. • Twist-Grip Follow the starting procedures in Start-up (Cold Engine). While seated, pull hard on emergen stop switch lanyard to a secure place on your clothing. Proceed to nearest landing for service on boat load and hull design. When boat reaches top speed, throttle back from FULL SPEED. Engine exhaust contains carbon monoxide which, if inhaled, can cause serious brain damage engine is off. Blades can be sharp and the propeller can continue to turn even after the engin angle adjustment for your normal load. Place motor in full tilt position. Refer to Tilting and Ti using an accessory trailering bracket, the motor must be restrained. Bouncing during transport	throttle is at START. 1 Pull latch and remove engine cover. 1. Screws 21 - Engine Starting coy starting cord to start motor. After the motor starts, run it at less than 2000 RPM in NE E. FUEL ECONOMY 1. Starter lockout link Tie a knot in one end of your emergency starter You will save fuel without a noticeable loss of speed. 2 1 1. Knot 2. NEUTRAL Engine Starter or death. DANGER Contact with a rotating propeller is likely to result in serious injury or it is off. Always shut off the engine when near people in the water. MOTOR ANGLE ADJUSTITUTE of the work angle adjusting rod. 23 - Operation Trailer your boat with the motor in cort will damage the motor and boat's transom. DO NOT use the motor's tilt support or the	g Tip the manual starter housing to remove the starter lockout link. Secure the lockout link is EUTRAL for two minutes, then reduce speed to an idle. Do not attempt to replace manual starter of and hook it in the notch on the flywheel. Wind the cord clockwise around the starter righting - 22 OPERATION TRAILERING DANGER DO NOT run the engine indoors or without added the death. Assure the engine and prop area is clear of people and objects before starting engine STMENT Motor should be perpendicular to the water when the boat is underway at full speed a vertical position. If your trailer does not provide adequate road clearance, the motor can be shallow-water drive bracket as a trailering bracket. TILTING AND TILT SUPPORT WARNIN	In the lower engine cover, away from moving engine parts. I All Models of the or engine cover while engine is running. If equipped, snap emergency dge on the flywheel. The economy throttle position can save fuel, depending lequate ventilation or permit exhaust fumes to accumulate in confined areas. For operating boat. Do not allow anyone near a propeller, even when the d. This adjustment can only be determined by water testing the boat. Set be trailered by using an accessory trailering bracket. IMPORTANT: Whenever G Your motor has "impact protection" and "reverse lock" only when the
tilt/run lever is in RUN position. If operated with the tilt/run lever left in TILT position, the melever – TILT position 1. Tilt/run lever – RUN position Grasp tilt grip on engine cover and tilt in When in shallow-water drive, your motor has no protection from the effects of underwater im leave tilt lever in the TILT position. When the tilt/run lever is in the RUN position, tilt support and shift to NEUTRAL before engaging or disengaging shallow-water drive. Operation - 24 Enwater drive bracket will automatically engage. Slowly, lower motor until shallow-water drive completely submerged and the water pump indicator is discharging a steady stream of water for your boat, under normal load conditions, will allow the engine to run near the midpoint of	notor to the full tilt position. Tilt support will automatically engage. Grasp tilt grip on engineact. Operate your motor in FORWARD and ONLY at slow speed. The motor can tilt up for the can release unexpectedly and allow motor to drop. The motor's depth in shallow-water drogage Disengage Move tilt/run lever to the TILT position. Move tilt/run lever to the RUN proceeds rests against angle adjusting rod. Grasp tilt grip on engine cover and tilt motors. PROPELLER SELECTION To select the correct propeller for your boating application, you the RPM operating range at full throttle. Refer to Engine Specifications. MOORING You	ine cover and raise motor slightly. Tilt support will automatically disengage. Slowly lower motorcibly and drop suddenly if it hits an underwater object or if you shift to REVERSE and apply lrive is controlled by the position of the motor angle adjusting rod. Relocate the motor angle apposition. 2 1 2 1 1. Tilt/run lever - TILT position 2. NEUTRAL 1. Tilt/run lever - RUN position slightly. Shallow-water drive bracket will automatically release. Slowly, lower motor to normal our boat and motor MUST be water tested. See your Dealer for assistance. Refer to Propeller may moor your boat with the motor's gearcase out of the water by using its tilt feature. Refer	stor to its normal operating position. SHALLOW-WATER DRIVE 1 WARNING throttle. You could lose control. 1. Tilt grip WARNING While engine is tilted, adjusting rod if necessary. Refer to Motor Angle Adjustment. Slow the engine 2. NEUTRAL Grasp tilt grip on engine cover and tilt motor halfway. Shallowal operating position. IMPORTANT: Check often that water intakes are before removing or installing propeller. IMPORTANT: The correct propeller to Tilting and Tilt Support. 25 - Operation FLUSHING 4) Start the water —
keep pressure between 20 to 40 psi (140 to 300 kPa). DANGER DO NOT run the engine indoceach use in salty, polluted, or brackish water to minimize the formation of deposits that can device 5) Start the engine — run it at idle only and flush it for at least five minutes. 6) Shut O completely drain the powerhead. Outboard Not Running 1) Place the engine in vertical position water and flush the engine for at least five minutes — keep pressure between 20 to 40 psi (140 completely drain the powerhead. 1. Plug 2) Install flushing device (if needed) and garden hose engine's water intakes must stay completely submerged and unobstructed. Observe proper to the stream of water from the water pump indicator becomes intermittent or stops, reduce so indicator's steady discharge, SHUT OFF the motor and do not attempt to operate it. See your	clog cooling passages. Flush the engine on the trailer or at dockside while it is: Tilted or volume of the engine, remove the flusher (if used), and install the plug. If the plug is also the way on in a wellventilated area with good drainage. 2) Remove the plug from the flushing port 40 to 300 kPa). 5) Remove the flusher (if used); install the plug. If the plug is also the water as a place the remote control lever in NEUTRAL with the propeller removed. Operation ransom height and trim angle. While the engine is running, the engine's water pump indicates to idle and: • Shift to NEUTRAL; • SHUT OFF the engine; • Raise the engine; • Cleans and the state of the engine is the engine; • Cleans and the engine is the engine; • Cleans are the engine in the engine in the engine in the engine in the engine is the engine in the engine in the engine in the engine is the engine in the engine in the engine is the engine in the engine is the engine in the engine in the engine in the engine is the engine in the engine in the engine in the engine is the engine in the en	ertical, running or stopped. Outboard — Running WARNING Prevent injury from contact with the pump indicator, turn it so the water streams out to the side, where it can be seen easily fit. 1 1) The outboard may be in a tilted or vertical position. 2) Remove the plug from the flushing running indicator, turn it so the water streams out to the side, where it can be seen easily from 26 ENGINE OVERHEATING IMPORTANT: Do not run your engine — even for a brief start-up cator must discharge a steady stream of water. Check the indicator often, especially when open and the water intakes and the water pump indicator; and • Restart engine and run at idle. If other cators are the start engine in the start engine and run at idle.	n rotating propeller; remove the propeller before flushing. 1 1. Flushing rom the helm. 7) Leave the outboard in vertical position long enough to ing port. 3) Install flushing device (if needed) and garden hose. 4) Start the lom the helm. 6) Lower the outboard to vertical position long enough to p—without supplying water to it. Refer to Flushing. While boating, the erating in weeds, muddy and debris-laden water, and at extreme trim angles. leaning the screens and indicator does not restore the water pump
OVERHEAT. 1. Water intake screens 2. Water pump indicator 27 - Operation IMPACT DAMAG against portions of the boat as a result of rapid deceleration following impacts. When boating loosening of attaching hardware and clamp screws, if equipped. Inspect for damage to swivel Dealer thoroughly inspect all components. WARNING Failure to inspect for damage could reshose disconnected or run the engine out of fuel. If you must tilt the motor to remove it from the SPECIAL OPERATING CONDITIONS High Altitude Salt Water If you boat at altitudes above cooling passages. Refer to Flushing. During use in salt or brackish water, additional anodic put water Weeds block water intakes and cause your outboard to overheat. Weeds on the propell	GE Your engine can be damaged from impact with underwater objects. Such impacts can in unfamiliar, shallow, or debris-laden waters, seek information on safe boating areas an and stern brackets, steering components, and components in the area of impact. Also, excult in sudden, unexpected component failure, loss of boat control, and personal injury. Under the water, lower it and allow the cooling system to drain completely as soon as you clear the 3000 ft. (900 m), your engine might benefit from a lower pitched propeller, different carbon rotection for the boat and outboard may be required. During long periods of mooring, tilt	result in serious damage to your engine and injury to boat occupants from the engine or its part of the navigation hazards from a reliable local source. Reduce your speed and keep a sharp look of the tamental than the boat for structural damage. Tighten any loosened hardware. If the collision occur is nrepaired damage could reduce your boat and engine's ability to resist future impacts. STOR he launch area. Between uses, store your motor in a vertical position. For recommendations of uretor calibration, or both. See your Dealer. Flush the engine internally after use in salt, pollithe gearcase out of the water — except in freezing temperatures. Upon removal from salt was	parts entering the boat. Occupants can also be ejected or injured by falling ut! If you hit any object, stop immediately and examine the engine for red in the water, proceed slowly to harbor. Before boating again, have your ING To avoid difficulty when restarting, never run the engine with the fuel on extended periods of storage, refer to Off-Season Storage. Operation - 28 uted, or brackish water to help prevent mineral deposits from clogging ater, leave it in a vertical position until its cooling system has drained. Weedy
Remove weeds from propeller area and water intakes before operating at higher speed. IMPO engine damage will occur if the gearcase is allowed to drag on the waterway bottom. Freezin remained in the cooling system or other components can freeze, causing serious engine dama it occasionally. After operating your outboard, rinse it with fresh water and wipe it dry. Apply washing the outboard. Submerged Engine If your engine has been under water, have it service intrusion. Your Dealer should perform this service. Under Tow Should you require a tow from keep its gearcase out of the water by tilting it fully or raising the mounting bracket. 29 - Open yourself, gather the supplies and perform the following steps. 2+4 fuel conditioner Triple-Guarantee.	ORTANT: To avoid permanent powerhead damage, be sure that an engine modified for high graph was the properties of the gearcase submerged at all times. Boat Bottom and Engine External Finish The condition of your boat's bottom affects provide and Engine External Finish The condition of your boat's bottom affects provide an anti-Corrosion Spray to any surface subject to corrosion, but avoid the ced immediately upon recovery. If immediate service is unavailable, resubmerge it in fresh another boat: • Shift your engine to NEUTRAL; • Tilt its gearcase out of the water; and ration MAINTENANCE Maintenance, replacement, or repair of the emission control device and @ grease Ultra-HPF gearcase lubricant Storage Fogging Oil spray can Only perform see	gh altitude operation is properly identified and returned to original calibration and propeller is mes. Upon removing your motor from the water, leave it in a vertical position until its cooling performance. A covering of marine growth reduces speed. For maximum performance, keep to anticorrosion anode(s). Periodically, wash the entire boat and outboard with soapy water and however to avoid prolonged exposure to the atmosphere. After submersion, all boat and engine off-load all persons into another boat. Keep towing speed slower than planing speed. Auxiliates and systems may be performed by any marine SI (spark ignition) engine repair establishmer procedures which are detailed in this Operator's Guide. Attempting to perform mainter	size if operated below 3000 ft. (900 m). Shallow Water IMPORTANT: Serious g system is drained. IMPORTANT: Water that has leaked into the gearcase, or the boat's running surface clean by wiping it dry after each use and washing d apply a coat of automotive wax. Leave the engine cover in place when the electrical, fuel, and oiling systems must be inspected for signs of water ary Engine When your auxiliary engine is shut OFF, shift it to NEUTRAL and thents or individual. WARNING To do the off-season storage preparations mance or repair on your outboard if you are not familiar with the correct
service and safety procedures could cause injury or death. Stabilize the engine's fuel supply of change horsepower or modify emission levels beyond factory settings or specifications will vote be broken in and its mechanical parts will have seated. At that time, all systems should be changed in a partial list. Follow consistent preventive maintenance by having your Dealer damaging to an outboard motor. Temperature and humidity changes while your outboard motor warranty does not cover engine failure caused by these conditions. We strongly recommend the can, fog the engine. Ignition, oil, and fuel systems — Check for misplaced leads and dama and lubricate it. Refer to Propeller. Lubrication — Refer to Lubrication to drain and refill the	with 2+4 fuel conditioner during the last hours of operation to ensure proper stabilization old the product warranty. WARNING Prevent injury from moving engine components. Before ecked and any adjustments needed should be made. Your Dealer will perform this 10-Hou check and service your engine once a year or after each 100 hours of operation, whichever tor is not in use can cause corrosion of internal engine parts when they are not protected that you have your Dealer prepare your outboard for the off-season. IMPORTANT: Provide aged or deteriorated parts. Be sure starter solenoid terminal boot and all connectors are in gearcase and for lubricating points on the engine. Touch up painted surfaces and wax the	n, following instructions on the container for mixture. Be sure to run the engine long enough to ore starting the engine: Shift it to NEUTRAL. 10-HOUR INSPECTION Keep hands, clothes, and it Inspection at your request and expense (based on local rates), according to what your engineer comes first. Remove the propeller if you use a flushing device. OFF-SEASON STORAGE You. Fuel remaining in your fuel tank and in the engine will oxidize and weather which can result water supply to the engine and start it. Run the engine at idle only. To run the engine on a fin place. Fuel filter — Clean. Screws, bolts, nuts — Tighten loose, any that are Propeller — Reserved engine's exterior. Store the engine on the boat (or an engine stand) in a vertical, self-draining	for the treated fuel to reach the engine. Tampering with the carburetor to ad hair clear of powerhead. After 10 hours of operation, your new engine will ne needs — refer to Engine Maintenance and Inspection Schedule, 10Hour ou must protect against natural environmental conditions that can be tin loss of octane and can cause gum deposits in the fuel system. Your clusher, refer to Flushing. Storage Fogging Oil — Following instructions on smove and examine. If damaged, see your Dealer. Clean the propeller shafting position. Maintenance - 30 IMPORTANT: Never place the gearcase higher
than the powerhead. Any water remaining in the exhaust passages can run into the cylinders equivalent. Battery — Remove it, clean it, check its condition and water level, then charge it. disconnect. If not, and the hose is secured to the engine, leave it connected. Secure the hose will run the engine on a flusher for your pre-season servicing. If so, install the propeller after Store fuel tanks in a well-ventilated area, away from heat and open flame. Prevent escape of performing a general check and a few preventive maintenance procedures. Examine all loose	and cause serious damage. If you remove an "installed" engine, examine all hardware you Store it in a place that's cool and dry, out of direct sunlight. Check the water level and check to protect it. With the propeller removed, check the gearcase for leakage. If leakage is everyou shut OFF the engine and disconnect the flusher. Refer to Flushing. Refer to Propeller liquid or vapors which could accidentally ignite. Close the filler cap vent screw, if equipped	u loosened or removed from the engine and its steering, throttle, and shift systems. Replace of arge it periodically during the storage period. Portable fuel tank — Disconnect the hose from rident, the gearcase seals should be replaced. See your Dealer. Anticorrosion anodes — Check r to install the propeller. WARNING Prevent injury from contact with rotating propeller; removed. Be sure the disconnected fuel hose does not drip. PRE-SEASON SERVICE Remove your or	damaged or missing parts with Evinrude/ Johnson Genuine Parts, or in the tank. Remove the hose from the engine if the fitting is a quick-k condition. Refer to Anticorrosion Anodes. Install the propeller unless you ove the propeller before flushing. Top off fuel tank with fresh fuel. WARNING atboard from storage and prepare it for a season of reliable service by

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hardware can result in sudden, unexpected loss of boat control. 31 - Maintenance Battery — Charge fully and install. Refer to Battery. Follow Engine Starting and start the engine. Let it idle while you: Observe running quality - if poor, refer to Trouble Check Chart or see your Dealer. Observe water pump operation. Water must flow from the water
pump indicator in a steady stream. If it does not, shut OFF the engine and investigate. Refer to Engine Overheating. Stop the engine and check the fuel system for leaks. WARNING Failure to check for fuel leakage could allow a leak to go undetected, resulting in fire or explosion. BATTERY Each outboard needs one battery that is: • 12-volt, heavy-
duty, designated "marine"; • Vented/refillable or maintenance-free; and • Rated according to the minimum CCA requirements in Engine Specifications. Deep-cycle batteries are suitable IF they meet or exceed the minimum CCA requirements in Engine Specifications.
battery insulator. Installation Read and understand the safety information supplied with your battery in a hold-down system and in a location that is easily accessible for frequent checking and recharging. Place a large-surface star washer over the battery's positive (+) post. Stack the
RED battery cable from the motor on the star washer, then install cables from accessories (if any). Finish the connection with a wrench. Connect the motor's BLACK battery cable to the battery's negative (-) post in the same manner. WARNING Keep the battery connections clean, tight and insulated to prevent their
shorting or arcing and causing an explosion. If the battery mounting system does not cover the connections, install covers. Check often to see that connections securely and coat the installation with Triple-Guard grease. IMPORTANT: DO NOT use wing nuts on battery
connections even if they came with the battery. Wing nuts can loosen and cause errant warning signals or electrical system damage. Service Before servicing the battery or the outboard, remove both battery post. IMPORTANT: Service electrical
components only while the outboard is NOT running. Be careful when identifying positive and negative battery cable, even briefly, the charging system will be damaged. WARNING Battery electrolyte is acidic — handle with care. If electrolyte contacts any part of the body, immediately flushranged.
with water and seek medical attention. Maintenance - 32 ADJUSTMENTS Tilt Friction Idle Speed The tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt to normal (vertical) position. The idle speed adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted ONLY enough to control return of gearcase from tilt friction nut should be adjusted on the fric
and the motor has reached normal operating temperature: • Increase idle speed - turn knob clockwise • Decrease idle speed - turn knob counterclockwise 1 1. Tilt friction screw 1 1. Idle speed adjustments. Steering Friction The steering
friction was set on your new motor before it left the factory. After the first 10 hours of service, check to see that it is still correct. A slight drag should be felt when turning the motor. If adjustment is necessary, turn the adjustment screw: • Clockwise to increase friction; or • Counterclockwise to decrease friction. Carburetor High speed fuel
calibration is maintained by the fixed high speed jet in the carburetor. Fixed jets are not adjustment provided. If your engine displays poor running quality at low speed or idle, ask your Dealer to perform the necessary adjustments. 1 1. Steering friction adjustment screw
WARNING DO NOT overtighten for "hands-off" steering control could result. 33 - Maintenance and Inspection Schedule for lubrication frequency and recommended lubricant. Replace gearcase lubricant after first 10 hours of operation. Check level and
condition of lubricant after next 50 hours of operation. Add lubricant if necessary. Thereafter, check level and condition of lubricant every 50 hours. Replace lubricant if not available, Hi-Vis™ or other marine gearcase lubricant can be
used, however, long term durability may be affected with continued use. See your Dealer. IMPORTANT: The recommended gear lubricants include special additives for marine applications. With motor in normal operating
position: 1) Remove drain/fill plug and lubricant level plug from side of gearcase and completely drain gearcase of old lubricant for metal filings, milky appearance, or black color with burnt odor. If old lubricant has any of those characteristics, see your Dealer. If drained lubricant is in good condition, continue. 3) Place of the plug from side of gearcase and completely drain gearcase and completely drain gearcase and completely drain gearcase of old lubricant has any of those characteristics, see your Dealer. If drained lubricant is in good condition, continue. 3) Place of the plug from side of gearcase and completely drain gearcase and completely gearcase and completely gearcase and completely gearcase and gearca
tube of lubricant in drain/fill hole and fill slowly until lubricant appears at lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity. 4) Install lubricant level hole. See Engine Specifications for gearcase capacity and the second for gearcase capacity and the 
carburetor, and throttle linkage 2 3 1 1. Drain/fill plug 2. Lubricant level plug 3. Shift cradle screw - DO NOT REMOVE. Maintenance - 34 FUEL PUMP FILTER 1 The fuel filter. WARNING Prevent excessive fuel spillage by disconnecting fuel hose
from motor before disassembly. 1 1. Spark advance linkage 1 The filter is located under the inlet cover on the fuel pump. To service, proceed as follows: If portable tank is used, disconnect the fuel hose from the motor before servicing the filter. Loosen screw and remove the cover. Do not lose O-rings. 1 2 3 1 1. Choke, shift lever, shaft and detent 1.
Cover 2. Filter 3. O-rings 1 1 1. Swivel bracket, clamp screws, tilt/run lever shaft, and tilt shaft Wash filter with clean solvent; blow dry. Reinstall filter, keeping lip of filter screen toward fuel pump body. Replace O-rings if cut or damaged. Reinstall
cover. Tighten cover screw securely; clean up spilled fuel. Check for leaks - connect fuel hose to motor and squeeze primer bulb until firm. WARNING Failure to inspect your work could allow fuel leakage to go undetected, becoming a fire or explosion hazard. 35 - Maintenance SPARK PLUGS PROPELLER WARNING The ignition system
presents a serious shock hazard. The primary circuit operates in excess of 250 volts; the secondary circuit operates in excess of 25,000 volts. Use caution to shock or injury from shock or injury resulting from your reaction to shock. Do not handle primary or secondary ignition components while the engine is cranking or running. When servicing the
propeller, always shift the outboard to NEUTRAL position, and twist and remove all spark plug leads so the engine cannot be started accidentally. Inspect spark plugs periodically. Replace if electrodes are badly worn, insulators are cracked, or if they are badly fouled. To remove spark plugs periodically. Replace if electrodes are badly worn, insulators are cracked, or if they are badly fouled. To remove all spark plugs periodically.
from cylinder head. To install spark plugs, wipe spark plugs finger tight, then tighten to specifications. IMPORTANT: Avoid engine damage by installing spark plugs into COOL cylinder head and not overtightening. Before installing the spark plug lead, apply a light coat
of Triple-Guard grease to the ribbed portion of the spark plug. This will help prevent corrosion between the spring terminal and the spark plug. IMPORTANT: Apply Triple-Guard grease to the entire propeller shaft before installing the propeller. At least annually, remove the propeller and check for debris. Clean the shaft and regrease it before
reinstalling a propeller. Installation Slide thrust washer onto shaft with fish line trap groove facing forward. Slide propeller onto shaft, engaging the splines. Wedge a block of wood between the propeller blade and the antiventilation plate. Install
propeller nut and tighten securely. 1. Ribbed portion of the spark plug Maintenance - 36 Continue to tighten propeller nut until nut slots and cotter pin hole are aligned. Install new cotter pin hole a
NEUTRAL; give propeller a spin. It must turn freely. Repair If your propeller hits a solid object, the impact is partially absorbed by the rubber bushing in the hub to help prevent damage to the engine. A strong impact can damage to the hub can cause
excessive engine RPM with little forward movement. IMPORTANT: Fish line can damage propeller shaft seals. Damaged seals can allow water to enter the gearcase, causing internal damage. ANTICORROSION ANODES Your motor is equipped with one or more anodes that protect it from galvanic corrosion. Refer to Features for anode location.
Disintegration of the anode is normal and indicates it is working. Check each anode periodically. Replace anodes smaller than 2/3 their original size. See your propeller. Keep your propeller in good condition. Use a file to smooth slight damage to
blade edges. See your Dealer for repair of serious damage. Fish Line Trap The thrust bushing contains a built-up groove as a trap for fish line, remove the propeller and check the trap. Remove any debris. Galvanic corrosion destroys underwater metal parts and can
occur in fresh or salt water; however, salt, brackish and polluted waters will accelerate corrosion. Metal-based antifouling paint on the boat or motor and the use of improperly installed shore power in the area of your moored boat will also accelerate corrosion. IMPORTANT: NEVER paint the anode, its fasteners, or its mounting surface. Painting will
reduce its corrosion protection. 37 - Maintenance AC LIGHTING 1 2 3 1. Sleeve 2. Electrical tape covering connection 3. Light bulb Y - Yellow/Grey wire YB - Yellow/Grey wire YB - Yellow/Grey wire YB - Yellow/Grey wire YB - Yellow/Blue wire Some models have an AC (alternating current) lighting system for operating lights on a boat. An AC lighting system is available as an optional kit.
IMPORTANT: Alternating current is generated and MUST NOT be connected directly to a battery charging, install a battery charging kit. See your Dealer. Various combinations of light bulbs can be used. Use 12-volt bulbs of wattage sizes indicated on the diagram. Follow the illustration for proper installation of wires. Maintenance - 38
TROUBLE CHECK CHART IMPORTANT: If you are unable to identify or solve the problem, contact your Dealer. SYMPTOM POSSIBLE CAUSE Starter motor will not operate • Shift handle not in NEUTRAL. • Battery and electrical connections loose or corroded. Engine will not start • • • • • • Engine will not idle properly • Motor angle excessive. •
Spark plugs damaged or incorrect. Refer to Engine Specifications. • Fuel system contaminated with water or dirt. • Carburetor mixture out of adjustment. • Fuel filter obstructed. • Fuel system contaminated with water or dirt. • Water
intakes obstructed and cooling system not operating correctly. Refer to Engine Vierbeating. Fuel tank empty. Fuel hose disconnected, kinked. Fuel system contaminated with water or
dirt. Fuel filter obstructed. Cold engine - Engine flooded. Disconnect fuel hose at engine, push in choke, crank engine. If it starts, run until cleared. If it starts, run until cleared. If it fails to start, wait a few moments and try again. • Spark plugs improperly gapped, carboned, burned or wet.
• Ignition system component failure. Propeller shaft bent. Propell
loose (if so equipped). Propeller hub loose, slipping. Propeller blades bent or missing. Propeller shaft bent. Propeller shaft bent. Propeller fouled and restricted. Maintenance is necessary for all mechanized products. Periodic maintenance contributes to the product's life span. The
following maintenance chart provides guidelines for engine maintenance and inspection scheduled to be performed by you and/or by an authorized Dealer. The recommended lubricants have been formulated to protect bearings, gears and engine components. They must be
used to avoid damage caused by improper lubrication. IMPORTANT: Schedules for rental operations, commercial applications or high hour use will require greater frequency of inspection and maintenance and Inspection Schedule Every 200 Hours or Annually Every 50 Hours or 6 months 10-Hour
Inspection Description Engine Care Product Each Use Frequency Clamp screws, lubricate (1) 7 Every 60 days / Every 30 in Saltwater Shift lever shaft and detent / shallow water
drive bracket, inspect and lubricate (1) 7 Every 60 days / Every 30 in Saltwater Choke, carburetor linkage, lubricate (1) 7 Every 60 days / Every 30 in Saltwater Fish line
trap, inspect Every 60 days / Every 30 in Saltwater Anticorrosion anodes, verify operation O D Water intake screens, verify function O D Water intake screens, verify function O D Steering system check, verify function O D Water intake screens, verify function O D Water intake scree
cooling system O Emergency Start Cord, onboard and inspect O Operator's Guide, review O Fuel filter inspection, eliminate contamination D Fuel system components, inspect and repair leaks D D Fastener inspection, tighten loosened
components D D (2) 41 - Maintenance Engine Maintenance Engine to transom mounting hardware, re-torque D D Cam follower, inspect and lubricate D D Electric starter, lubricate D D Electric sta
synchronization and linkage, inspect (2) 7 D D Gearcase lubricate, inspect and lubricate 7 Spark plugs, replace (2) D D Decarbonize 10 Driveshaft splines, inspect and lubricate 8 Water pump, inspect and replace Every 200 Hours or
Biannually Every 100 Hours or Annually Every 50 Hours or 6 months 10-Hour Inspection Description Engine Care Product Each Use Frequency D D (1) Also recommended at 10-Hour Inspection (2) Emission-related component (3) Do not use light duty penetrating lubricants D Dealer Performed Service O Operator Performed Service 4
Evinrude/Johnson anti-corrosion spray or Evinrude/Johnson "6 in 1" multi-purpose lubricant 5 Ultra-HPF gearcase lubricant 6 Power Trim/Tilt Fluid 7 Triple Guard grease 8 Evinrude/Johnson Moly Lube P/N 175356 9 Starter Bendix Lube Only P/N 337016 10 Evinrude/Johnson Moly Lube P/N 175356 9 Starter Bendix Lube Only P/N 337016 10 Evinrude/Johnson Moly Lube P/N 175356 9 Starter Bendix Lube Only P/N 337016 10 Evinrude/Johnson Moly Lube P/N 377016 10
Shaft Length WARNING Your engine must not exceed the maximum horsepower indicated on the boat's capacity plate. Such overpowering can cause loss of control. Contact your Dealer or the boat's manufacturer if your boat transom your
engine needs. This dimension is measured at the transom centerline, perpendicular to the boat. Boats designed for remote-steered engine of the maximum rated horsepower. Ask your Dealer or boat manufacturer is you are unsure about your boat's suitability. Incorrectly matched boat
and engine transom heights can cause boat instability and loss of control. Refer to Transom Height and Shaft Length. 1 2 3 Prevent lateral movement and possible engine loss by using the Engine. 1. Transom height 2. Antiventilation plate 3. Final
position - 0 to 2 in. (0 to 51 mm) A mounting surface that is damaged or too thin to support your engine while underway might fail during operation, causing you to lose control. Be sure the boat's transom or mounting bracket is structurally sound and between 1 1/2 in. (38 mm) and 2 1/4 in. (57 mm) in thickness. Use this procedure to determine
whether or not the boat's transom height is correct for the engine's shaft length: Lift the engine using the lift grips (NOT the tilt grip or steering handle) and place it in the center of the boat's transom. 1 1. Lift grips 43 - Installation 1 If equipped, tighten clamp screws by hand, NOT with tools. Adjust the motor angle so the antiventilation plate is
parallel with the boat bottom. Refer to Motor Angle Adjustment. The resulting position of the antiventilation plate must be no higher than the boat's bottom and no lower than 2 in. (0 to 5,1 cm) range, the engine shaft length must be changed or the
boat's transom must be modified. If you install and operate the engine cover or overloading from an under-revving propeller at wide open throttle. Higher than recommended — Serious powerhead damage could result from inadequate
cooling or an over-revving propeller. Propeller ventilation (slippage) often occurs, resulting in poor boat performance. On a specialty hull, non-planing hull, or on a boat with a curved transom, these guidelines might not apply. See your Dealer for special installation information. Installing the Engine WARNING The outboard must be correctly
installed. Failure to correctly install the outboard could result in serious injury, death or property damage. We strongly recommend that your Dealer install your outboard to ensure proper installation. IMPORTANT: Follow all directions carefully. The engine's warranty will not cover product damage or failure that results from incorrect engine
installation. WARNING Even if equipped with clamp screws, your engine must be bolted to the boat's transom (or mounting bracket) and tighten the clamp screws by hand, NOT with tools. See your Dealer for an accessory transom plate to protect the boat's
transom. Installation - 44 Bolt your engine to the boat's transom using the mounting hardware provided. 3 2 1 1. Clamp screws 2. Transom plate 3. Engine retention lug After positioning the engine, use the stern bracket has two holes on each side of
the engine. Drill only one hole on each side. Use the upper holes unless your situation requires using the hours to drill at right angles to the transom. Apply polysulfide sealant generously behind the heads and to the shanks of the mounting bolts before inserting them and to the surfaces of washers that contact the transom. Avoid RTV
silicone and polyurethane sealants as they can be dissolved by gasoline. Secure the engine with the mounting hardware. After 30 minutes of operation, retighten clamp screws by hand. DO NOT use tools to tighten clamp screws by hand. DO NOT use tools to tighten clamp screws.
the engine should come off the transom during operation, a strong safety line will keep it from being lost. WARNING When replacing bolts, screws, or other fasteners, use Johnson parts or parts of equivalent strength and material. CHANGE OF ADDRESS / CHANGE OF OWNERSHIP If your address has changed or if there has been a change of
ownership, be sure to fill out and mail the card provided on this page. Such notification is likewise necessary for your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your own safety even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your own safety even after expiration of the original warranty.
Recreational Products division where the outboard was registered. Please contact your Dealer or Distributor. Change of address / Previous owner Last name First name M.I. Address City Zip code State Country Phone number Signature Date New address / New owner Last name First n
name M.I. Address City Zip code State Country Phone number Signature Date 000063 Bombardier Recreational Products Operator's Guide Confirmation of Receipt Your Dealer will take receipt of the form for their records.
Receipt Name: Address: Owner of Model No: Serial No: (To be completed by customer or selling Dealer) The Dealer named on this document has instructed me on the operation, maintenance, safety features and warranty policy, all of which I understand and agree to be bound with. I am also satisfied with the predelivery set-up and inspection of my
Evinrude/Johnson Outboard. I have also received a copy of the Operator's Readiness Test and a Final Word to the Owner/Operator The Operator's Readiness Test.... 1. Did you read this Guide from front cover to rear cover? 2. Are you ready to take responsibility for the safe operation of your boat and motor? 3. Do you
understand all the safety precautions and instructions contained in this Guide? 4. Do you understand that this Guide contains essential information to help prevent personal injury and damage to equipment? 5. Are you ready to follow the recommendations in this Guide and take a boating safety course before you operate your boat and motor? 6. Do
you know who to ask if you have any questions about your boat and motor? 7. Do you know your local marine traffic laws? 8. Do you understand that human error can be caused by carelessness, fatigue, overload, preoccupation, unfamiliarity of operator with the product, drugs and alcohol, just to name a few? WARNING It is impossible for this Guide
to cover every hazardous situation you may encounter; however, your understanding of and adherence to essential information contained in this Guide will build good judgment when boating. Always be alert and careful: a good foundation for safety.
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