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Hardware can result in sudden, unexpected loss of boat control. 31 - Maintenance Battery — Charge fully and install. 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 pump operation 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 requirements in Engine Specifications. Deep-cycle batteries are suitable IF they meet or exceed the minimum CCA requirements. Ask your Dealer about your outboard's requirements before installing longer battery cables, a battery switch or a battery insulator. Installation Read and understand the safety information supplied with your battery BEFORE you begin installation. IMPORTANT: Place the 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 hex nut and tighten it firmly 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 stay clean and tight. 1. Large surface star washer 2. Cover Tighten all 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 cables from the battery. BLACK (-) cable first. Keep metal objects from contacting either battery post. IMPORTANT: Service electrical components only while the outboard is NOT running. Be careful when identifying positive and negative battery cables and posts. If you touch the wrong post with a 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 flush 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 adjusting knob is located at the end of the steering handle. Before turning the knob, be sure the throttle is at SLOW 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 adjusting knob If your engine displays poor running quality at idle, ask your Dealer to perform the necessary 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 adjustable. Low speed fuel calibration is set at the factory with a range of 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. Reduced steering control could result. 33 - Maintenance LUBRICATION Lubrication Points Gearcase Refer to Engine 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 every 100 hours of operation or once each season, whichever occurs first. Refill with Ultra-HPF gearcase 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. Do not use automotive gear lubricants, 2-stroke or 4-stroke engine oil, or any other oil or grease for gearcase 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. 2) Examine drained 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 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 plug before removing tube from drain/fill hole. Drain/fill plug can then be installed without loss of lubricant. 5) Securely tighten both plugs. 1 1. Starter pinion shaft 1 1. Cam follower, 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 is located in the motor's fuel pump. An authorized Evinrude/Johnson Dealer should service the fuel filter. WARNING Prevent excessive fuel spillage by disconnecting fuel hose from motor before disassembling. 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. Install large O-ring in its groove in the cover and the small O-ring around center post of 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 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 avoid 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, twist and remove all spark plug leads. Unscrew spark plug from cylinder head. To install spark plugs, wipe spark plug seats clean with a clean rag. Install spark plugs finger tight, then tighten to specified torque. Refer to Engine 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 and seating it on the thrust washer. Slide spacer onto the shaft and engage the propeller shaft 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 and bend ends to secure. 1 1. Fish line trap groove 1 2. 3. 4. Thrust washer Spacer Propeller nut Cotter pin Remove block of wood. Make sure engine is in 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 the hub and propeller blades. Damage to blades can cause unusual and excessive vibration. 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. ANTI-CORROSION ANODES Your motor is equipped with one or more anodes that protect it from galvanic corrosion. Refer to Features for anode location. Spark plugs damaged or incorrect. Refer to Engine Specifications. • Fuel system contaminated with water or dirt. • Carburetor mixture out of adjustment. • Fuel/oil mixture incorrect. Engine loses power • Spark plugs damaged or incorrect. Refer to Engine Specifications. • Fuel filter obstructed. • Fuel system contaminated with water or dirt. • Water intake obstructed and cooling system not operating correctly. Refer to Engine Overheating. Engine vibrates excessively • • • • Engine runs, but makes little or no progress • • • • 39 - Maintenance Not following starting instructions. Refer to Engine Starting. Fuel tank empty. Fuel hose disconnected, kinked. Fuel system contaminated with water or dirt. Fuel filter obstructed. Cold engine - Engine not choked. Warm engine - Engine flooded. Disconnect fuel hose at engine, push in choke, crank engine. If it starts, run until cleared. If it fails to start, wait a few moments and try again. • Spark plugs incorrect. Refer to Engine Specifications. • Spark plugs improperly gapped, carboned, burned or wet. • Ignition system component failure. Propeller shaft bent. Propeller fouled and restricted, blades bent or broken. Fuel system contaminated with water or dirt. Engine mount(s) damaged. Water intakes obstructed and cooling system not operating correctly. Refer to Engine Overheating. • Carburetor mixture out of adjustment. • Steering friction screw loose (if so equipped). Propeller hub loose, slipping. Propeller blades bent or missing. Propeller shaft bent. Propeller fouled and restricted. Maintenance - 40 ENGINE MAINTENANCE AND INSPECTION SCHEDULE Routine 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 schedule should be adjusted according to operating conditions and use. 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. 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