

To the Owner

Thank you for selecting a outboard motor. This Owner's Manual contains information needed for proper operation, maintenance and care. A thorough understanding of these simple instructions will help you obtain maximum enjoyment from you. If you have any question about the operation or maintenance of your outboard motor, please consult a dealer.

In this Owner's Manual particularly important information is distinguished in the following ways.



: This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety message that follow this symbol to avoid possible injury or death.



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

NOTICE:

A NOTICE indicated special precautions that must be taken to avoid damage to the outboard motor or other property.

TIP:

A TIP Provides key information to make procedures easier or clearer.

To ensure long product life, we recommends that you use the product and perform the specified periodic inspections and maintenance by correctly following the instructions in the owner's manual.

Table of Contents

1. Safety information.....	1
2. General information.....	5
3. Specifications and requirements.....	8
4. Component	13
5. Installation.....	23
6. Operation.....	26
7. Maintenance.....	51
8. Trouble recovery.....	70

Safety information

Observe these precautions at all times.

Propeller

People can be injured or killed if they come in contact with the propeller. The propeller can keep moving even when the motor is in neutral, and sharp edges of the propeller can cut even when stationary.

- Stop the engine when a person is in the water near you .
- Keep people out of reach of the propeller, even when the engine is off.

Rotating parts

Hands, feet, hair, jewelry, clothing, personal flotation device (PFD) straps, etc., can become entangled with internal rotating parts of the engine, resulting in serious injury or death.

Keep the top cowling in place whenever possible. Do not remove or replace the top cowling with the engine running.

Only operate the engine with the top cowling removed according to the specific instructions in the manual. Keep hands, feet, hair, jewelry, clothing, PFD straps, etc., away from any exposed moving parts.

Hot parts

During and after operation, engine parts are hot enough to cause burns. Avoid touching any parts under the top cowling until the engine has cooled.

Electric shock

Do not touch any electrical parts while starting or operating the engine. They can cause shock or electrocution.

Engine shut-off cord (lanyard)

Attach the engine shut-off cord so that the engine stops if the operator falls overboard or leaves the helm. This prevents the boat from running away under power and leaving people stranded, or running over people or objects.

Always attach the engine shut-off cord to a secure place on your clothing or your arm or leg while operating. Do not remove it to leave the helm while the boat is moving. Do not attach the cord to clothing that could tear loose, or tangle the cord where it could become entangled, preventing it from functioning.

Do not route the cord where it is likely to be accidentally pulled out. If the cord is pulled during operation, the engine will shut off and you will lose most steering control. The boat

could slow rapidly, throwing people and objects forward.

Gasoline

Gasoline and its vapors are highly flammable and explosive. Always, refuel according to the procedure on page 26 to reduce the risk of fire and explosion.

Gasoline exposure and spills

Take care not to spill gasoline. If gasoline spills, wipe it up immediately with dry rags. Dispose of rags properly.

If any gasoline spills onto your skin, immediately wash with soap and water. Change clothing if gasoline spills on it .

If you swallow gasoline, inhale a lot of gasoline vapor, or get gasoline in your eyes, get immediate medical attention. Never siphon fuel by mouth.

Carbon monoxide

This product emits exhaust gases which contain carbon monoxide, a colorless, odorless gas which may cause brain damage or death when inhaled. Symptoms include nausea, dizziness, and drowsiness. Keep cockpit and cabin areas well ventilated. Avoid blocking exhaust outlets.

Modifications

Do not attempt to modify this outboard motor. Modifications to your outboard motor may reduce safety and reliability, and render the outboard unsafe or illegal to use.

Boating safety

This section includes a few of the many important safety precautions that you should follow when boating.

Alcohol and drugs

Never operate after drinking alcohol or taking drugs. Intoxication is one of the most common factors contributing to boating fatalities.

Personal flotation devices (PFDs)

Have an approved PFD on board for every occupant. We recommend that you minimum, children and non-swimmers should always wear PFDs, and everyone should wear PFDs when there are potentially hazardous boating conditions.

People in the water

Always watch carefully for people in the water, such as swimmers, skiers, or divers, whenever the engine is running. When someone is in the water near the boat, shift into neutral and

stop the engine.

Stay away from swimming areas, Swimmers can be hard to see.

The propeller can keep moving even when the motor is in the neutral. Stop the engine when a person is in the water near you.

Passengers

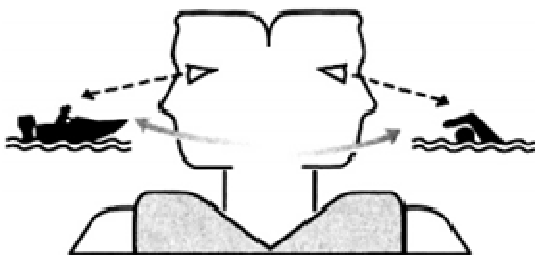
Consult your boat manufacturer's instructions for details about appropriate passenger locations in your boat and be sure all passengers are positioned properly before accelerating and when operating above an idle speed. Standing or sitting in non-designated locations may result in being thrown either overboard or within the boat due to waves, wakes, or sudden changes in speed or direction. Even when people are positioned properly, alert your passengers if you must make any unusual maneuver. Always avoid jumping waves or wakes.

Overloading

Do not overload the boat. Consult the boat capacity plate or boat manufacturer for maximum weight and number of passengers. Be sure that weight is properly distributed according to the boat manufacturer's instructions. Overloading or incorrect weight distribution can compromise the boat's handling and lead to an accident, capsizing or swamping.

Avoid collisions

Scan constantly for people, objects, and other boats. Be alert for conditions that limit your visibility or block your vision of others.



Operate defensively at safe speeds and keep a safe distance away from people, objects, and other boats

- Do not follow directly behind other boats or waterskies.
- Avoid sharp turns or other maneuvers that make it hard for others to avoid you or understand where you are going.
- Avoid areas with submerged objects or shallow water.
- Ride within your limits and avoid aggressive maneuvers to reduce the risk of loss of control, ejection, and collision.

- Take early action to avoid collisions. Remember, boats do not have brakes, and stopping the engine or reducing throttle can reduce the ability to steer. If you are not sure that you can stop in time before hitting an obstacle, apply throttle and turn in another direction.

Weather

Stay informed about the weather. Check weather forecasts before boating. Avoid boating in hazardous weather.

Passenger training

Make sure at least one other passenger is trained to operate the boat in the event of an emergency.

Boating safety publications

Be informed about boating safety. Additional publications and information can be obtained from many boating organizations.

Laws and regulations

Know the marine laws and regulations where you will be boating and obey them. Several sets of rules prevail according to geographic location, but all are basically the same as the international Rules of the Road.

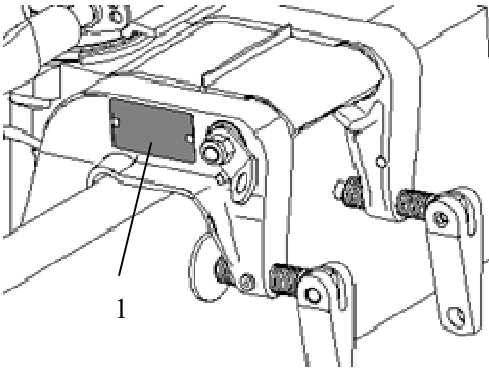
General information

Identification numbers record

Outboard motor serial number

The outboard motor serial number is stamped on the label attached to the port side of the clamp bracket.

Record your outboard motor serial number in the spaces provided to assist you in ordering spare parts from your dealer or for reference in case your outboard motor is stolen.



1.Outboard motor serial number location

Read manual and labels

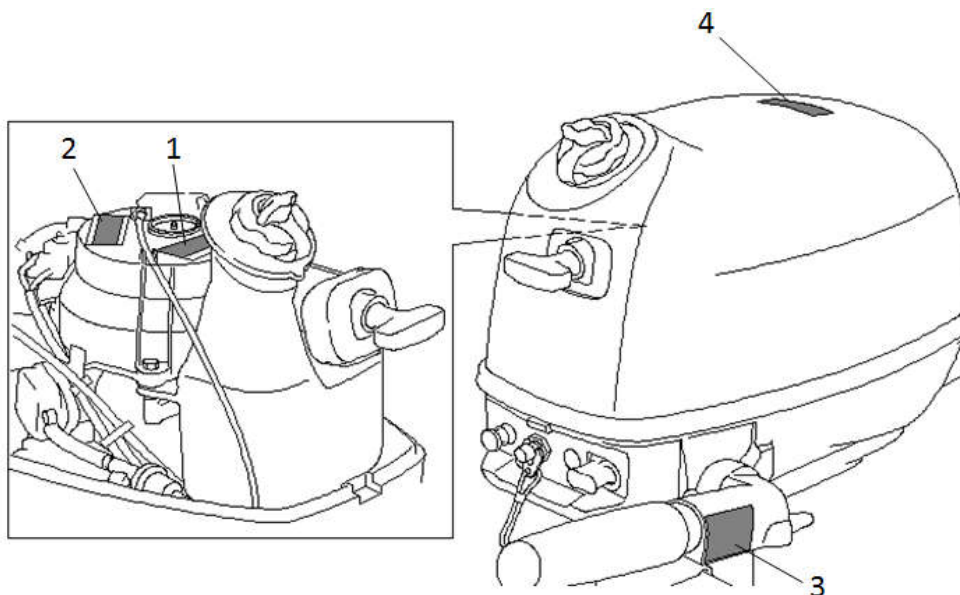
Before operating or working on this outboard motor:

- Read this manual.
- Read any manuals supplied with the boat.
- Read all labels on the outboard motor and the boat.

If you need any additional information, contact your dealer.

Warning labels

If these labels are damaged or missing, contact your dealer for replacements.



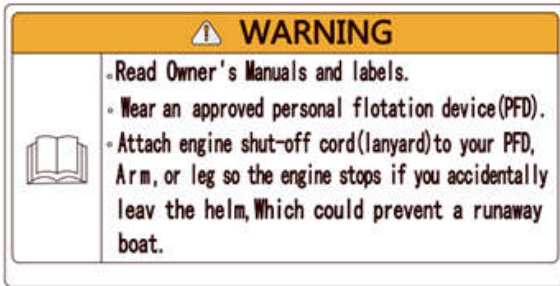
1



2



3



4



Contents of labels

The above warning labels mean as follows.

1. **WARNING**

Emergency starting does not have start-in-gear protection. Ensure shift control is in neutral before starting engine.

2. **WARNING**

- Keep hands, hair, and clothing away from rotating parts while the engine is running.
- Do not touch or remove electrical parts when starting or during operation.

3. **WARNING**

- Read Owner's Manuals and labels.
- Wear an approved personal flotation device (PFD)
- Attach engine shut-off cord (lanyard) to your PFD, arm, or leg so the engine stops if you accidentally leave the helm, which could prevent a runaway boat.

4. **WARNING**

Gasoline is highly flammable and explosive, Shut off engine before refueling. Tighten tank cap and air vent valve when not in use.

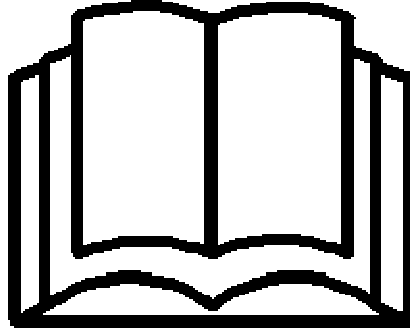
Symbols

The following symbols mean as follows.

Notice/Warning



Read Owner's Manual



Hazard caused by continuous rotation



Electrical hazard



Specifications and requirements

Specifications

TIP:

“AL” stated in the specification data below represents the numerical value for the aluminum propeller installed.

Dimension:

Overall length:750mm(29.5 inch)

Overall width:403mm(15.9 inch)

Overall height S:1040mm(40.9 inch)

Overall height L:1168mm(46.0 inch)

Motor transom height S:440MM(17.3 inch)

Motor transom height L:568mm(22.4 inch)

Dry weight(AL) S:27.0kgs(60 lb)

Dry weight(AL) L:28.0kgs(62 lb)

Performance:

Full throttle operating range:4000-5000r/min

Rated power:4.4kw@5000r/min(6hp@5000r/min)

Idle speed(in neutral):1450-1550 r/min

Engine/Power unit:

Type:4 stroke S

Displacement:139.0 cm³

Bore x Stroke:62.0x46.0mm(2.44x1.81 in)

Ignition system:CDI

Spark plug(NGK):CR6HSB

Spark plug gap:0.6-0.7mm(0.024-0.028 in)

Control system:Tiller handle

Starting system:Manual starter

Starting carburetor system:Choke valve

Valve clearance IN(cold engine):0.08-0.12mm(0.0032-0.0047 in)

Valve clearance EX(cold engine):0.08-0.12mm(0.0032-0.0047 in)

Lower unit:

Gear shift positions:Forward-neutral-reverse

Gear ratio:2.08(27/13)

Trim and tilt system:Manual tilt

Propeller mark:A

Trim and tilt system:Manual tilt

Propeller mark:7-1/2x8

Fuel and oil:

Recommended fuel:Regular unleaded gasoline

Fuel tank capacity(built in type):1.1L(0.29 US gal,0.24 Imp.gal)

Recommended engine oil:4 stroke outboard motor oil

Recommended engine oil grade 1:

SAE 10W-30/10W-40/5W-30

API SE/SF/SG/SH/SJ/SL

Engine oil quantity:0.6L(0.63 US qt,0.53 Imp.qt)

Lubrication system :Wet sump

Recommended gear oil: Hypoid gear oil SAE#90

Gear oil quantity:0.100L(0.106 US qt.0.088 Imp.qt)

Tightening torque :

Spark plug:13Nm(1.33kgf-m,9.6ft-lb)

Engine oil dram bolt:18Nm (1.84kfg-m,13.3ft-lb)

Installation requirements**Boats horsepower rating**

Overpowering a boat can cause severe instability.

Before installing the outboard motor(s),confirm that the total horsepower of your outboard motor(s) does not exceed the boats maximum horsepower rating.See the boat's capacity plate or contact the manufacturer.

Mounting the outboard motor

Improper mounting of the outboard motor could result in hazardous conditions,such as poor handling,loss of control,or fire hazards.If you are not able to mount the

outboard motor properly,consult a dealer.

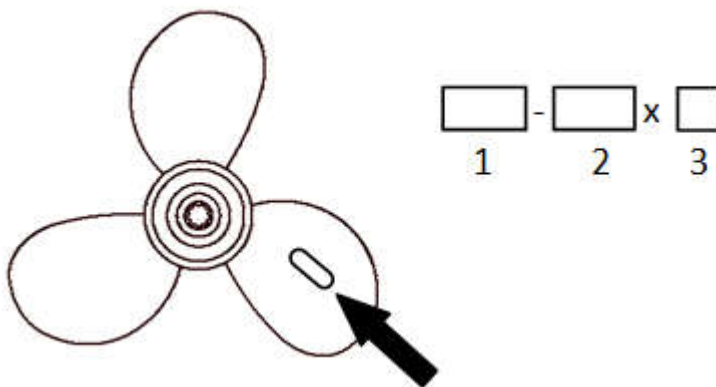
To lift and mount the outboard motor,two people are necessary.For further information,see page [23](#).

Propeller selection

Next to selecting an outboard motor,selecting the right propeller is one of the most important purchasing decisions a boater can make.The type,size and design of your propeller have a direct impact on acceleration,top speed,fuel economy,and even engine life.We designs and manufactures propellers for every our outboard motor and every application.

Your outboard motor came with a propeller selected to perform well over a range of applications,but there many be uses where a different propeller would be more appropriate. Your outboard motor dealer can help your select the right propeller for your boating needs.Select a propeller that will allow the engine to reach the middle or upper half of the operating range at full throttle with the maximum boatload.Generally,select a larger pitch propeller for a smaller operating load and a smaller pitch propeller for a heavier load.If you carry loads that vary widely,select the propeller that lets the engine run in the proper range for your maximum load but remember that you may need to reduce your throttle setting to stay within the recommended engine speed range when carrying lighter loads.

To check the propeller,see page [67](#).



1. Type of propeller (propeller mark)
2. Propeller diameter in inches
3. Propeller pitch in inches

Start-in-gear protection

Our outboard motors are equipped with start-in-gear protection device.This feature permits the engine to be started only when it is in neutral.Always select neutral before starting the

engine.

Engine oil requirements

Select an oil grade according to the average temperatures in the area where the outboard motor will be used.

Recommended engine oil: 4 stroke outboard motor oil

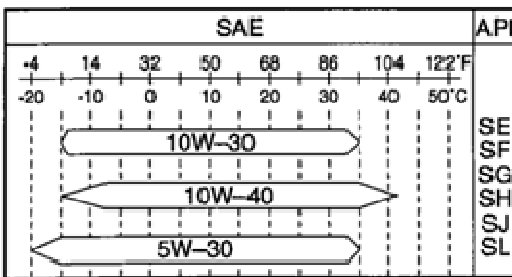
Recommended engine oil grade 1: SAE 10W-30/10W-40/5W-30
API SE/SF/SG/SH/SJ/SL

Recommended engine oil grade 2: SAE 15W-40/20W-40/20W-50
SPI SH/SJ/SL

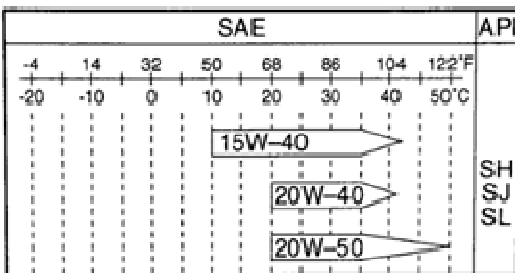
Engine oil quantity: 0.6L(0.63 US qt,0.53 Imp.qt)

If oil grades listed under Recommended engine oil grade 1 are not available,select an alternative oil grade listed under Recommended engine oil grade 2.

Recommended engine oil grade 1



Recommended engine oil grade 2



Fuel requirements

Gasoline

Use a good quality gasoline that meets the minimum octane rating.If knocking or pinging occurs,use a different brand of gasoline or premium unleaded fuel.

Recommended fuel: Regular unleaded gasoline

NOTICE

- Do not use leaded gasoline.Leaded gasoline can seriously damage the engine.
- Avoid getting water and contaminants in the fuel tank.Contaminated fuel can cause poor performance or engine damage.Use only fresh gasoline that has been stored in clean

containers.

Muddy or acidic water

Strongly recommends that you have your dealer install the optional chromium plated water pump kit if you use the outboard motor in muddy or acidic water conditions. However, depending on the model it might not be required.

Anti-fouling paint

A clean hull improves boat performance. The boat bottom should be kept as clean of marine growth as possible. If necessary, the boat bottom can be coated with an anti-fouling paint approved for your area to inhibit marine growth.

Do not use anti-fouling paint which includes copper or graphite. These paints can cause more rapid engine corrosion.

Outboard motor disposal requirements

Never illegally discard (dump) the outboard motor. We recommends consulting the dealer about discarding the outboard motor.

Emergency equipment

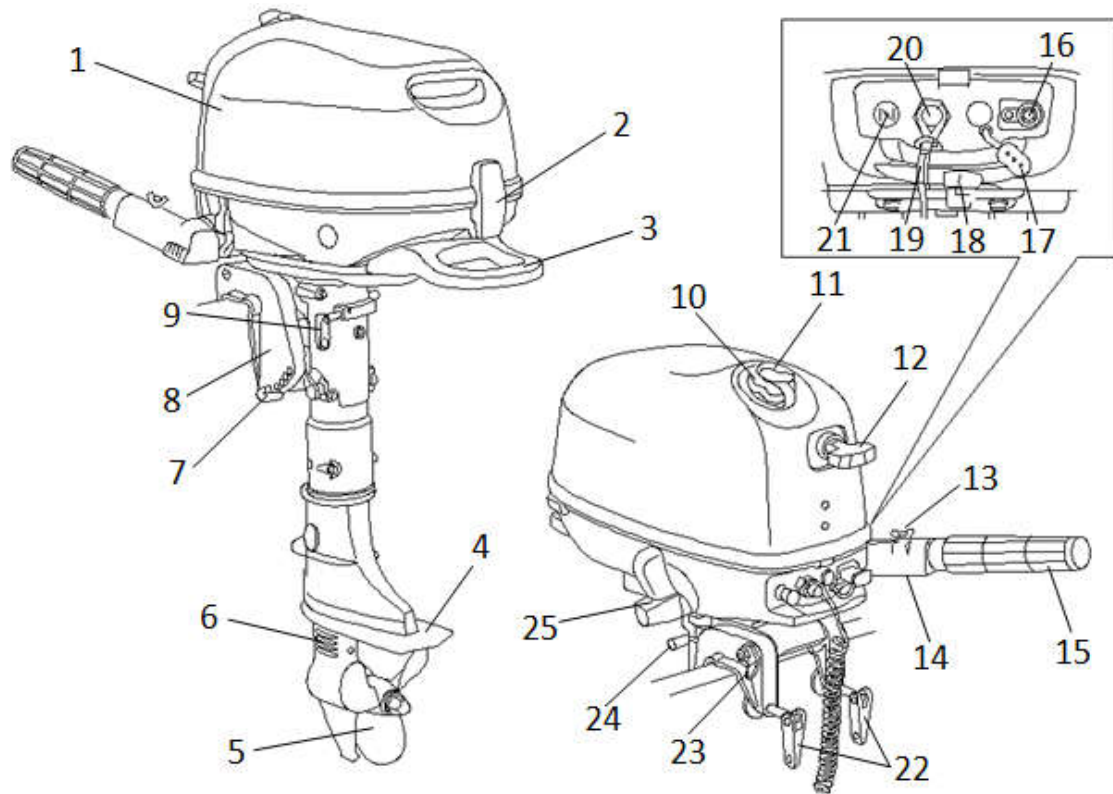
Keep the following items onboard in case there is trouble with the outboard motor.

- A tool kit with assorted screwdrivers, pliers, wrenches (including metric sizes), and electrical tape.
- Waterproof flashlight with extra batteries.
- An extra engine shut-off cord (lanyard) with clip.
- Spare parts, such as an extra set of spark plugs.

Consult your dealer for details.

Components

Components diagram



1. Top cowling
2. Cowling lock lever
3. Carry handle
4. Anti-cavitation plate
5. Propeller
6. Cooling water inlet
7. Trim rod
8. Clamp bracket
9. Steering friction adjuster
10. Fuel tank cap
11. Air vent screw/Air vent valve
12. Manual starter handle
13. Throttle friction adjuster
14. Tiller handle
15. Throttle grip
16. Fuel joint
17. Fuel joint cap
18. Fuel cock
19. Engine shut-off cord(lanyard)
20. Engine stop button/engine shut-off switch
21. Choke knob
22. Clamp screw
23. Restraint cable attachment
24. Tilt support bar
25. Gear shift lever

Fuel tank(built-in fuel tank)

This outboard motor is equipped with a built-in fuel tank. Use the fuel tank according to the following procedure.

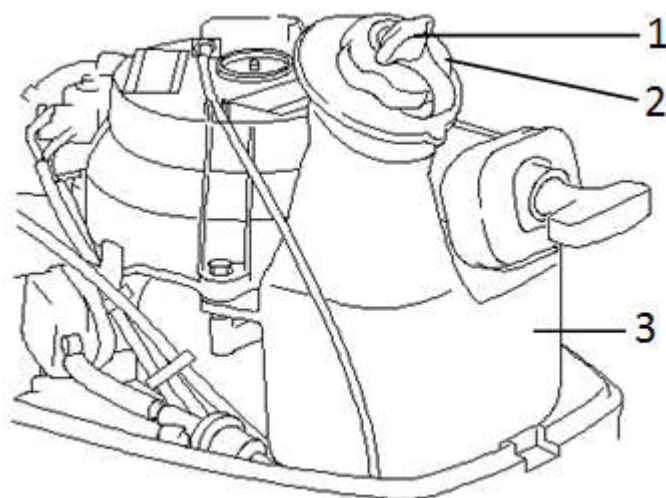
Fuel tank cap

This cap seals the fuel tank. When the cap is removed, the tank can be filled with fuel. To remove the cap, turn it counterclockwise.

Air vent screw

This screw is on the fuel tank cap.

To loosen the air vent screw, turn it counter-clockwise.



1. Air vent screw
2. Fuel tank cap
3. Built-in fuel tank

Fuel tank(portable fuel tank)

This model can be equipped with an optional portable fuel tank. The parts of the fuel tank are as follows.

Fuel tank cap

This cap seals the fuel tank. When removed the tank can be filled with fuel. To remove the cap, turn it counterclockwise.

Air vent screw

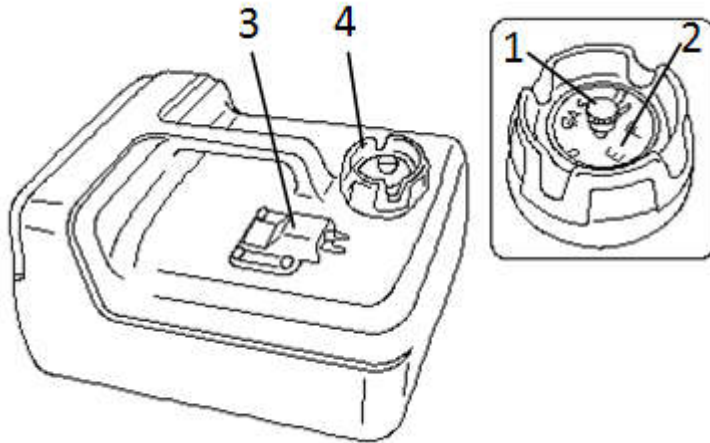
This screw is on the fuel tank cap. To loosen the screw, turn it counterclockwise.

Fuel joint

This joint is used to connect the fuel line.

Fuel gauge

This gauge is located on either the fuel tank cap or on the fuel joint base. It shows the approximate amount of fuel remaining in the tank.



1. Air vent screw
2. Fuel gauge
3. Fuel joint
4. Fuel tank cap

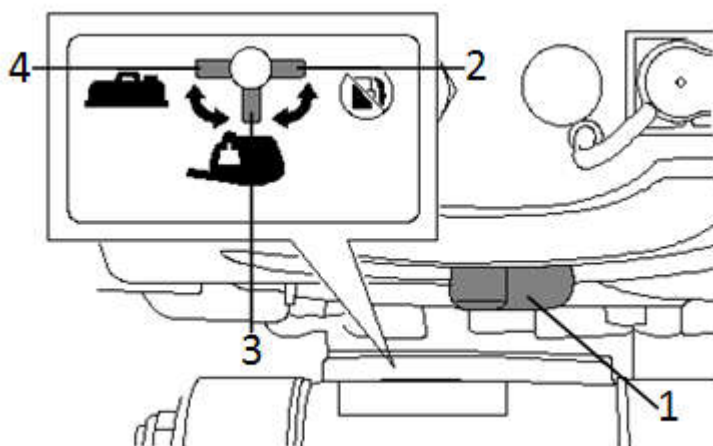
⚠ WARNING

The fuel tank supplied with this engine is its dedicated fuel reservoir and must not be used as a fuel storage container. Commercial users should conform to relevant licensing or approval authority regulations.

Fuel cock

The fuel cock turns on and off the supply of fuel from the fuel tank to the engine.

The fuel cock has 3 positions: the closed position, built-in fuel tank position, and portable fuel tank position. Depending on how the outboard motor will be used, align the fuel cock with the appropriate position indicated on the label that is affixed to the outboard motor.

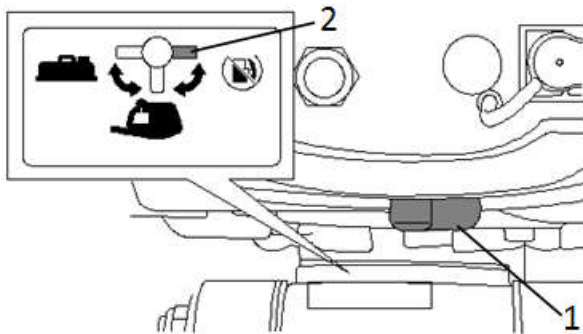


1. Fuel cock
2. Closed position
3. Built-in fuel tank position
4. Portable fuel tank position

Close

To stop the fuel flow from the fuel tank to the carburetor, align the fuel cock with the closed position.

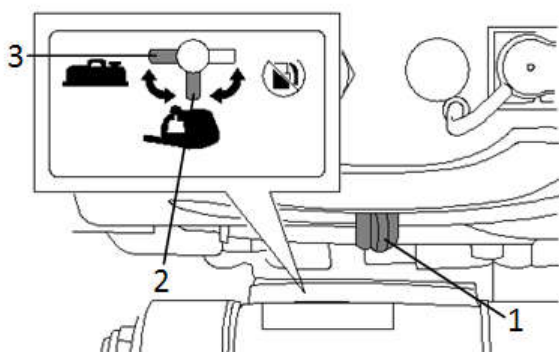
When the engine is not running, always align the fuel cock with the closed position.



1. Fuel cock
2. Closed position

Open

To send fuel from the fuel tank to the carburetor, align the fuel cock with the position for the built-in fuel tank or portable fuel tank according to which fuel tank is being used. When using the built-in fuel tank, align the fuel cock with the built-in fuel tank position. When using a portable fuel tank, align the fuel cock with the portable fuel tank position.

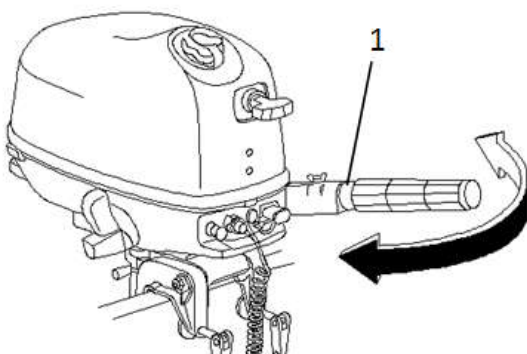


1. Fuel cock
2. Built-in fuel tank position
3. Portable fuel tank position

Tiller handle

Gear shift lever

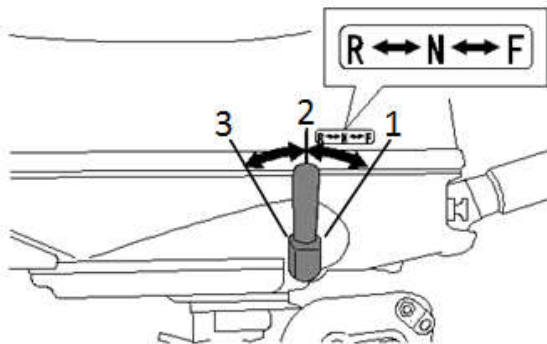
To change direction, move the tiller handle to the left or right as necessary.



1. Tiller handle

Gear shift lever

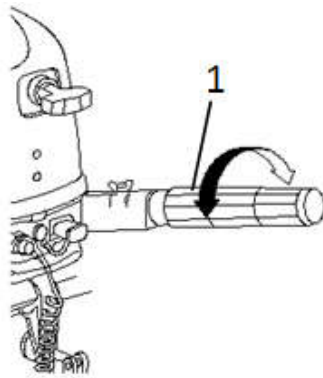
Move the gear shift lever forward to engage the forward gear or rearward to engage the reverse gear.



1. Forward position
2. Neutral position
3. Reverse position

Throttle grip

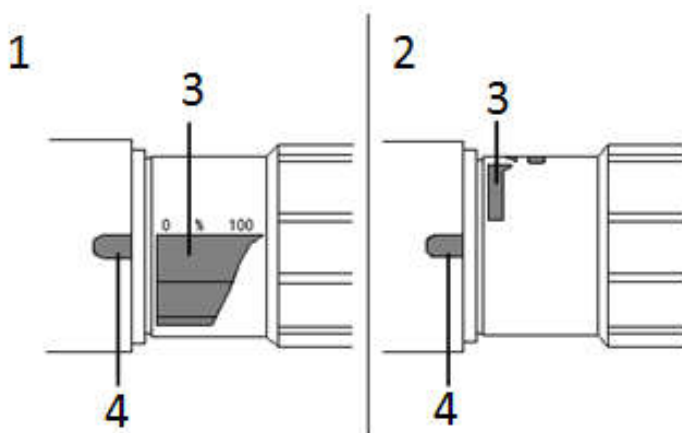
The throttle grip is on the tiller handle. Turn the grip counterclockwise to increase speed and clockwise to decrease speed.




1. Throttle grip

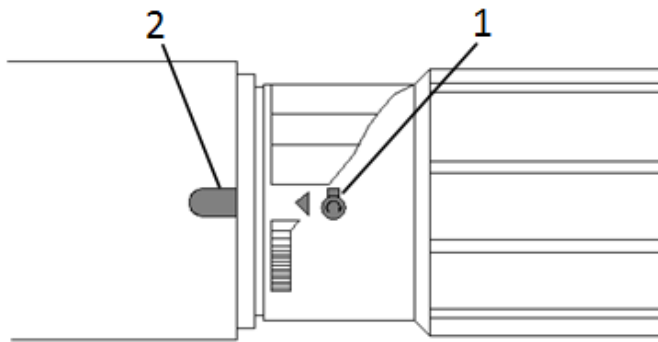
Throttle indicator


The throttle indicator shows the throttle position. When the 100% position of the throttle indicator is aligned with the notch in the tiller handle, the throttle is fully open. When the 0% position of the throttle indicator is aligned with the notch in the tiller handle, the throttle is fully closed.



1. Fully open
2. Fully closed
3. Throttle indicator
4. Notch

The engine start mark “  ” on the throttle indicator shows the throttle position for starting the engine.



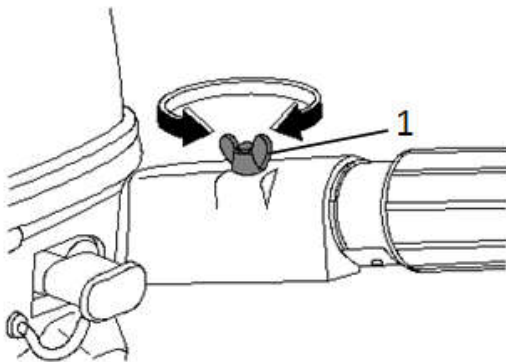
- 1. Start mark “  ”
- 2. Notch

Throttle friction adjuster

The throttle friction adjuster provides adjustable resistance when the throttle grip is turned, and can be set according to operator preference.

To increase resistance, turn the throttle friction adjuster clockwise.

To decrease resistance, turn the throttle friction adjuster counterclockwise. When constant speed is desired, tighten the throttle setting. **WARNING! Do not overtighten the throttle friction adjuster. If there is too much resistance, it could be difficult to turn the throttle grip, which could result in an accident.**

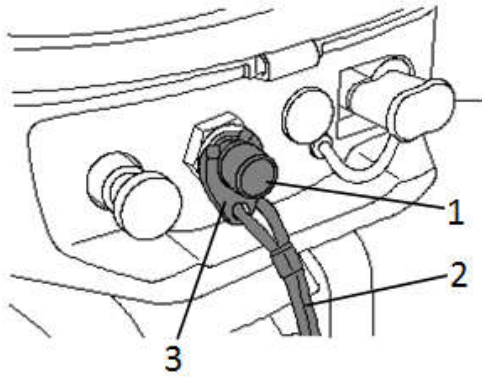


- 1. Throttle friction adjuster

Engine shut-off cord (lanyard) and clip

The clip must be attached to the engine shut-off switch for the engine to run. The cord should be attached to a secure place on the operator's clothing, or arm or leg. Should the operator fall overboard or leave the helm, the cord will pull out the clip, stopping ignition to the engine. This will prevent the boat from running away under power. **WARNING! Attach the engine shut-off cord to a secure place on your clothing, or your arm or leg while operating. Do not attach the cord to clothing that could tear loose. Do not route the cord where it could become entangled, preventing it from functioning. Avoid accidentally pulling the cord during normal operation. Loss of engine power means**

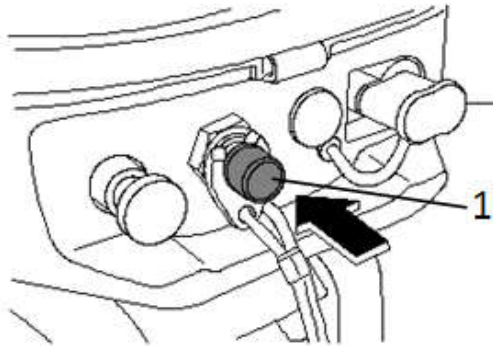
the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.



- 1. Engine shut-off switch
- 2. Engine shut-off cord (lanyard)
- 3. Clip

Engine stop button

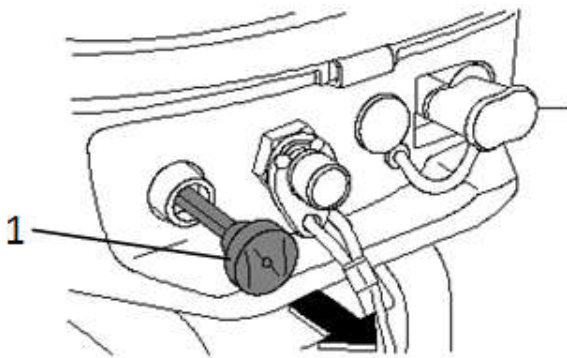
The engine stop button stops the engine when the button is pushed.



- 1. Engine stop button

Choke knob for pull type

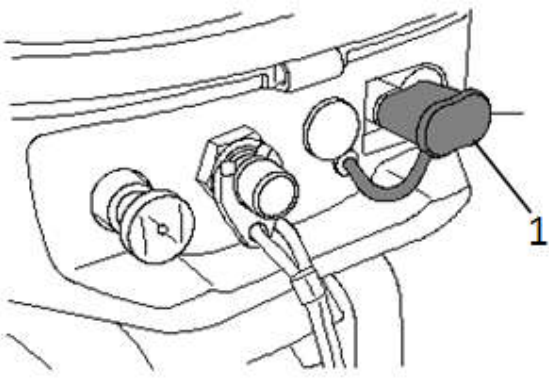
To supply the engine with the rich fuel mixture required to start, pull out this knob



- 1. Choke knob

Fuel joint cap

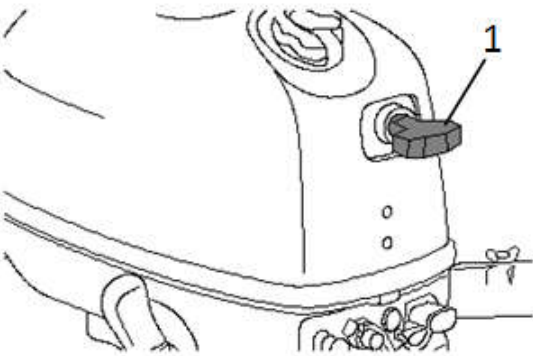
The fuel joint is equipped with the fuel joint cap. **WARNING!** When not using a portable fuel tank, make sure to install the fuel joint cap. Otherwise, injury could result from striking the fuel joint accidentally.



1.Fuel joint cap

Manual starter handle

The manual starter handle is used to crank and start the engine.



1.Manual starter handle

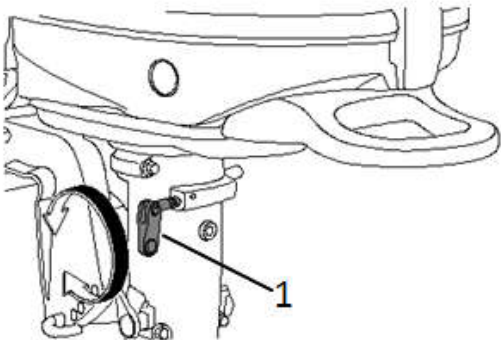
Steering friction adjuster



WARNING

Do not overtighten the steering friction adjuster.If there is too much resistance,it could be difficult to steer,which could result in an accident.

The steering friction adjuster provides adjustable resistance to the steering mechanism,and can be set according to operator preference.The steering friction adjuster is located on the port side of the outboard motor.



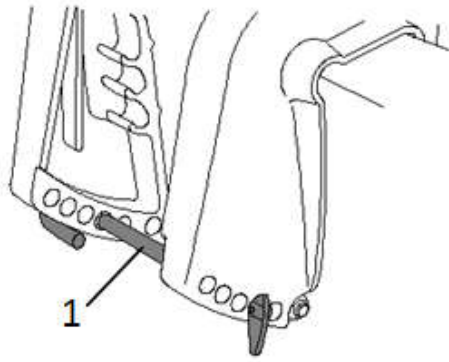
1.Steering friction adjuster

To increase resistance,turn the steering friction adjuster clockwise.

To decrease resistance,turn the steering friction adjuster counterclockwise.

Trim rod(tilt pin)

The trim rod(tilt pin) is used to adjust the trim angle of the outboard motor in relation to the angle of the boat transom.

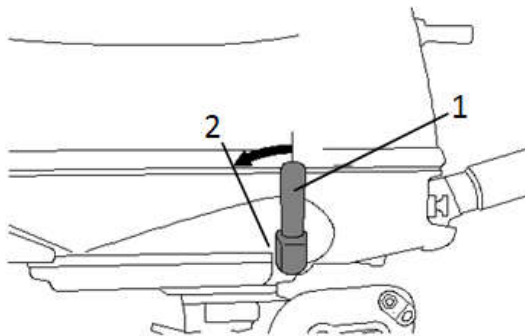


1. Trim rod

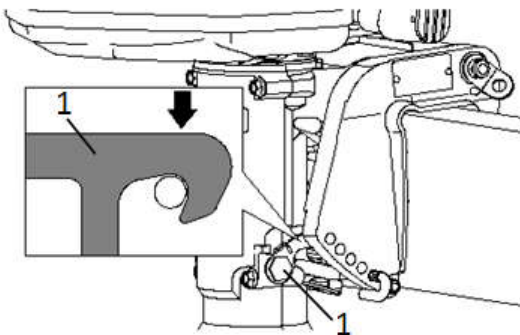
Tilt lock mechanism

The tilt lock mechanism is used to prevent the outboard motor from lifting out of the water when the gear shift lever is in the reverse position.

When the gear shift lever is moved to the reverse position, the tilt lock mechanism operates to prevent the outboard motor from being tilted up.



1. Gear shift lever
2. Reverse position

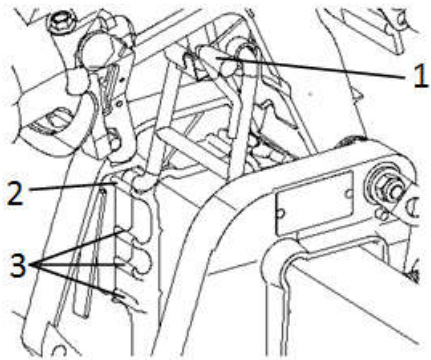


1. Tilt lock

When the gear shift lever is moved to the neutral position or forward position, the outboard motor can be tilted up.

Tilt support bar

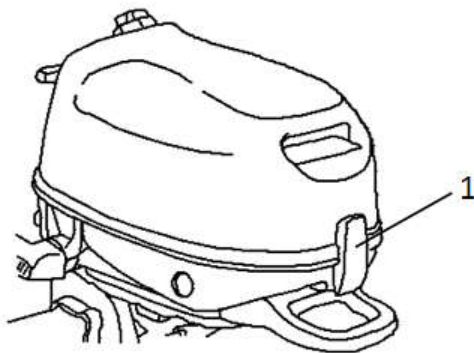
Use the tilt support bar to keep the outboard motor in the tilted up position or a shallow water cruising position.



- 1. Tilt support bar
- 2. Tilt up position
- 3. Shallow water cruising position

Cowling lock lever

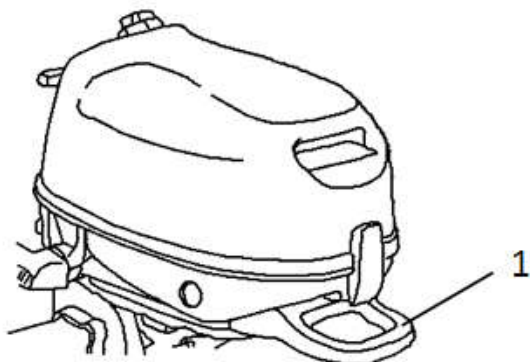
The cowling lock lever(s) is used to secure the top cowling.



- 1. Cowling lock lever

Carrying handle

The carrying handle is used to carry the outboard motor. For information on carrying and transporting the outboard motor, see [page 51](#)



- 1. Carrying handle

Installation

Installation

The information presented in this section is intended as reference only. It is not possible to provide complete instructions for every possible boat and motor combination. Proper mounting depends in part on experience and the specific boat and motor combination.

WARNING

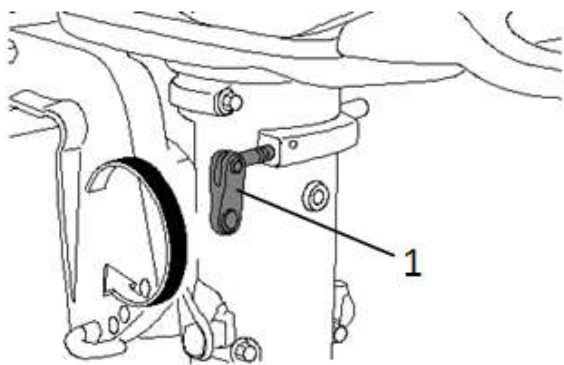
- **Overpowering a boat could cause severe instability. Do not mount an outboard motor with more horsepower than the maximum rating on the capacity plate of the boat. If the boat does not have a capacity plate, consult the boat manufacturer.**
- **Improper mounting of the outboard motor could result in hazardous conditions, such as poor handling, loss of control, or fire hazards. If you are not able to mount the outboard motor properly, consult a dealer.**

Mounting the outboard motor

WARNING

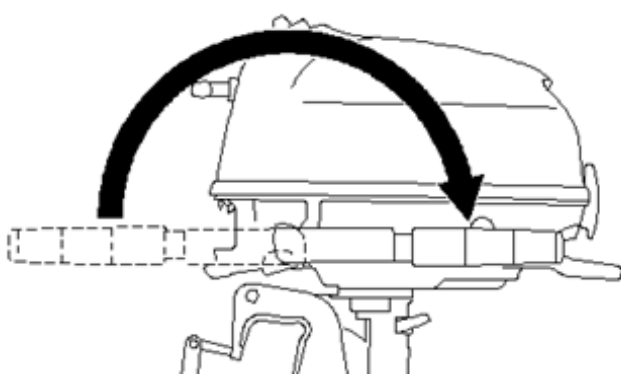
Do not hold the top cowling or tiller handle when mounting or dismounting the outboard motor. Otherwise, the outboard motor could fall.

1. Be sure to mount the outboard motor while the boat is on land. If the boat is on the water, move it to an area on land.
2. To prevent steering movement, turn the steering friction adjust clockwise.

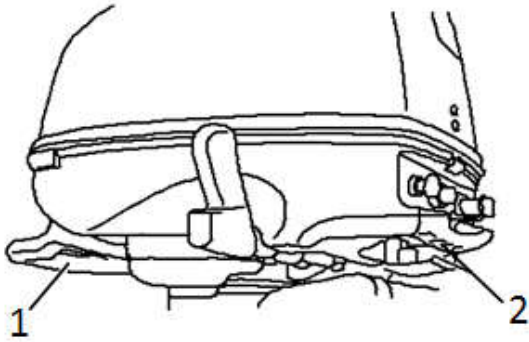


1. Steering friction adjuster

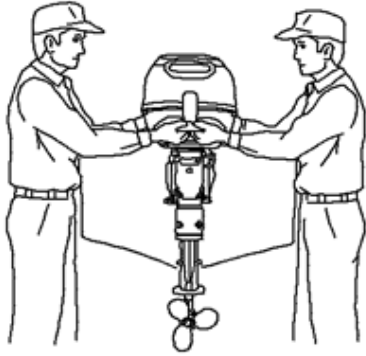
3. Turn the tiller handle 180° so that it is pointing rearward.



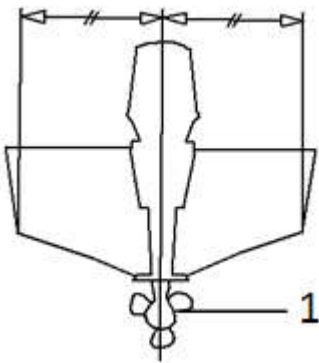
4. Hold the carrying handle and the handgrip on the front side of the bottom cowling and lift up the outboard motor using two people.



- 1. Carrying handle
- 2. Handgrip

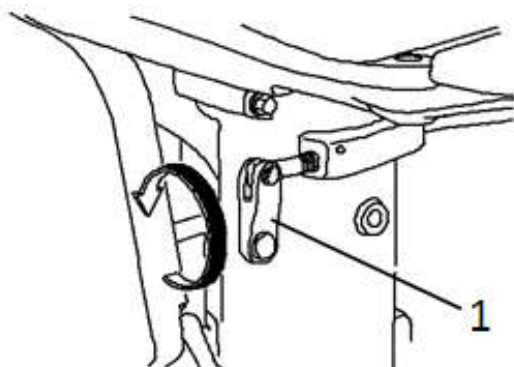


5. Mount the outboard motor on the center line(keel line)of the boat,and ensure that the boat itself is well balanced.Otherwise the boat will be hard to steer.For boats without a keel or which are asymmetrical,consult your dealer.



- 1. Center line(keel line)

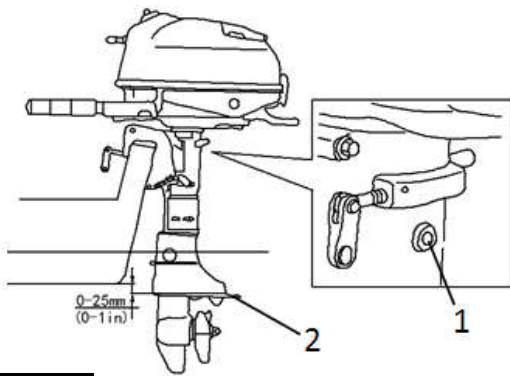
6. Turn the steering friction adjuster counterclockwise to set the steering friction according to operator preference. **WARNING! If there is too much resistance it could be difficult to steer, which could result in an accident.**



- 1. Steering friction adjuster

Mounting height

To run your boat at optimum efficiency, the water resistance (drag) of the boat and outboard motor must be made as little as possible. The mounting height of the outboard motor greatly affects the water resistance. If the mounting height is too high, cavitation tends to occur, thus reducing the propulsion and if the propeller tips cut the air, the engine speed will rise abnormally and cause the engine to overheat. If the mounting height is too low, the water resistance will increase and thereby reduce engine efficiency. Mount the outboard motor so that the anti-cavitation plate is between the bottom of the boat and a level 25mm (1 in) below it.



- 1. Idle hole
- 2. Anti-cavitation plate

NOTICE

- Check that the idle hole stays high enough to keep out water getting inside engine even if the boat is in stationary with maximum load.
- Incorrect engine height or obstructions to the smooth flow of water (such as the design or condition of the boat) can create airborne water spray while the boat is cruising. If the motor is operated continuously in the presence of airborne water spray, enough water could enter the engine through the intake opening on the top cowling to cause severe engine damage. Eliminate the cause of the airborne water spray.

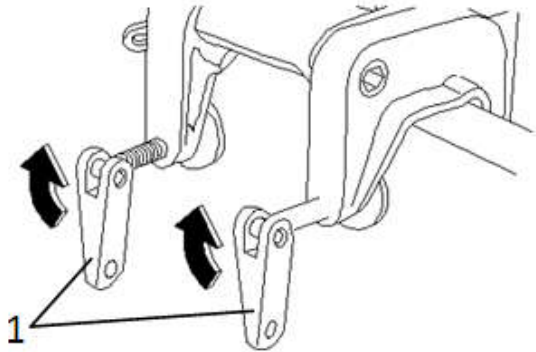
TIP:

- The optimum mounting height of the outboard motor is affected by the boat and motor is combination and the desired use. Test runs at different heights can help determine the optimum mounting height. Consult your dealer or boat manufacturer for further information on determining the proper mounting height.
- For instructions on setting the trim angle of the outboard motor, [see page 44](#)

Clamping the outboard motor

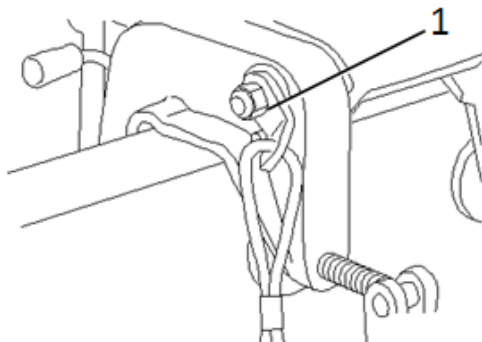
1. Place the outboard motor on the transom so that it is positioned as close to the center as possible. Tighten the clamp screws evenly and securely. Occasionally check the clamp

screws for tightness during operation of the outboard motor because they could become loose due to engine vibration. **WARNING!Loose clamp screws could allow the outboard motor to fall off or move on the transom.This could cause loss of control and serious injury.Make sure the clamp screws are tightened securely.Occasionally check the screws for tightness during operation.**



1. Clamp screw

2.Attach one end to the restraint cable attachment and the other to a secure mounting point on the boat.Otherwise the engine could be completely lost if it accidentally falls off the transom.



1.Restraint cable attachment

Operation

First-time operation

Fill engine oil

The engine is shipped from the factory without engine oil.If your dealer did not fill the oil,your must fill it before starting the engine.

NOTICE:Check that the engine is filled with oil before first-time operation to avoid severe engine damage.

The engine is shipped with the following tag,which should be removed after engine oil is filled for the first time.For more information on checking the engine oil level,see page 29(参考页)



Breaking in engine

Your new engine requires a period of break-in to allow mating surfaces of moving parts to wear in evenly. Correct break-in will help ensure proper performance and longer engine life.

NOTICE: Failure to follow the break-in procedure could result in reduced engine life or even severe engine damage.

Procedure for 4-stroke models

Your new engine requires a period of 10 hours break-in to allow mating surfaces of moving parts to wear in evenly.

TIP: Run the engine in the water, under load (in gear with a propeller installed) as follows. For 10 hours for breaking in engine avoid extended idling, rough water and crowded areas.

1. For the first hour of operation:

Run the engine at varying speeds up to 2000 r/min or approximately half throttle.

2. For the second hour of operation:

Run the engine at 3000 r/min or at approximately three-quarter throttle.

3. Remaining 8 hours:

Run the engine at any speed. However, avoid operating at full throttle for more than 5 minutes at a time.

4. After the first 10 hours:

Operate the engine normally.

Getting to know your boat

All boats have unique handling characteristics. Operate cautiously while you learn how your boat handles under different conditions and various trim angle (see page 44)

Checks before starting engine



If any item in “Check before starting engine” is not working properly, have it

inspected and repaired before operating the outboard motor. Otherwise, an accident could occur.

NOTICE:

Do not start the engine out of water. Overheating and serious engine damage can occur.

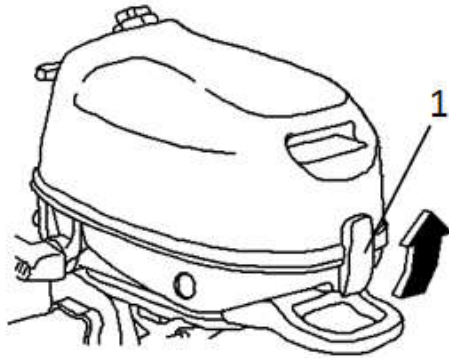
Fuel level

Be sure you have plenty of fuel for your trip. A good rule is to use 1/3 of your fuel to get to the destination, 1/3 to return, and keep 1/3 as an emergency reserve. With the boat level on a trailer or in the water, check the fuel level. For fuel filling instructions, see page 30

Removing top cowling

For the following checks, remove the top cowling from the bottom cowling.

To remove the top cowling, pull the cowling lock lever up and lift up the top cowling.



1. Cowling lock lever

Fuel system

⚠ WARNING

Gasoline and its vapors are highly flammable and explosive. Keep away from sparks, cigarettes, flames, or other sources of ignition.

⚠ WARNING

Leaking fuel can result in fire or explosion.

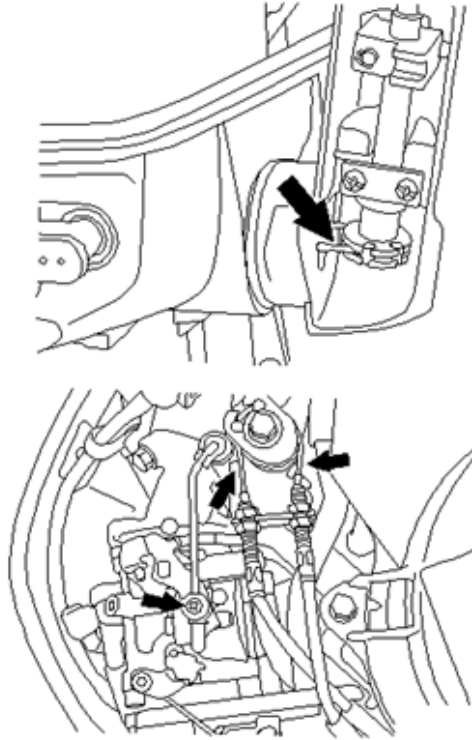
- Check for fuel leakage regularly.
- If any fuel leakage is found, the fuel system must be repaired by a qualified mechanic. Improper repairs can make the outboard motor unsafe to operate.

Check for fuel leaks

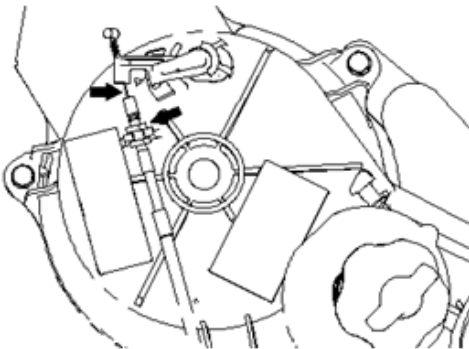
- Check for fuel leaks or gasoline fumes in the boat.
- Check for fuel leakage from the fuel system.
- Check the fuel tank and fuel lines for cracks, swellings, or other damages.

Controls

- Move the tiller handle fully to the left and right to check that operations is smooth.
- Turn the throttle grip from the fully closed position to the fully open position. Check that the throttle grip turns smoothly and that it completely returns to the fully closed position.
- Check the throttle cable and throttle link for loose or damaged connections.

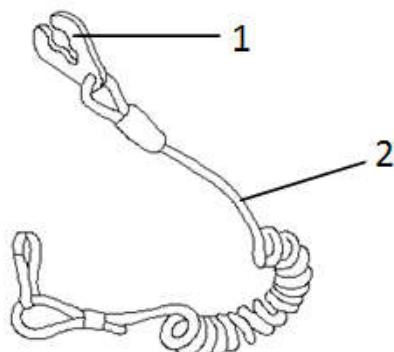


- Check the shift link and start-in-gear protection cable for loose or damaged connections.



Engine shut-off cord (lanyard)

Inspect the engine shut-off cord and clip for damage, such as cuts, breaks, and wear.

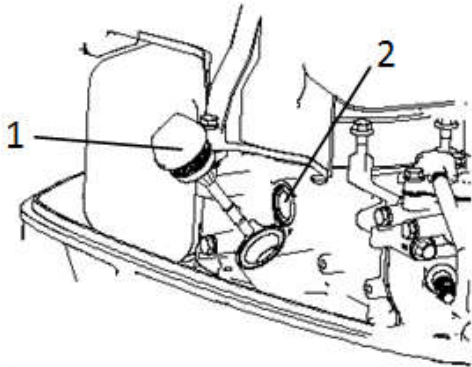


1. Clip
2. Engine shut-off cord (lanyard)

Engine oil

1. Place the outboard motor in an upright position (not tilted). **NOTICE:** If the motor is not level, the oil level indicated on the dipstick may not be accurate.

2. Remove the oil filter cap and wipe the attached oil dipstick clean.



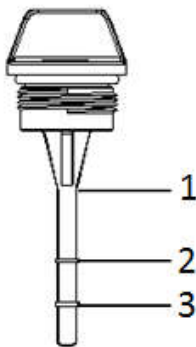
1. Oil filler cap
2. Oil lubrication check window

TIP:

The oil lubrication check window does not indicate the engine oil level. Use the oil lubrication check window to make sure that the engine is being lubricated with oil while it is running.

3. Install the oil filter cap and tighten it completely.

4. Remove the oil filler cap again and check that the oil level on the dipstick is between the upper and lower marks. If the oil level is not at the proper level, add or extract oil until the oil is between the upper and lower marks.



1. Oil dipstick
2. Upper mark
3. Lower mark

5. Install the oil filler cap and tighten it completely.

Engine

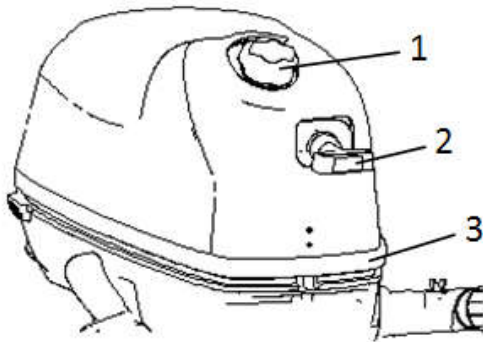
- Check the engine and engine mounting.
- Look for loose or damaged fasteners.
- Check the propeller for damage.
- Check for engine oil leaks.

Installing top cowling

1. Check the rubber seal for damage. If the rubber seal is damaged, have it replaced by a

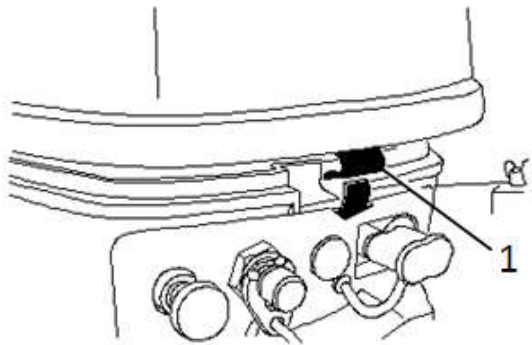
dealer.

2. Align the fuel tank cap and manual starter handle with their respective holes in the top cowling.



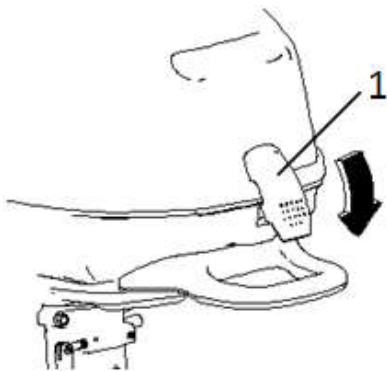
1. Fuel tank cap
2. Manual starter handle
3. Rubber seal

3. Hook the top cowling hook onto the bottom cowling, and then make sure that the fuel tank cap and manual starter handle fit properly into their respective holes.



1. Hook

4. Check to be sure the rubber seal is seated correctly between the top cowling and the bottom cowling.
5. Pull the cowling lock lever down to secure the top cowling.



1. Cowling lock lever

6. Check the fitting of the top cowling by pushing it with both hands. **NOTICE:** If the top cowling is not installed correctly, water spray under the top cowling can damage the engine, or the top cowling can blow off at high speeds.



Filling fuel

⚠ WARNING

Be sure the outboard motor is securely fastened to the transom or a stable stand.

⚠ WARNING

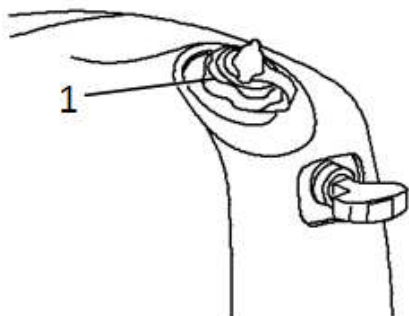
- Gasoline and its vapors are highly flammable and explosive. Always refuel according to this procedure to reduce the risk of fire and explosion.
- Gasoline is poisonous and can cause injury or death. Handle gasoline with care. Never siphon gasoline by mouth. If you should swallow some gasoline or inhale a lot of gasoline vapor, or get some gasoline in your eyes, see your doctor immediately. If gasoline spills on your skin, wash with soap and water. If gasoline spills on your clothing, change your clothes.

Before refueling, check the following points:

- Securely motor the boat in a well-ventilated area and stop the engine. If the boat is trailered, make sure that it is stable.
- Do not smoke and keep away from sparks, flames, static electric discharge, or other sources of ignition.
- If you use a portable container to store and dispense fuel, only use a locally approved GASOLINE container.
- To prevent electrostatic sparks, discharge any built-up static electricity, from your body before refueling.

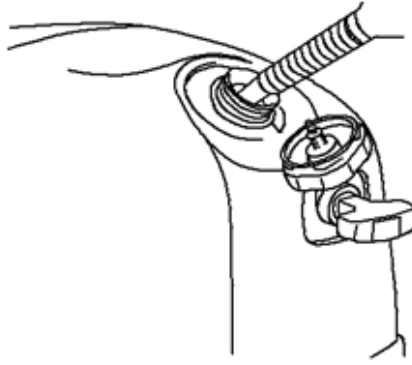
Filling fuel for built-in fuel tank

1. Remove the fuel tank cap.



1. Fuel tank cap

2. Fill the fuel tank, but do not overfill it. **WARNING! Do not overfill. Otherwise fuel can expand and overflow if the temperature increases.**



Fuel tank capacity (built in type):

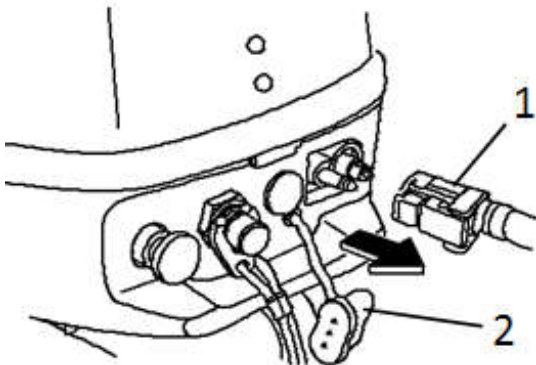
1.1L (0.29 US gal, 0.24 Imp. gal)

3. Tighten the fuel tank cap securely.

4. Wipe up any spilled gasoline immediately with dry rags. Dispose of rags properly according to local laws or regulations. If you use a portable container to store and dispense fuel, only use a locally approved GASOLINE container.

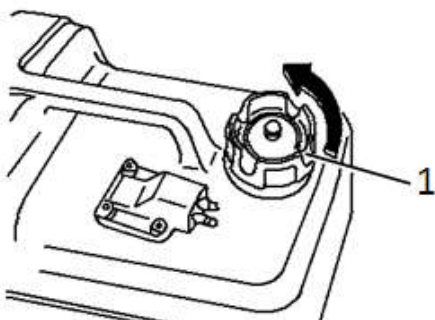
Filling fuel for portable fuel tank (optional)

1. Disconnect the fuel hose from the fuel joint on the outboard motor, and then install the fuel joint cap. **WARNING! When not using a portable fuel tank, make sure to install the fuel joint cap. Otherwise, injury could result from striking the fuel joint accidentally.**



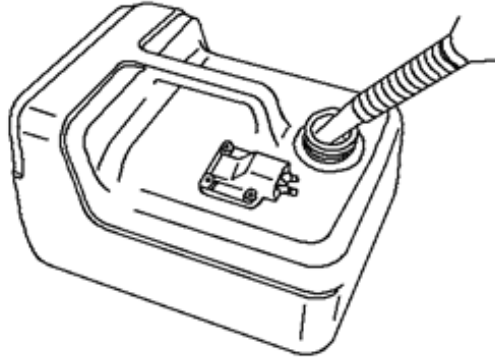
- 1. Fuel hose
- 2. Fuel joint cap

2. Remove the portable fuel tank from the boat.
3. Remove the fuel tank cap.



- 1. Fuel tank cap

4. Fill the fuel tank, but do not overfill it. **WARNING! Do not overfill. Otherwise fuel can expand and overflow if the temperature increases.**



5. Tighten the fuel tank securely.

6. Wipe up any spilled gasoline immediately with dry rags. Dispose of rags properly according to local laws or regulations. If you use a portable container to store and dispense fuel, only use a locally approved GASOLINE container.

Operating engine

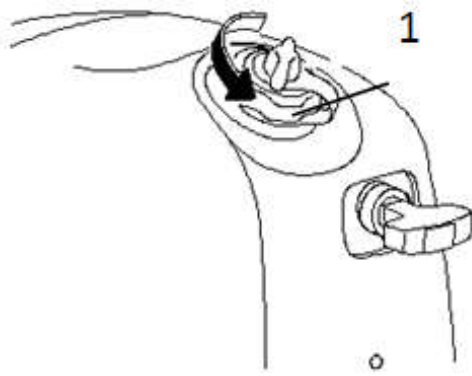
⚠ WARNING

- Before starting the engine, make sure that the boat is tightly moored and that you can steer clear of any obstructions. Be sure there are no swimmers in the water near you.
- When the air vent screw is loosened or the air vent valve is opened, gasoline vapor will be released. Gasoline is highly flammable, and its vapors are flammable and explosive. Refrain from smoking, and keep away from open flames and sparks while loosening the air vent screw or opening the air vent valve.
- This product emits exhaust gases which contain carbon monoxide, a colorless, odorless gas which could cause brain damage or death when inhaled. Symptoms include nausea, dizziness, and drowsiness. Keep cockpit and cabin areas well ventilated. Avoid blocking exhaust outlets.

Sending fuel

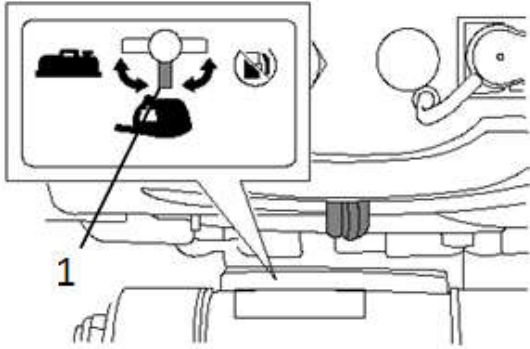
Sending fuel for built-in fuel tank

1. Loosen the air vent screw by 1 or 2 turns.



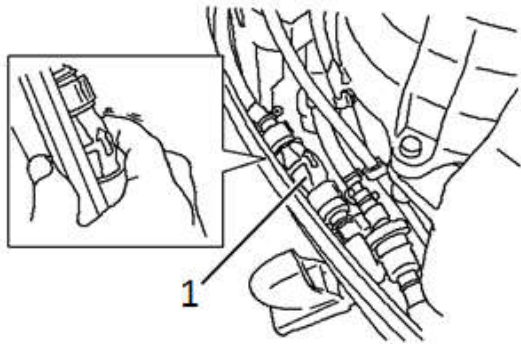
1.Air vent screw

2.Align the fuel cock with the built-in fuel tank position



1.Built-in fuel tank position

3.Remove the top cowling,and then squeeze the primer pump in the bottom cowling repeatedly until you feel it become slightly firm.

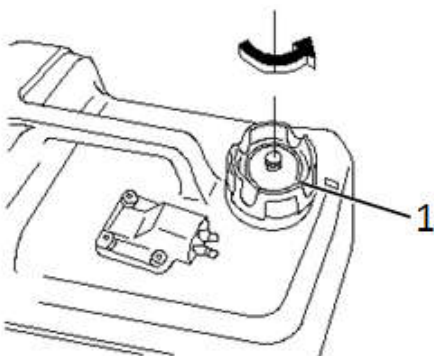


1.Primer pump

4.Install the top cowling.

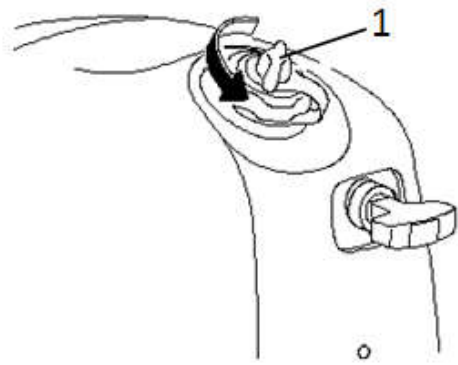
Sending fuel for portable fuel tank (optional)

1. Loosen the air vent screw on the portable fuel tank by 2 or 3 turns.



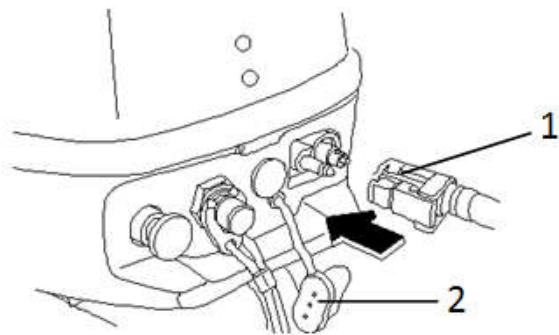
1.Air vent screw

2. If there is fuel in the built-in fuel tank,loosen the air vent screw by 1 or 2 turns to prevent pressure from increasing inside the tank due to fuel expansion.

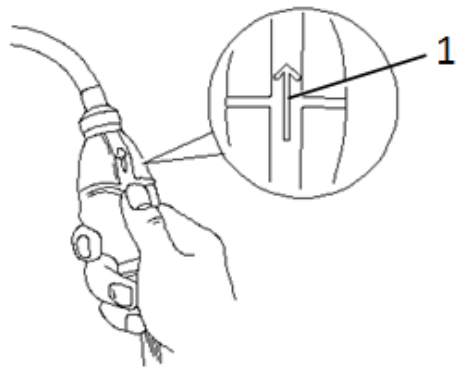


1. Air vent screw

3. Remove the fuel joint cap. Align the fuel joint on the fuel hose with the fuel joint on the outboard motor and connect the fuel hose securely between the tank and the outboard motor while pinching the joint so that the primer pump arrow is pointing toward the outboard motor.

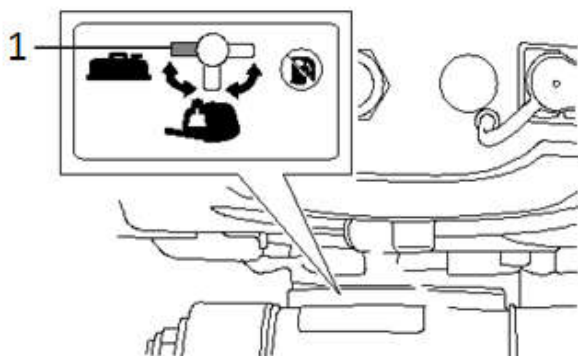


- 1. Fuel hose
- 2. Fuel joint cap



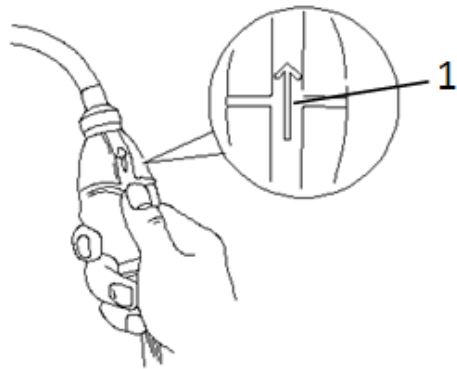
- 1. Arrow

4. Align the fuel cock with the portable fuel tank position



- 1. Portable fuel tank position

5. Squeeze the primer pump, with the arrow pointing up, until you feel it become firm. While the engine is running, make sure to keep the portable fuel tank horizontal. Otherwise, fuel cannot be drawn from the fuel tank.



1. Arrow

Starting engine



Before starting the engine, make sure that the boat is tightly moored and that you can steer clear of any obstructions. Be sure there are no swimmers in the water near you.

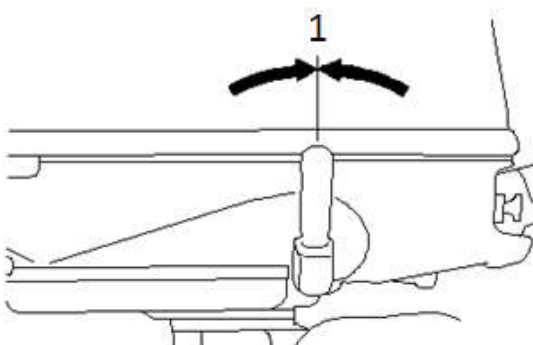
Manual start



- Failure to attach the engine shut-off cord could result in a runaway boat if operator is ejected. Attach the engine shut-off cord to a secure place on your clothing, or your arm or leg while operating. Do not attach the cord to clothing that could tear loose. Do not route the cord where it could become entangled, preventing it from functioning.
- Avoid accidentally pulling the cord during normal operation. Loss of engine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.

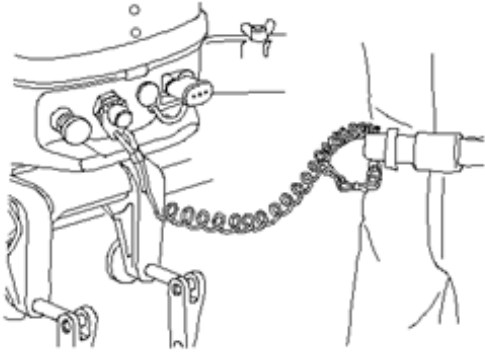
Starting engine steps


1. Move the gear shift lever to the neutral position.

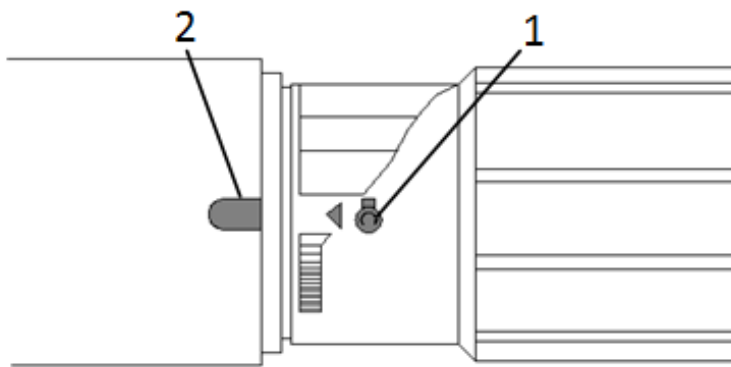



1. Neutral position

2. Attach the engine shut-off cord to a secure place on your clothing, or your arm or leg. Then, install the clip on the other end of the cord to the engine shut-off switch.




3. Align the engine start mark “” on the throttle grip with the notch in the tiller handle.

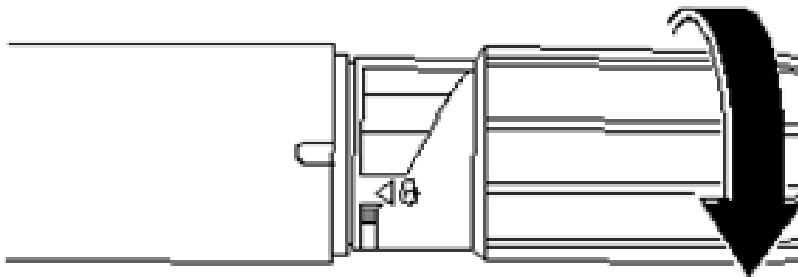


1. Start mark “”

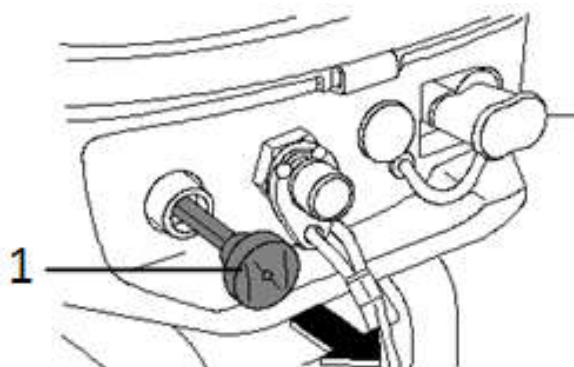
2. Notch

TIP:

If the ambient temperature is -15°C , turn the throttle grip so that the engine start mark “” is positioned past the notch in the tiller handle.



4. Pull out the choke knob fully.

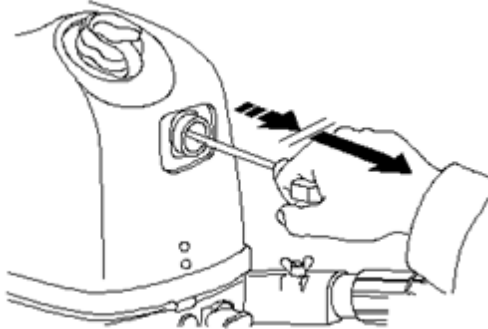


1. Choke knob

TIP:

It is not necessary to use the choke when starting a warm engine, such as immediately after the outboard motor has been operated under a load.

5. Pull the manual starter handle slowly until you feel resistance. Then give a strong pull straight out to crank and start the engine. If the engine does not start on the first try, repeat the procedure.

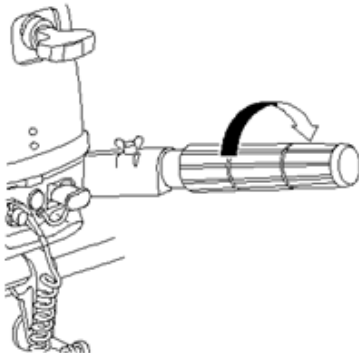


6. After the engine starts, slowly return the manual starter handle to its original position before releasing it.

7. Warm up the engine. For further information, see page 41

8. Return the choke knob to its original position gradually.

9. Slowly return the throttle grip to the fully closed position.



Checks after starting engine

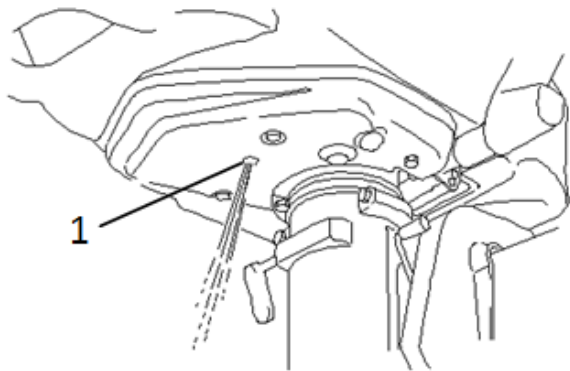
Cooling water

Check for a steady flow of water from the cooling water pilot hole. A continuous flow of water from the pilot hole indicates that the water pump is pumping water through the cooling water passages. If the cooling water passages are frozen, it may take a while for water to start flowing out of the pilot hole.

NOTICE:

If water is not flowing out of the pilot hole at all times while the engine is

running,overheating and serious damage could occur.Stop the engine and check whether the cooling water inlet on the lower case or the cooling water pilot hole is blocked.Consult your dealer if the problem cannot be located and corrected.



1.Cooling water pilot hole

Warming up engine

Warming up

After starting the engine,return the choke knob to the halfway position.For approximately the first 5 minutes after starting,warm up the engine by operating at one fifth throttle or less.After the engine has warmed up,push the choke knob in fully.Failure to do so will shorten engine life.

TIP:

- If the choke knob is left pulled out after the engine starts,the engine will stall.
- In temperatures of -5°C or less,leave the choke knob pulled out fully for approximately 30 seconds after starting.

Checks after engine warm up

Shifting

While the boat is tightly moored,and without applying throttle,confirm that the engine shifts smoothly into forward and reverse,and back to neutral.

Stop switches

Perform the following procedure to check that the engine stop switch and engine shut-off switch operate properly.

- Start the engine,and then check that the engine stops when the engine stop button is pushed.
- Restart the engine,and then check that the engine stops when the clip is pulled from the engine shut-off switch.
- Check that the engine cannot be started with the clip removed from the engine shut-off switch.

Shifting

WARNING

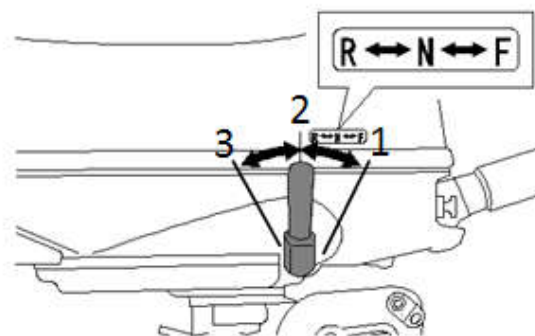
Before shifting, make sure there are no swimmers or obstacles in the water near you .

NOTICE:

Before shifting the outboard motor, turn the throttle grip to the fully closed position and let the engine speed return to idle speed. Otherwise, the shift mechanism could be damaged.

To shift to forward or reverse

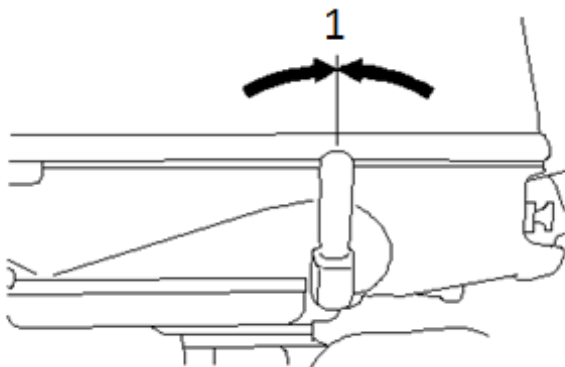
Move the gear shift lever to the forward position or reverse position.



1. Forward position
2. Neutral position
3. Reverse position

To shift to neutral

1. Close the throttle so that the engine slows to idle speed.
2. Move the gear shift lever to the neutral position.



1. Neutral position

Stopping boat

WARNING

Do not use the reverse function to slow down or stop the boat as it could cause you to lose control, be ejected, or impact the load or other parts of the boat. This could increase the risk of serious injury. It could also damage the shift mechanism.

The boat is not equipped with a separate braking system. Water resistance stops it after the throttle lever is moved back to idle. The stopping distance varies depending on gross

weight, water surface conditions, and wind direction.

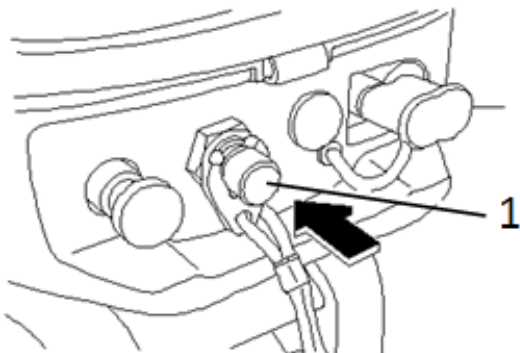
Stopping engine

Before stopping the engine, first let it cool off for a few minutes at idle or low speed. Stopping the engine immediately after operating at high speed is not recommended.

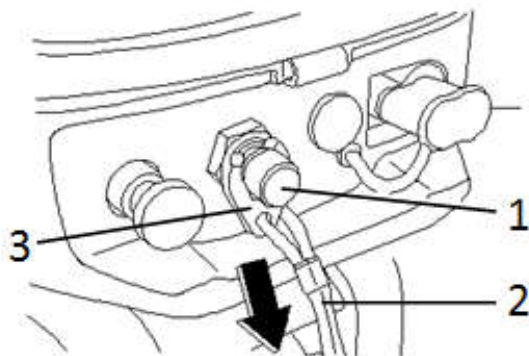
Procedure

Procedure for stopping engine when using built-in fuel tank

1. Push and hold the engine stop button until the engine stops completely. The engine can also be stopped by pulling the engine shut-off cord and removing the clip from the engine shut-off switch.

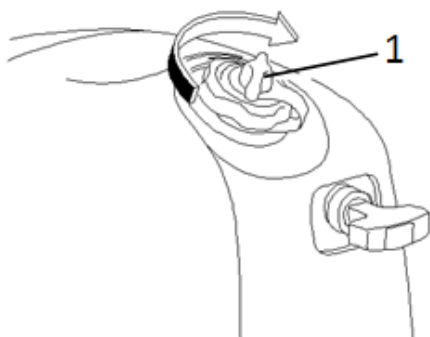


1. Engine stop button

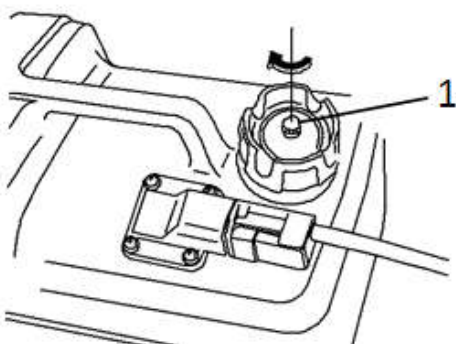


1. Engine shut-off switch
2. Engine shut-off cord (lanyard)
3. Clip

2. Tighten the air vent screw or close the air vent valve.

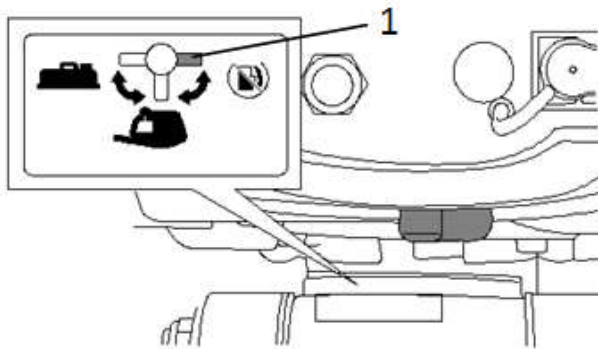


1. Air vent screw



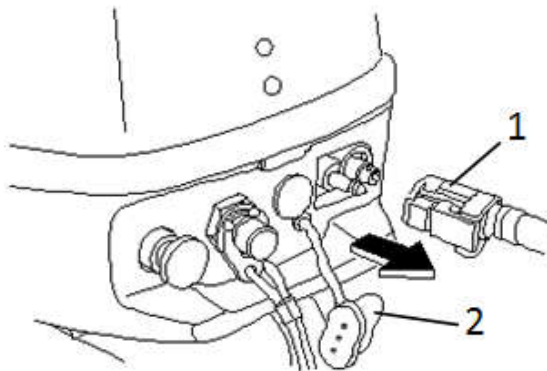
1. Air vent valve

3.Align the fuel cock with the closed position.



1.Closed position

4.Disconnect the fuel hose from the fuel joint on the outboard motor ,and then install the fuel joint cap. **WARNING! When not using a portable fuel tank,make sure to install the fuel joint cap. Otherwise,injury could result from striking the fuel joint accidentally.**



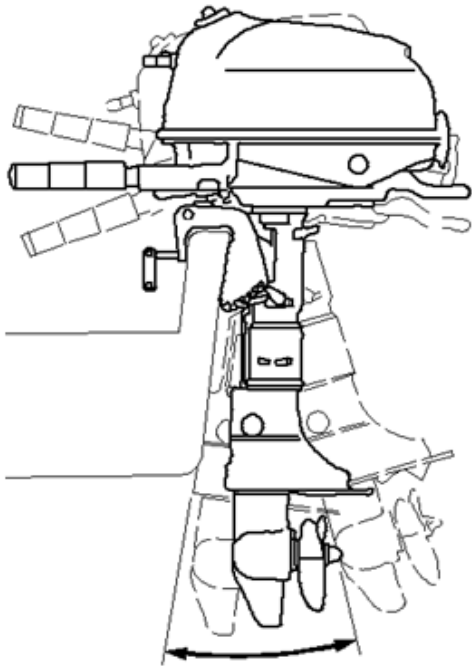
1. Fuel hose
2. Fuel joint cap

Trimming outboard motor

⚠ WARNING

Excessive trim for the operating conditions (either trim up or trim down) can cause boat instability and can make steering the boat more difficult. This increases the possibility of an accident.If the boat begins to feel unstable or is hard to steer,slow down and/or readjust the trim angle.

The trim angle of the outboard motor helps determine the position of the bow of the boat in the water.Correct trim angle will help improve performance and fuel economy while reducing strain on the engine.Correct trim angle depends upon the combination of boat,engine,and propeller.Correct trim is also affected by variables such as the load in the boat,sea conditions,and running speed.



1. Trim operating angle

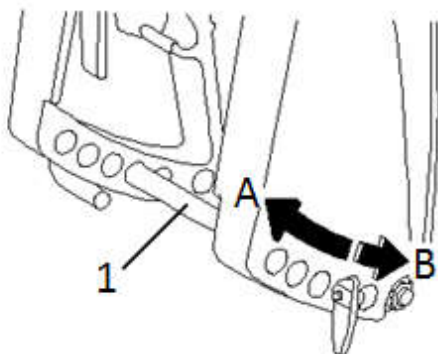
Adjusting trim angle for manual tilt models

⚠ WARNING

- Stop the engine before adjusting the trim angle.
- Use care to avoid being pinched when removing or installing the rod.
- Use caution when trying a trim position for the first time. Increase speed gradually and watch for any signs of instability or control problems. Improper trim angle can cause loss of control.

There are 4 or 5 holes provided in the clamp bracket to adjust the outboard motor trim angle.

1. Stop the engine.
2. Tilt the outboard motor up, and then remove the trim rod from the clamp bracket.



1. Trim rod

3. Change the position of the trim rod in direction "A" to raise the bow ("trim-out"), Change the position of the trim rod in direction "B" to lower the bow ("trim-in").

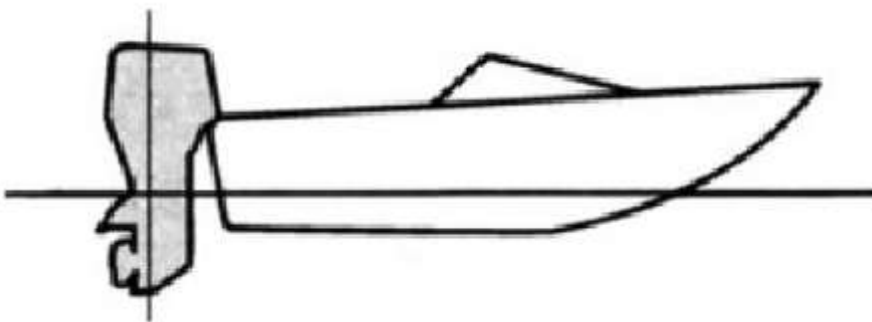
TIP:

The outboard motor trim angle changes approximately 4 degrees When the trim rod position is changed by 1 hole.

4. Make test runs with the outboard motor set at different trim angles to find the position that works best for your boat and operating conditions.

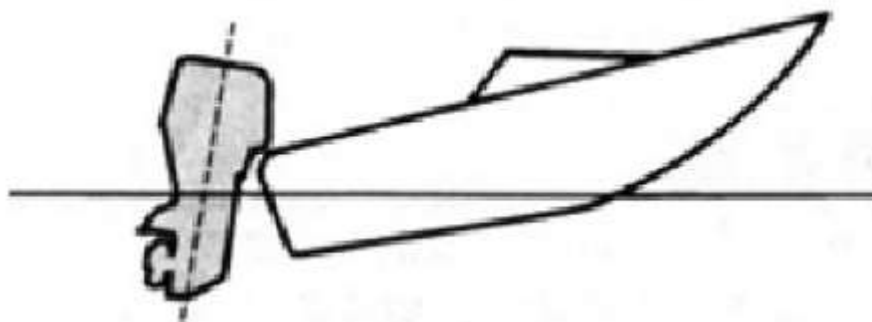
Adjusting boat trim

When the boat is on plane,a bow-up attitude results in less drag,greater stability and efficiency.This is generally when the keel line of line the boat is up 3 to 5 degrees.With the bow up,the boat may have a greater tendency to steer to one side or the other.Compensate for this as your steer.The trim tab can also be adjusted to help offset this effect.When the bow of the boat is down,it is easier to accelerate from a standing start onto plane.



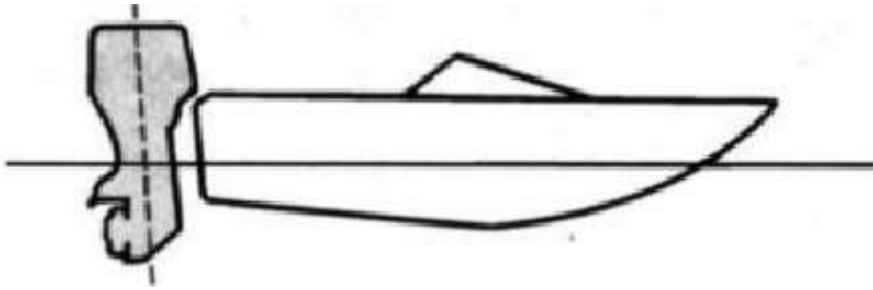
Bow up

Too much trim-out puts the bow of the boat too high in the water.Performance and economy are decreased because the hull of the boat is pushing the water and there is more airdrag.Excessive trim-out can also cause the propeller to ventilate,which reduces performance further,and the boat may “Front and back vibration ”(hop in the water),which could throw the operator and passengers overboard.



Bow Down

Too much trim-in causes the boat to “plow” through the water,decreasing fuel economy and making it hard to increase speed.Operating with excessive trim-in at higher speeds also makes the boat unstable.Resistance at the bow is greatly increased,heightening the danger of “bow steering” and making operation difficult and dangerous.

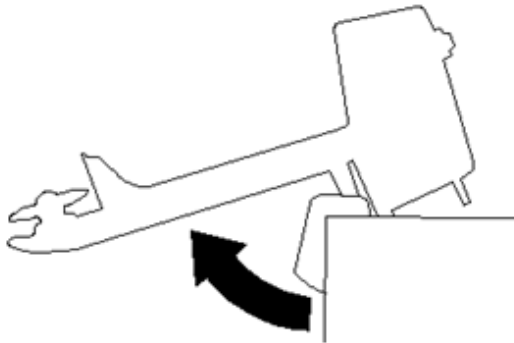


TIP:

Depending on the type of boat, the outboard motor trim angle may have little effect on the trim of the boat when operating.

Tilting up and down

If the engine will be stopped for some time or if the boat is moored in shallows, the outboard motor should be tilted up to protect the propeller and lower casing from damage by collision with obstructions, and also to reduce salt corrosion.



⚠ WARNING

Make sure that no one is near the outboard motor when tilting the outboard motor up or down. Otherwise, body parts could be crushed between the motor and the clamp bracket .

⚠ WARNING

Leaking fuel is a fire hazard. Close the air vent valve or air vent screw and place the fuel cock in the closed position if the outboard motor will be tilted for more than a few minutes. Otherwise fuel may leak.

NOTICE:

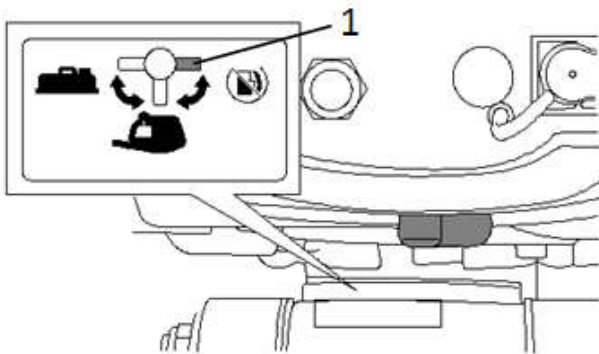
- Before tilting the outboard motor up, follow the procedure under "Stopping engine" in this chapter. Never tilt the outboard motor up while the engine is running. Severe damage from overheating can result.
- Do not tilt the outboard motor up by pushing the tiller handle because this could

break the handle.

- The outboard motor cannot be tilted when in reverse .

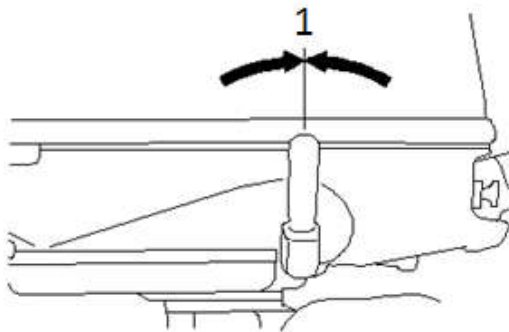
Procedure for tilting up

1.Align the fuel cock with the closed position.



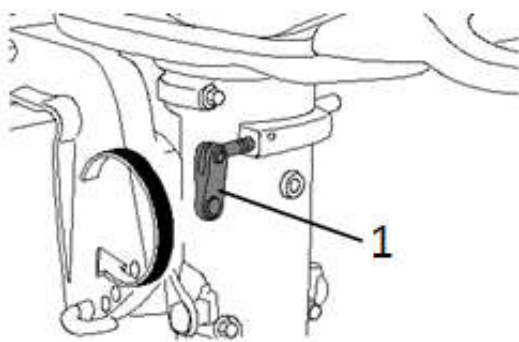
1.Closed position

2.Move the gear shift lever to the neutral position.



1.Neutral position

3. To prevent steering movement,turn the steering friction adjuster clockwise.



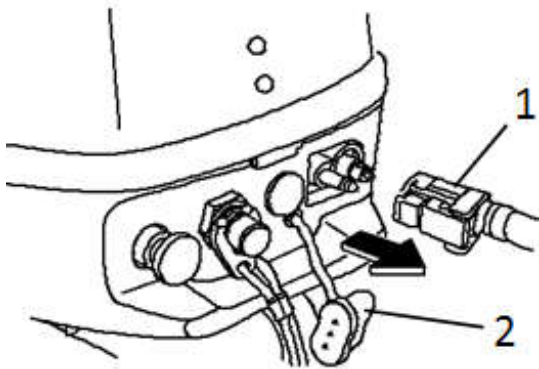
1. Steering friction adjuster

4. Tighten the air vent screw.



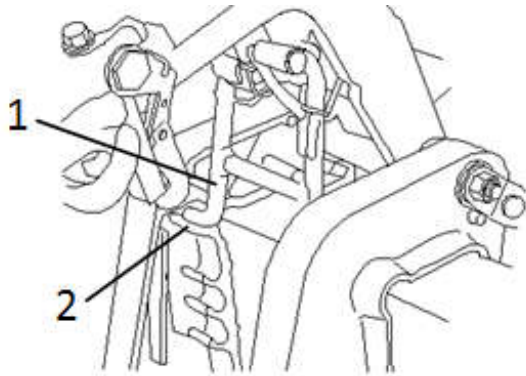
1.Air vent screw

5. Disconnect the fuel hose from the fuel joint on the outboard motor, and then install the fuel joint cap. **WARNING! When not using a portable fuel tank, make sure to install the fuel joint cap. Otherwise, injury could result from striking the fuel joint accidentally.**



- 1. Fuel hose
- 2. Fuel joint cap

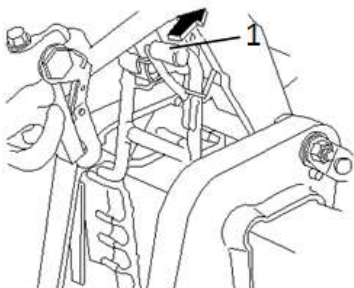
6. Hold the rear of the top cowling and fully tilt the outboard motor up. Slightly lower the outboard motor from the fully tilted up position and fit the tilt support bar securely into the holder located on the clamp bracket.



- 1. Tilt support bar
- 2. Holder

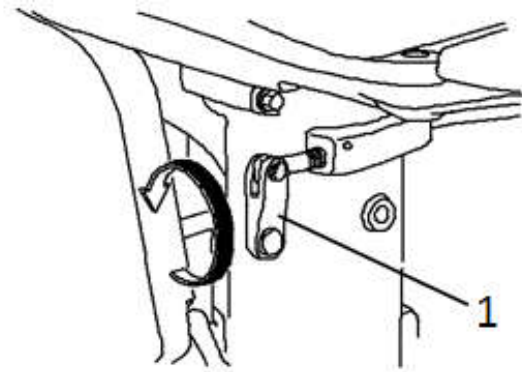
Procedure for tilting down

1. Slightly tilt the outboard motor up.
2. Slowly tilt the outboard motor down while pulling the tilt support bar up.



- 1. Tilt support bar
- 3. Turn the steering

3. Turn the steering friction adjuster counterclockwise to set the steering friction according to operator preference. **WARNING! If there is too much resistance it could be difficult to steer, which could result in an accident.**



1. Steering friction adjuster

Shallow water

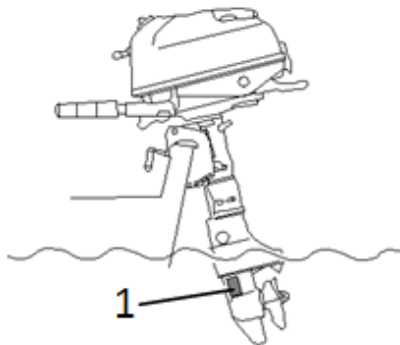
Cruising in shallow water

⚠ WARNING

- Operate the boat at the lowest possible speed when cruising in shallow water. Hitting an underwater obstacle could cause the outboard motor to lift out of the water, resulting in loss of control.
- When cruising in shallow water, do not operate in reverse. Reverse thrust can cause the outboard motor to lift out of the water, increasing the chance of an accident and personal injury.

NOTICE:

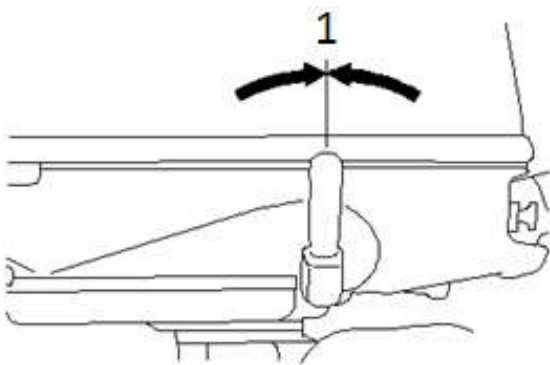
Do not tilt the outboard motor up so that the cooling water inlet on the lower unit is above the surface of the water when setting up for and cruising in shallow water. Otherwise severe damage from overheating can result.



1. Cooling water inlet

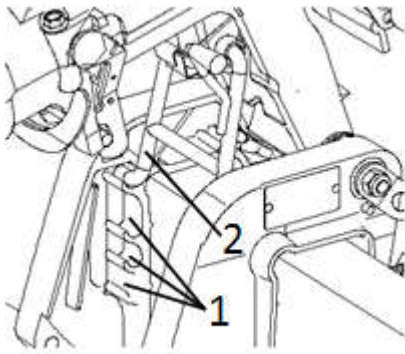
Procedure for shallow water cruising

1. Move the gear shift lever to the neutral position.



1. Neutral position

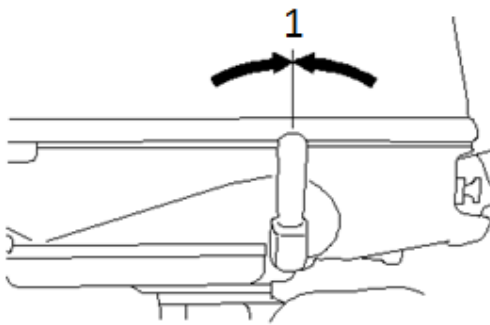
2. Hold the rear of the top cowling and slightly tilt the outboard motor up until the tilt support bar automatically locks. The outboard motor can be operated in this position for shallow water cruising. The outboard motor is equipped with 3 shallow water cruising positions.



1. Shallow water cruising position
2. Tilt support bar

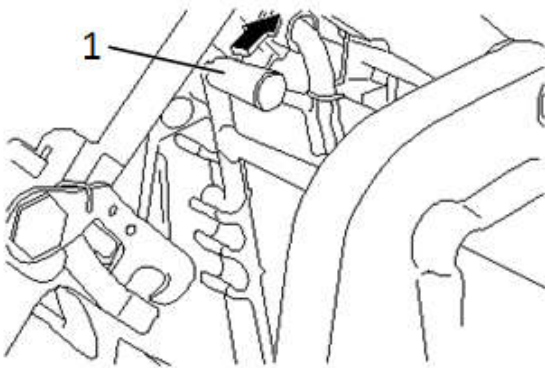
Procedure for returning to normal cruising

1. To tilt the outboard motor down to the normal running position, move the gear shift lever to the neutral position.



1. Neutral position

2. Slightly tilt the outboard motor up, and then slowly tilt the outboard motor down while pulling the tilt support bar up.



1. Tilt support bar

Cruising in other conditions

Cruising in salt water

After operating in salt water, flush the cooling water passages with fresh water to prevent them from becoming clogged. Also rinse the outside of the outboard motor with fresh water.

Cruising in muddy,turbid,or acidic water

Water in some areas can be acidic or with a lot of sediment in it,such as muddy or turbid (cloudy) water.After operating in such water,flush the cooling passages with fresh water to prevent corrosion.Also rinse the outside of the outboard motor with fresh water .

Maintenance

Transporting and storing outboard motor

⚠ WARNING

- **Use care when transporting fuel tank,whether in a boat or car.**
- **DO NOT fill fuel container to maximum capacity.Gasoline will expand considerably as it warms up and can build up pressure in the fuel container.This can cause fuel leakage and a potential fire hazard.**
- **Leaking fuel is a fire hazard.When transporting and storing the outboard motor,close the fuel cock to prevent fuel from leaking.**
- **Never get under the engine while it is tilted.Severe injury could occur if the outboard motor accidentally falls.**
- **Do not use the tilt support lever or knob when trailering the boat.The outboard motor could shake loose from the tilt support and fall.If the motor cannot be trailered in the normal running position,use an additional support device to secure it in the tilt position.**

NOTICE:

When storing the outboard motor for prolonged time,fuel must be drained from the fuel tank.The deteriorated fuel could clog the fuel line causing engine start difficulty or malfunction.

When storing or transporting the outboard motor ,make sure to follow the procedure listed below.

- **Disconnect the fuel hose from the fuel joint on the outboard motor and install the fuel joint cap.**
- **Tighten the built-in fuel tank cap securely.**
- **Tighten the air vent screw or close the air vent valve,and then close the fuel cock.**
- **Tighten the portable fuel tank cap and its air vent screw.**
- **Store the portable fuel tank in a well-ventilated place.**
- **Store the portable fuel tank in a place that is stable and not exposed to shocks.**

When the outboard motor is tilted for a prolonged time while the boat is moored or trailered, make sure to follow the procedure listed below.

- Disconnect the fuel hose from the fuel joint on the outboard motor and install the fuel joint cap.
- Tighten the built-in fuel tank cap securely.
- Tighten the air vent screw or close the air vent valve, and then close the fuel cock.
- Tighten the portable fuel tank cap and its air vent screw.

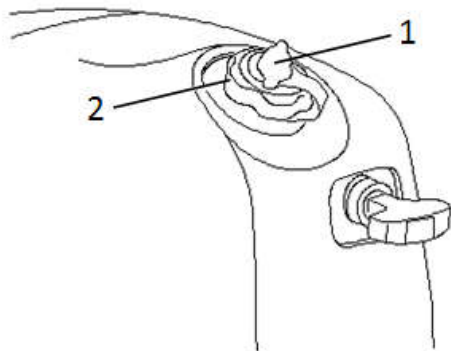
The outboard motor should be transported and stored in the normal running position. If there is insufficient road clearance in this position, then trailer the outboard motor in the tilted position using a motor support device such as a transom saver bar. Consult your dealer for further details.

Dismounting the outboard motor



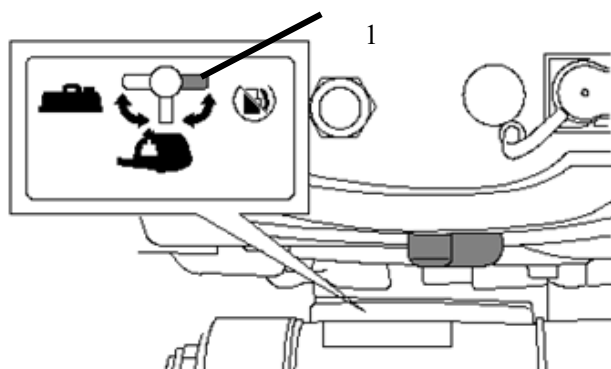
Do not hold the top cowling or tiller handle when mounting or dismounting the outboard motor. Otherwise, the outboard motor could fall.

1. Stop the engine and land the boat.
2. Tighten the fuel tank cap securely and Tighten the air vent screw or close the air vent valve.



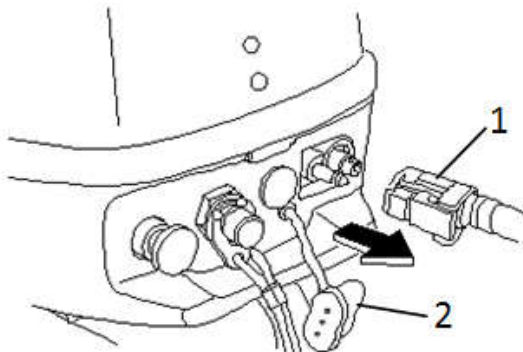
1. Air vent screw
2. Fuel tank cap

3. Align the fuel cock with the closed position.



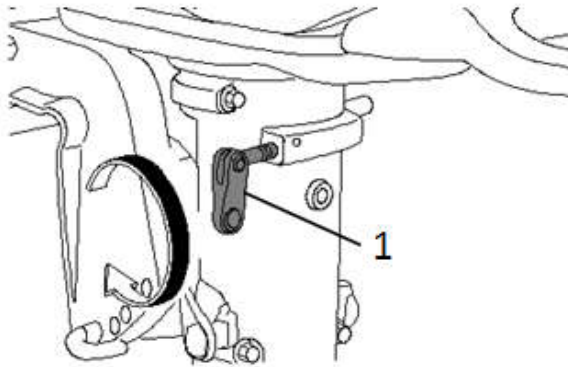
1. Closed position

4. When using a portable fuel tank, disconnect the fuel hose from the fuel joint, and then install the fuel joint cap. **WARNING! When not using a portable fuel tank, make sure to install the fuel joint cap. Otherwise, injury could result from striking the fuel joint accidentally.**



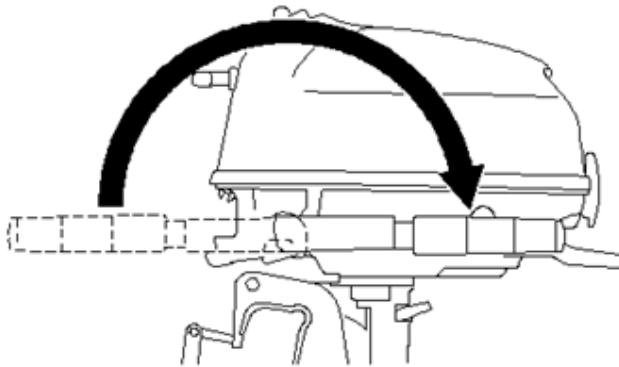
- 1. Fuel hose
- 2. Fuel joint cap

5. To prevent steering movement, turn the steering friction adjuster clockwise.



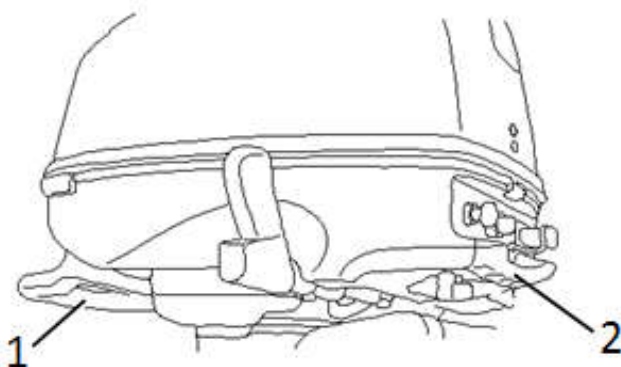
- 1. Steering friction adjuster

6. Turn the tiller handle 180° so that it is pointing rearward.

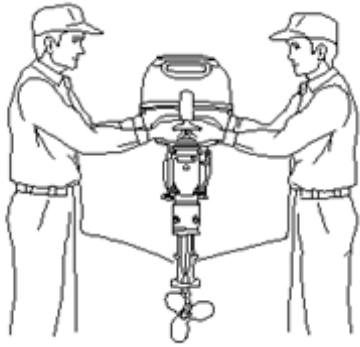


7. Loosen the clamp screws.

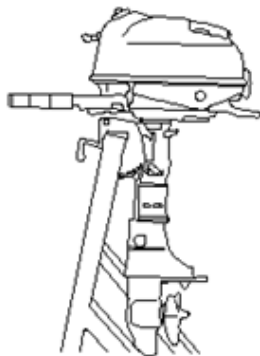
8. Hold the carrying handle and the handgrip on the front side of the bottom cowling and lift up the outboard motor using two people to dismount it from the boat.



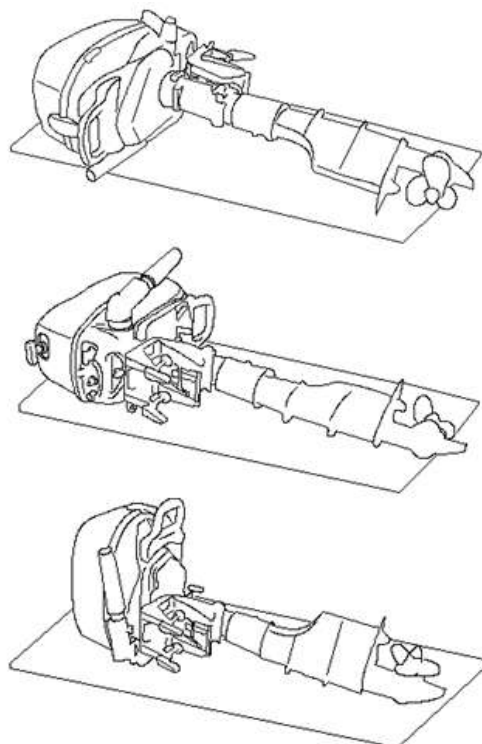
- 1. Carrying handle
- 2. Handgrip



9. When transporting or storing the outboard motor while removed from a boat, use an outboard motor stand.



10. If transporting or storing the outboard motor horizontally cannot be avoided, tighten the clamp screws completely, place a towel or something similar under the outboard motor to protect it from damage, and then place the outboard motor in the attitude shown. If the front side of the outboard motor is facing down, turn the clamp bracket 90° so that it does not contact the ground, and then turn the steering friction adjuster clockwise to secure the bracket.



Storing outboard motor

When storing your outboard motor for prolonged periods of time (2 months or longer), several important procedures must be performed to prevent excessive damage. It is advisable to have your outboard motor serviced by an authorized dealer prior to storage. However, you, the following procedures can be performed by the owner.

NOTICE:

- Do not place the outboard motor on its side before the cooling water has drained from it completely. Otherwise water may enter the cylinder through the exhaust valve and cause engine trouble.
- Transport and store the outboard motor as specified in “Dismounting the outboard motor”.
- Store the outboard motor in a dry, well-ventilated place, not in direct sunlight.

Procedure

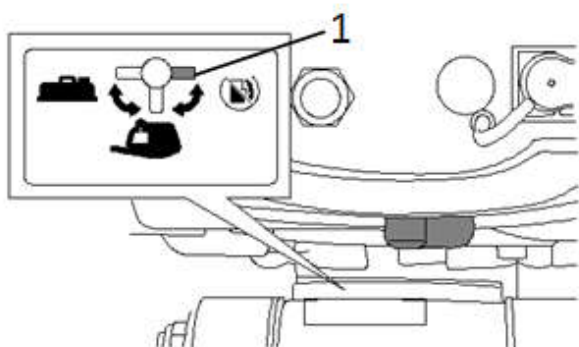
Flushing in a test tank

NOTICE:

Before starting the engine, make sure to supply water to the cooling water passages. Otherwise, the engine could overheat and be damaged.

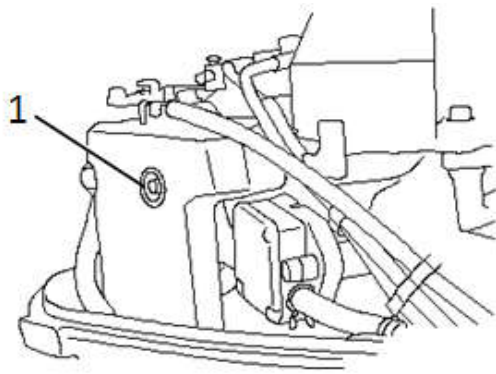
Cooling system flushing is essential to prevent the cooling system from clogging up with salt, sand, or dirt. In addition, fogging/lubricating of the engine is mandatory to prevent excessive engine damage due to rust. Perform the flushing and fogging at the same time.

1. Wash the outboard motor body using fresh water. **NOTICE: Do not spray water into the air intake. For further information, see page 56**
2. When using the built-in fuel tank, completely drain the fuel from the tank, and then align the fuel cock with the closed position and tighten the air vent screw or close the air vent valve. For draining of the built-in fuel tank, consult a dealer.
3. When using a portable fuel tank, disconnect the fuel hose, install the fuel joint cap, and then align the fuel cock with the closed position.



1. Closed position

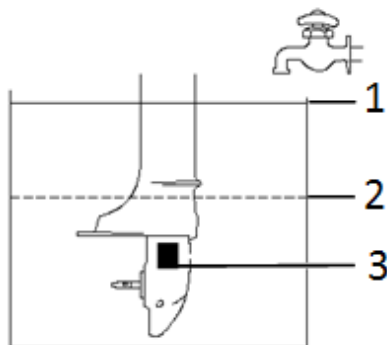
4. Remove the top coving and fogging hole cap.



1.Cap

5. Remove the propeller. For further information, see page 67

6. Install the outboard motor on the test tank.



1. Water surface

2. Lowest water level

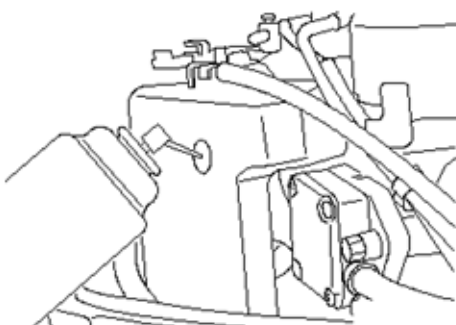
3. Cooling water inlet

7. Fill the test tank with fresh water to above the level of the anti-cavitation plate. **NOTICE: If the fresh water level is below the level of the anti-cavitation plate, or if the water supply is insufficient, engine seizure may occur.**

8. Move the gear shift lever to the neutral position.

9. Start the engine and run it for a few minutes at engine idle speed. **WARNING! Do not touch or remove electrical parts when starting or during operation. Keep hands, hair, and clothes away from the flywheel and other rotating parts while the engine is running.**

10. Before the engine stops, quickly spray "fogging oil" into the fogging hole of the silencer. When properly done, the engine will smoke excessively and stop.



11. If "Fogging Oil" is not available, run the engine at engine idle speed until the fuel system empties and the engine stops. Check that the engine has stopped, and then remove the spark plug. Pour a teaspoonful of clean engine oil into the cylinder. Crank several times manually. Install the spark plug.
12. Remove the outboard motor from the test tank.
13. Drain the cooling water completely out of the motor. Clean the body thoroughly.
14. Install the fogging hole cap and top cowling.
15. Install the propeller. For further information, see page 67

Lubrication

1. Install the spark plug(s) and torque to proper specification. For information on spark plug installation, see page 62
2. Change the gear oil. For instructions, see page 68. Inspect the oil for the presence of water that indicates a leaky seal. Seal replacement should be performed by an authorized dealer prior to use.
3. Grease all grease fittings. For further details, see page 61

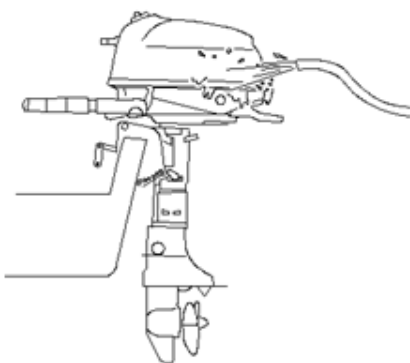
TIP:

For long-term storage, fogging the engine with oil is recommended. Contact your dealer for information about fogging oil and procedures for your engine.

Cleaning the outboard motor

When cleaning the outboard motor, the top cowling must be installed.

1. Wash the exterior of the outboard motor using fresh. **NOTICE: Do not spray water into the air intake.**



2. Drain the cooling water completely out of the outboard motor. Clean the body thoroughly.

Checking painted surface of motor

Check the motor for scratches, nicks, or flaking paint. Areas with damaged paint are more likely to corrode. If necessary, clean and paint the areas. A touch-up paint is available from your dealer.

Periodic maintenance



These procedures require mechanical skills, tools, and supplies. If you do not have the proper skills, tools, or supplies to perform a maintenance procedure, have a dealer or other qualified mechanic do the work.

The procedures involve disassembling the motor and exposing dangerous parts. To reduce the risk of injury from moving, hot, or electrical parts:

- Turn off the engine and keep engine shut-off cord (lanyard) with you when you perform maintenance unless otherwise specified.
- Allow the engine to cool before handling hot parts or fluids.
- Always completely reassemble the motor before operation.

Replacement parts

If replacement parts are necessary, use only genuine supplier parts or parts of equivalent design and quality. Any part of inferior quality may malfunction, and the resulting loss of control could endanger the operator and passengers. We genuine parts and accessories are available from your dealer.

Severe operating conditions

Severe operating conditions involve one or more of the following types of operation on a regular basis:

- Operating continuously at or near maximum engine speed (rpm) for many hours.
- Operating continuously at a low engine speed (rpm) for many hours.
- Operating without sufficient time for engine to warm up and cool down.
- Frequent quick acceleration and deceleration.
- Frequent shifting.
- Frequent starting and stopping the engine(s).
- Operation that fluctuates often between light and heavy cargo loads.

Outboard motors operating under any of these above conditions require more frequent maintenance. We recommend that you do this service twice as often as specified in the maintenance chart. For example, if a particular service should be done at 50 hours, do it instead at 25 hours. This will help prevent more rapid deterioration of engine components.

Maintenance chart 1

TIP:

- Refer to sections in this chapter for explanations of each owner-specific action.
- The maintenance cycle on these charts assume usage of 100 hours per year and regular flushing of the cooling water passage. Maintenance frequency should be adjusted when operating the engine under adverse conditions such as extended trolling.
- Disassembly or repairs may be necessary depending on the outcome of maintenance checks.
- Expendable or consumable parts and lubricants will lose their effectiveness over time and through normal usage regardless of the warranty period.
- When operating in salt water, muddy, other turbid (cloudy), acidic water, the engine should be flushed with clean water after each use.

The "●" symbol indicates the check-ups which you may carry out yourself.

The "○" symbol indicates work to be carried out by your dealer.

Item	Actions	Initial	Every		
		20 hours (3 months)	100 hours (1 year)	300 hours (3 years)	500 hours (5 years)
Anode(s)(external)	Inspection or replacement as necessary		●/○		
Anode (thermostat cover)	Inspection or replacement as necessary		○		
Cooling water leakage	Inspection or replacement as necessary	○	○		
Cowling lock lever	Inspection		●/○		
Engine starting condition/noise	Inspection	●/○	●/○		
Engine idle speed/noise	Inspection	○	○		
Engine Oil	Replacement	●/○	●/○		
Engine Oil filter (crankcase)	Inspection, cleaning or replacement as necessary		○		
Fuel filter (disposal type)	Replacement		○		
Fuel filter (inside built-in fuel tank)	Inspection and cleaning as necessary		○		
Fuel line	Inspection	●	●		

Item	Actions	Initial	Every		
		20 hours (3 months)	100 hours (1 year)	300 hours (3 years)	500 hours (5 years)
Fuel pump	Inspection or replacement as necessary			○	
Fuel/engine oil leakage	Inspection	○	○		
Gear oil	Replacement	●/○	●/○		
Greasing points	Greasing	●/○	●/○		
Impeller/water pump housing	Inspection or replacement as necessary		○		
Impeller/water pump housing	Replacement			○	
Propeller/Propeller nut/cotter pin	Inspection or replacement as necessary	●/○	●/○		
Shift link	Inspection, adjustment or replacement as necessary	○	○		
Spark plug	Inspection or replacement as necessary		●/○		
Spark plug cap/spark plug wires	Inspection or replacement as necessary	○	○		
Water from the cooling water point hole	Inspection	●/○	●/○		
Throttle link/throttle cable	Inspection, adjustment or replacement as necessary	○	○		
Thermostat	Inspection or replacement as necessary		○		
Valve clearance	Inspection and adjustment				○
Cooling water inlet	Inspection	●/○	●/○		
stop switch	Inspection or replacement as necessary	○	○		
Connector connections/lead connections	Inspection or replacement as necessary	○	○		
Fuel tank (optional or portable fuel tank)	Inspection or replacement as necessary		○		
Fuel tank(built-in tank)	Inspection or replacement as necessary		○		

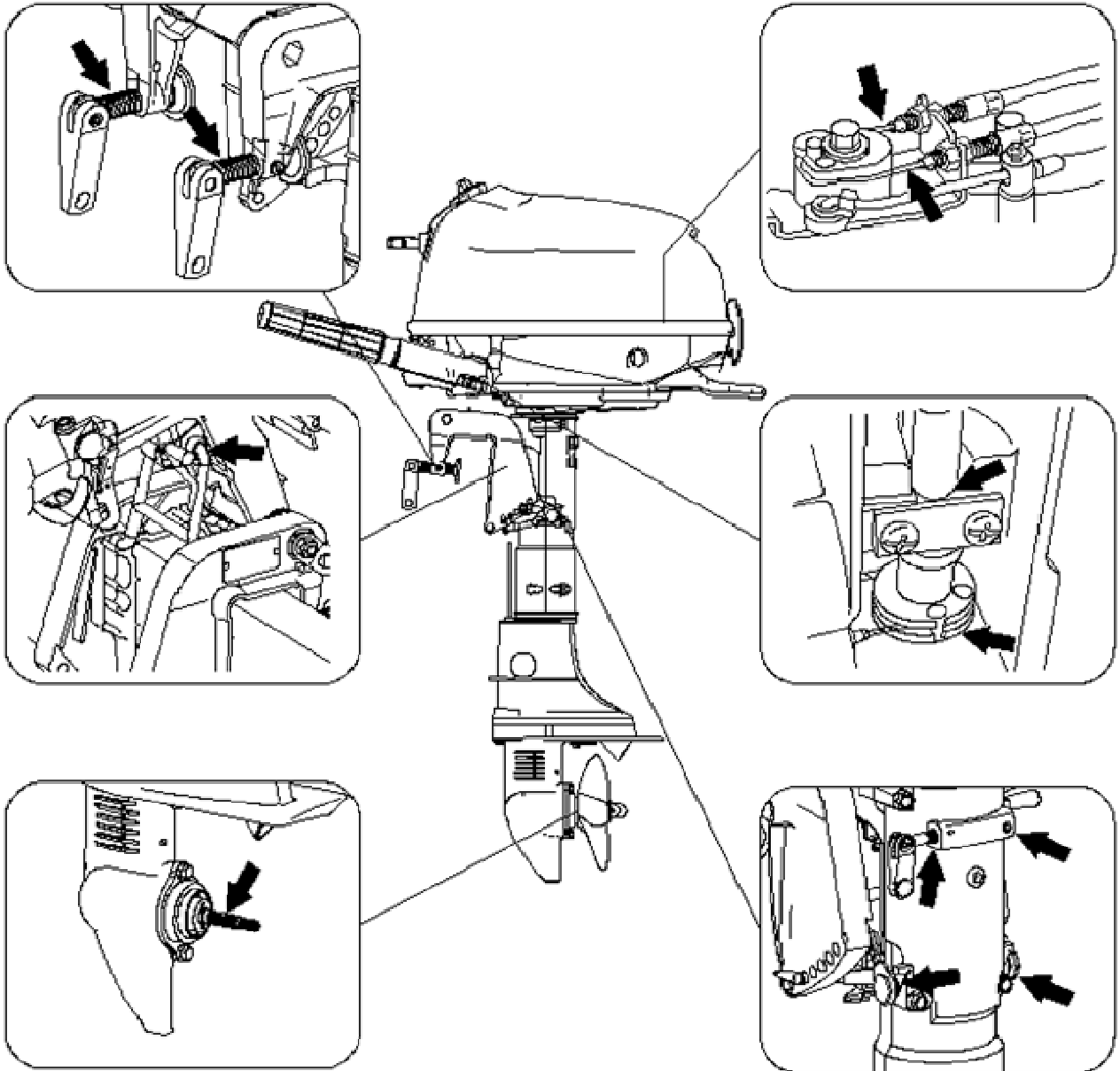
Maintenance chart 2

Item	Actions	Every
		1000 hours (5 years)
Exhaust guide/exhaust manifold	Inspection or replacement as necessary	<input type="checkbox"/>

Greasing

Grease (Water resistant grease)

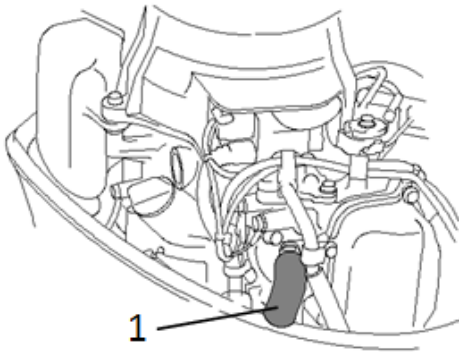
Grease (Corrosion resistant grease;for propeller shaft)



Cleaning and adjusting spark plug

The spark plug is an important engine component. The condition of the spark plug can indicate something about the condition of the engine. For example, if the center electrode porcelain is very white, this could indicate an intake air leak or carburetion problem in that cylinder. Do not attempt to diagnose any problems yourself. Instead, take the outboard motor to a dealer. You should periodically remove and inspect the spark plug because heat and deposits will cause the spark plug to slowly break down and erode.

1. Remove the spark plug caps from the spark plugs.

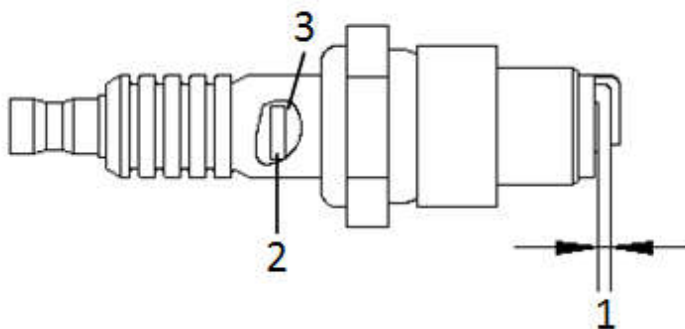


1. Spark plug cap

2. Remove the spark plug. If electrode erosion becomes excessive, or if carbon and other deposits are excessive, you should replace the spark plug with another of the correct type. **WARNING! When removing or installing a spark plug, be careful not to damage the insulator. A damaged insulator could allow external sparks, which could lead to explosion or fire.**

Standard spark plug:
CR6HSB

3. Be sure to use the specified spark plug, otherwise the engine may not operate properly. Before fitting the spark plug, measure the electrode gap with a wire thickness gauge; replace it if out of specification.



1. Spark plug gap
2. Spark plug part number
3. Spark plug I.D. mark (NGK)

Spark plug gap:
0.6-0.7mm(0.024-0.028in)

4. When fitting the plug,wipe off any dirt from the threads,and then screw it in to the correct torque.

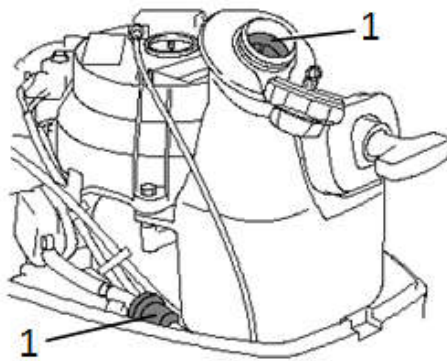
Spark plug torque:
13Nm(1.33kgf-m,9.6ft-lb)

TIP:

If a torque-wrench is not available when you are reinstalling a spark plug,a good estimate of the correct torque is 1/4 to 1/2 a turn past fingertight.Have the spark plug adjusted to the correct torque as soon as possible with a torque-wrench.

Checking fuel filter

The fuel filter are located in the filler hole of the built-in fuel tank and in the bottom cowling.Check the fuel filters periodically.If foreign material is found in the filters,clean or replace them .For cleaning or replacement of the fuel filters,consult a dealer.



1.Fuel filter

Inspecting idling speed

NOTICE:

When checking the engine idle speed,make sure to supply water to the cooling water passage by placing the outboard motor in the water by using a flushing attachment or test tank.

To check the engine idle speed,a diagnostic tachometer is required.For checking or adjustment of the engine idle speed,consult a dealer.

Changing engine oil

⚠ WARNING

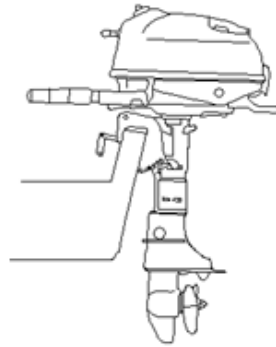
- **Avoid draining the engine oil immediately after stopping the engine.The oil is hot and should be handled with care to avoid burns.**
- **Be sure the outboard motor is securely fastened to the transom or a stable stand.**

NOTICE:

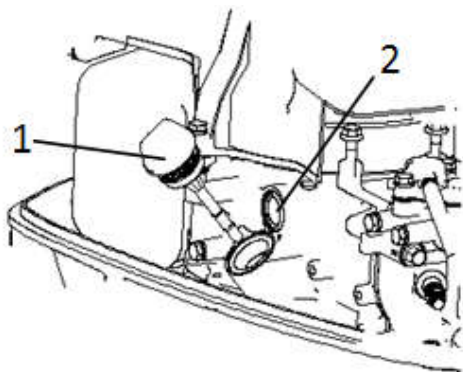
Change the engine oil after the first 20 hours of operation or 3 month,and every 100 hours or after 1-year intervals thereafter.Otherwise the engine will wear quickly.

To prevent spilling oil where it could cause damage to nature, it is strongly recommended that you use an oil changer to change the engine oil. If an oil changer is not available, drain the engine oil by removing the drain screw. If you are not familiar with the procedure for changing the engine oil, consult your dealer.

1. Put the outboard motor in an upright position (not tilted). **NOTICE: If the outboard motor is not level, the oil level indicated on the oil dipstick may not be accurate.**



2. Start the engine. Warm it up and keep the idle speed for 5-10 minutes.
3. Stop the engine and leave it for 5-10 minutes.
4. Remove the top cowling.
5. Remove the oil filler cap.

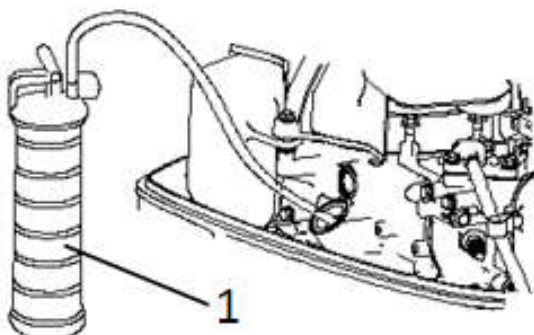


1. Oil filler cap
2. Oil lubrication check window

TIP:

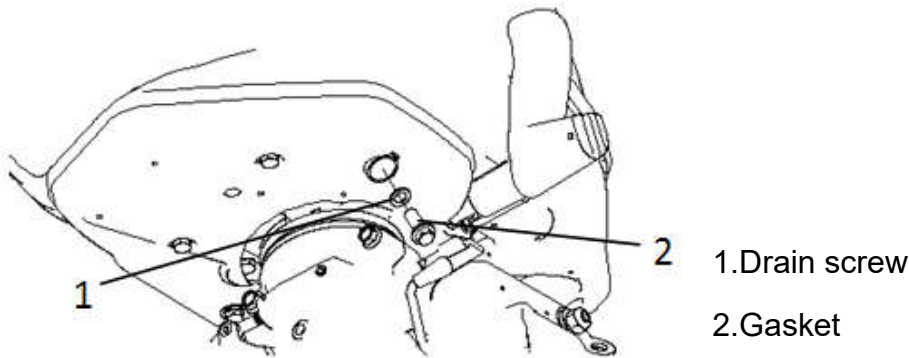
The oil lubrication check window does not indicate the engine oil level. Use the oil lubrication check window to make sure that the engine is being lubricated with oil while it is running.

6. Insert the tube of the oil changer into the oil filler hole, and then extract the engine oil completely using the oil changer.



1. Oil changer

7. Prepare a suitable container that holds a larger amount than the engine oil capacity. Remove the drain screw and gasket while holding the container under the drain hole. Let the oil drain completely. Wipe up any spilled oil immediately.



8. Put a new gasket on the oil drain screw. Apply a light coat of oil to the gasket and install the drain screw.

Drain screw tightening torque:
18 Nm (1.84 kgf-m, 13.3ft-lb)

9. Add the correct amount of oil through the filler hole. **NOTICE: Overfilling the oil tank could cause leakage or damage. If the oil level is above the upper mark, extra oil until the oil is between the upper and lower marks.**

10. Install the oil filler cap and tighten it completely.

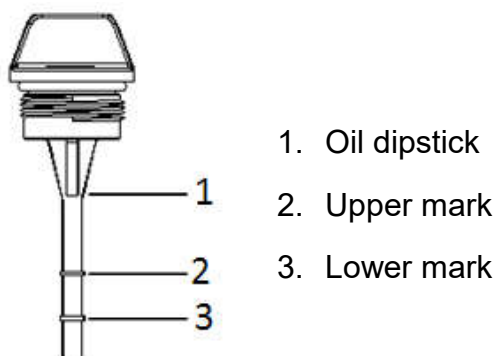
Recommended engine oil:
4-stroke outboard motor oil
Engine oil quantity:
0.6L (0.63 US qt, 0.53 Imp. qt)

11. Leave the outboard motor for 5-10 minutes.

12. Remove the oil filler cap and wipe the attached oil dipstick clean.

13. Install the oil filler cap and tighten it completely.

14. Remove the oil filler cap again and check that the oil level on the dipstick is between the upper and lower marks. If the oil level is not at the proper level, add or extract oil until the oil is between the upper and lower marks.



15. Start the engine and make sure that there are no oil leaks. **NOTICE: If there are oil leaks, stop the engine and find the cause. Consult your dealer if the problem cannot be located and corrected. Continued operation with a problem could cause severe engine damage.**

16. Dispose of used oil according to local regulations.

TIP:

- For more information on the disposal of used oil, consult your dealer.
- Change the oil more often when operating the engine under adverse conditions such as extended trolling.

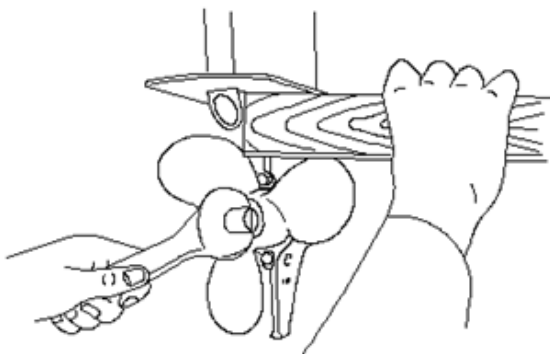
17. Install the top cowling.

Checking propeller



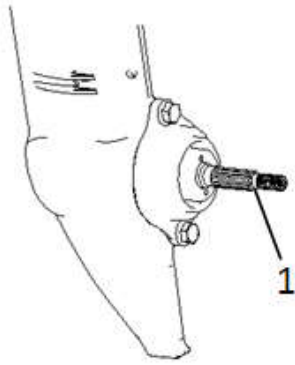
You could be seriously injured if the engine accidentally starts when you are near the propeller. Before inspecting, removing, or installing the propeller, place the gear shift lever in neutral, and remove the clip from the engine shut-off switch

Do not use your hand to hold the propeller when loosening or tightening the propeller nut. Put a wood block between the anti-cavitation plate and the propeller to prevent the propeller from turning.



Checkpoints

- Check each of the propeller blades for erosion from cavitation or ventilation, or other damage.
- Check the propeller shaft for damage.
- Check the shear pin for wear or damage.
- Check for fish line tangled around the propeller shaft.
- Check the propeller shaft oil seal for damage.

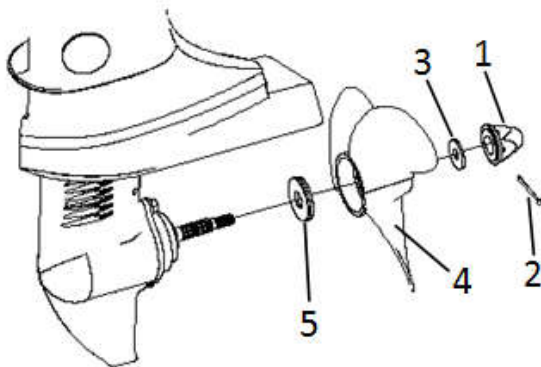


1. Propeller shaft

Removing propeller

Spline models

1. Straighten the cotter pin and pull it out using a pair of pliers.
2. Remove the propeller nut and washer. **WARNING! Do not use your hand to hold the propeller when loosening the propeller nut.**



1. Cotter pin
2. Propeller nut
3. Washer
4. Propeller
5. Thrust washer

3. Remove the propeller and thrust washer.

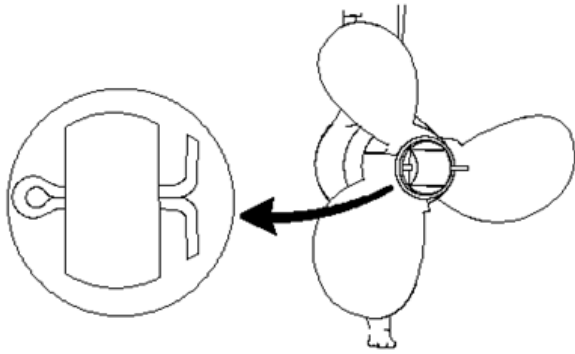
Installing propeller

Spline models

NOTICE:

Make sure to use a new cotter pin and bend the ends over securely. Otherwise, the propeller could come off during operation and be lost.

1. Apply grease D (corrosion resistant grease) into the propeller shaft.
2. Insert the thrust washer and propeller onto the propeller shaft. **NOTICE: Make sure to install the thrust washer before installing the propeller. Otherwise, the lower case and propeller boss could be damaged.**
3. Install the washer and tighten the propeller nut until there is no looseness in the propeller.
4. Align the propeller nut hole with the propeller shaft hole. Insert a new cotter pin in the hole and bend the cotter pin ends. **NOTICE: Do not reuse the cotter pin. Otherwise the propeller can come off during operation.**



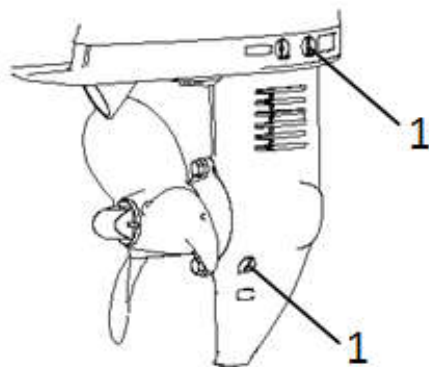
TIP:

If the propeller nut hole does not align with the propeller shaft hole after tighten the nut further or loosen the nut to align the holes.

Change gear oil

Be sure the outboard motor is securely fastened to the transom or a stable stang.You could be severely injured if the outboard motor falls on you.

1. Put the outboard motor in an upright position (not tilted)
2. Place a suitable container underunder the gear case.
3. Remove the gear oil drain screw and gasket.



- 1.Gear Oil drian screw
- 2.Oil level plug

4. Remove the oil level plug and gasket to allow the oil to drain completely.

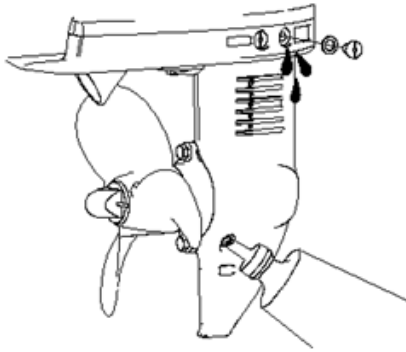
NOTICE: Check the used gear oil after it has been drained.If the gear oil is milky or contains water or a large amount of metal particles,the gear case may be damaged.Have a dealer check and repair the outboard motor.

TIP:

For disposal of used oil,consult your dealer.

5. Using a flexible or pressurized filling device,inject the gear oil into the gear oil drain screw hole.

Recommended gear oil grade:
 Hypoid gear oil SAE#90
 Gear oil quantity:
 0.100L(0.106 US qt,0.088 Imp.qt)



6. Put a new gasket on the oil level plug. When the oil begins to flow out of the oil level plug hole, insert and tighten the oil level plug.

Tightening torque:

9.0Nm(0.92 kgt-m,6.6ft-lb)

7. Put a new gasket on the gear oil drain screw. Insert and tighten the gear oil drain screw.

Tightening torque:

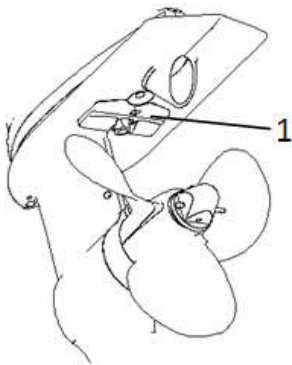
9.0Nm(0.92 kgt-m,6.6ft-lb)

Inspecting and replacing anode(external)

Outboard motors are protected from corrosion by sacrificial anode. Inspect the external anode periodically. Remove scales from the surfaces of the anode. Consult a dealer for replacement of external anode.

NOTICE:

Do not paint anodes, as this would render them ineffective.



1.Anode

Trouble Recovery

Troubleshooting

This section describes the likely causes and remedies for problems, such as those in the fuel, compression, and ignition systems, poor starting, and loss of power. Please note that all of the items in this section may not apply to your model.

If your outboard motor requires repair, bring it to a dealer.

Engine will not start.

Q. Is fuel tank empty?

A. Fill tank with clean, fresh fuel.

Q. Is fuel contaminated or stale?

A. Fill tank with clean, fresh fuel.

Q. Is fuel filter clogged?

A. Clean or replace filter.

Q. Is fuel pump malfunctioning?

A. Have serviced by a dealer.

Q. Is spark plug fouled or of incorrect type?

A. Inspect spark plug. Clean or replace with recommended type.

Q. Is spark plug cap fitted incorrectly?

A. Check and re-fit cap.

Q. Is spark plug wiring damaged or poorly connected?

A. Check wires for wear or breaks. Tighten all loose connections. Replace worn or broken wires.

Q. Are electrical parts malfunctioning?

A. Have serviced by a dealer.

Q. Is clip on engine shut-off cord (lanyard) in-stalled?

A. Install clip to engine shut-off switch.

Q. Are engine inner parts damaged?

A. Have serviced by a dealer.

Engine idles irregularly or stalls.

Q. Is fuel system obstructed?

A. Check for pinched or kinked fuel line or other obstructions in fuel system.

Q. Is fuel contaminated or stale?

A. Fill tank with clean, fresh fuel.

Q. Is fuel filter clogged?

A. Clean or replace filter.

Q. Are electrical parts malfunctioning?

A. Have service by a dealer.

Q. Is spark plug gap incorrect?

A. Replace spark plug.

Q. Is spark plug wiring damaged or poorly connected?

A. Check wires for wear or breaks. Tighten all loose connections. Replace worn broken wires.

Q. Is specified engine oil not being used?

A. Check and replace oil with specified type.

Q. Is thermostat malfunctioning or clogged?

A. Have serviced by a dealer.

Q. Are carburetor adjustments incorrect?

A. Have serviced by a dealer.

Q. Is fuel pump malfunctioning?

A. Have serviced by a dealer.

Q. Is air vent screw tightened or air vent valve closed ?

A. Loosen air vent screw or open air vent valve.

Q. Is choke knob pulled out?

A. Return to home position.

Q. Is carburetor clogged?

A. Have service by a dealer.

Q. Is fuel joint connection incorrect?

A. Connect correctly.

Q. Is throttle cable adjustment incorrect?

A. Have serviced by a dealer.

Engine power loss.

Q. Is propeller damaged?

A. Have propeller repaired or replaced.

Q: Is propeller pitch or diameter incorrect?

A. Install correct propeller to operate outboard at its recommended speed (r/min) range.

Q. Is trim angle incorrect?

A. Adjust trim angle to achieve most efficient operation.

Q. Is outboard motor mounted at incorrect height on transom?

A. Have outboard motor adjusted to proper transom height.

Q: Is boat bottom fouled with marine growth?

A: Clean boat bottom.

Q. Is spark plug fouled or of incorrect type?

A. Inspect spark plug .Clean or replace with recommended type.

Q. Are weeds or other foreign material tangled on gear housing?

A. Remove foreign material and clean lower unit.

Q. Is fuel system obstructed?

A. Check for pinched or kinked fuel line or other obstructions in fuel system.

Q. Is fuel filler clogged?

A. Clean or replace filter.

Q. Is fuel contaminated or stale?

A. Fill tank with clean, fresh fuel.

Q. Is spark plug gap incorrect?

A. Replace spark plug.

Q. Is spark plug wiring damaged or poorly connected?

A. Check wires for wear or breaks. Tighten all loose connections. Replace worn or broken wires.

Q. Are electrical parts malfunctioning?

A. Have serviced by a dealer.

Q. Is specified parts malfunctioning?

A. Replace fuel with specified type.

Q. Is specified engine oil not being used?

A. Check and replace oil with specified type.

Q. Is thermostat malfunctioning or clogged?

A. Have serviced by a dealer.

Q. Is air vent screw tightened or air vent valve closed?

A. Loosen air vent screw or open air vent valve.

Q. Is fuel pump malfunctioning?

A. Have serviced by a dealer.

Q. Is fuel joint connection incorrect?

A. Connect correctly.

Engine vibrates excessively

Q: Is propeller damaged?

A: Have propeller repaired or replaced.

Q. Is propeller shaft damaged?

A. Have serviced by a dealer.

Q: Are weeds or other foreign material tangled on propeller?

A: Remove and clean propeller.

Q: Is steering pivot loose or damaged?

A: Tighten or have serviced by a dealer.

Temporary action in emergency

Impact damage



The outboard motor can be seriously damaged by a collision while operating or trailering. Damage could make the outboard motor unsafe to operate.

If the outboard motor hits an object in the water, follow the procedure below.



1. Stop the engine immediately.
2. Check the control system and all components for damage. Also, check the boat for damage.
3. Whether damage is found or not, return to the nearest harbor slowly and carefully.
4. Have a dealer check the outboard motor before operating it again.

Starter will not operate

If the starter mechanism does not operate (the engine cannot be cranked with the starter), the engine can be started with an emergency starter rope.

⚠ WARNING

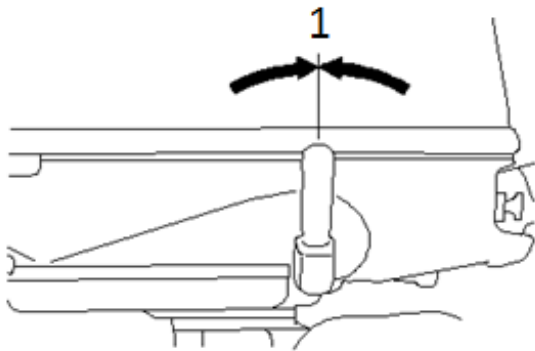
- Use this procedure only in an emergency engine starting to return to the nearest port for repairs.
- When the emergency starter rope is used to start the engine, the start-in-gear protection device does not operate. Make sure that the shift lever is in the neutral position. Otherwise, the boat could result in an accident.
- Attach the engine shut-off cord to a secure place on your clothing, or your arm or leg while operating the boat.
- Do not attach the cord to clothing that could tear loose. Do not route the cord where it could become entangled, preventing it from functioning.
- Avoid accidentally pulling the cord during normal operation. Loss of engine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.
- Make sure no one is standing behind you when pulling the starter rope. It could whip behind you and injure someone.

- An unguarded, rotating flywheel is very dangerous. Keep loose clothing and other objects away when starting the engine. Use the emergency starter rope only as instructed. Do not touch the flywheel or other moving parts when the engine is running. Do not install the starter mechanism or top cowling after the engine is running.
- Do not touch the ignition coil, spark plug wire, spark plug cap, or other electrical components when starting or operating the motor. You could get an electrical shock.

Emergency engine starting

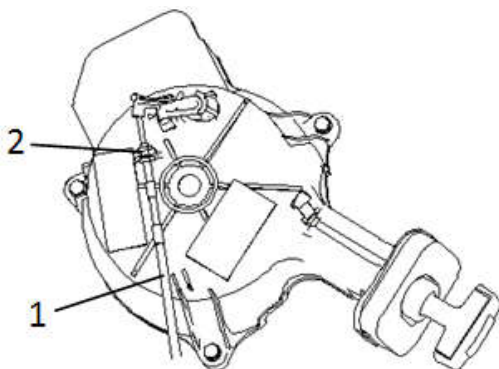
Before performing the following procedure, make sure to read the emergency starting label on the manual starter/flywheel magnet cover.

1. Remove the gear shift lever to the neutral position.



1. Neutral position

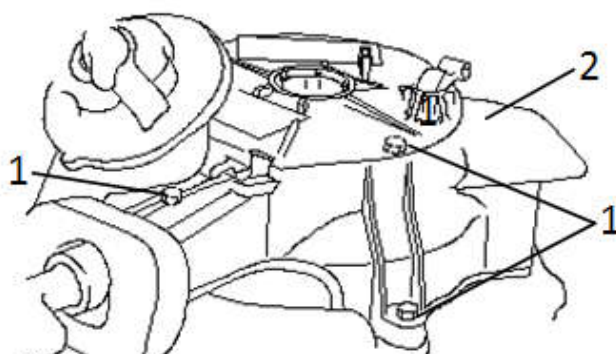
2. Remove the top cowling.
3. Loosen the nut, and then disconnect the start-in-gear protection cable.



1. Start-in-gear protection cable

2. Nut

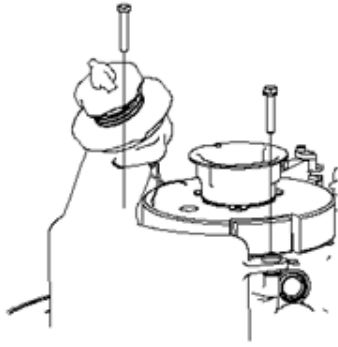
4. Remove the manual starter/flywheel magnet cover by removing the three bolts.



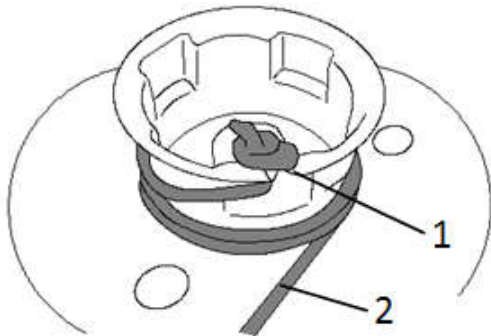
1. Bolts

2. Manual starter/flywheel magnet cover

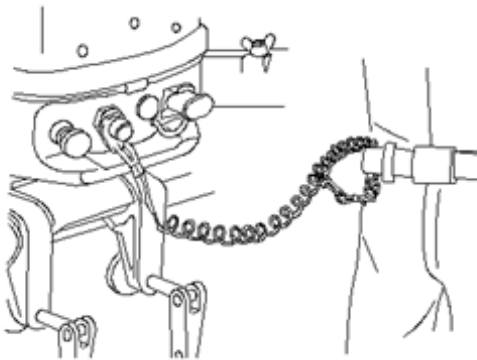
5. Reinstall 2 bolts to secure the fuel tank.




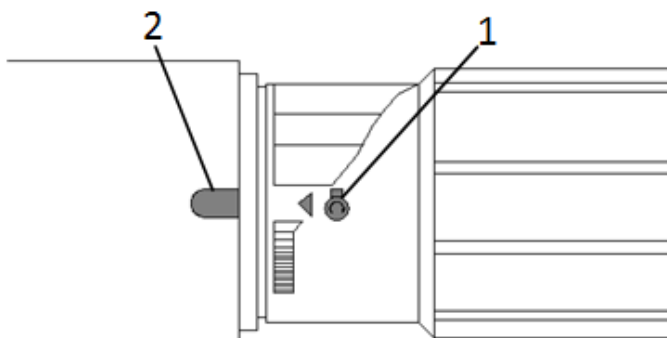
6. Insert the knotted end of the emergency starter rope into the notch in the flywheel magnet and wind the rope several turns around the flywheel magnet clockwise.




7. Attach the engine shut-off cord to a secure place on your clothing, or your arm or leg. Then, install the clip on the other end of the cord to the engine shut-off switch



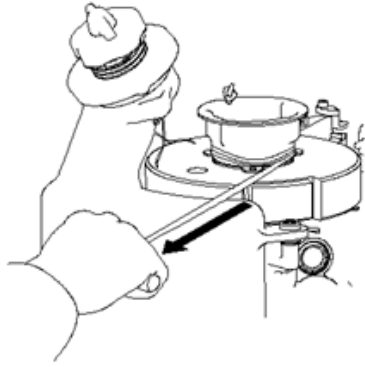
8. Align the engine start mark “” on the throttle grip with the notch in the tiller handle.



1. Start mark “”

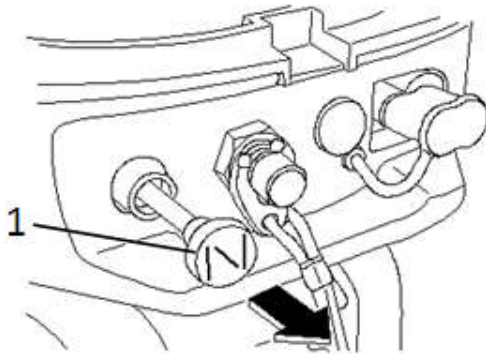
2. Notch

9. Give a strong pull straight out to crank and start the engine.



TIP:

If the engine does not start after several attempts, pull out the choke knob.



1. Choke knob

Treatment of submerged motor

If the outboard motor is submerged, immediately take it to a dealer. Otherwise some corrosion may begin almost immediately. **NOTICE: Do not attempt to run the outboard motor until it has been completely inspected.**