



# IMPORTANT INFORMATION

## Section 1B - Maintenance

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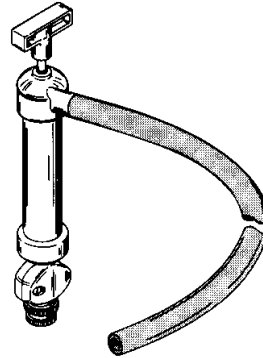
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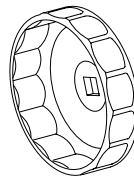


## Special Tools

1. Crankcase Oil Pump P/N 90265A2.



2. Oil Filter Wrench (P/N 91-802653).



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## Inspection And Maintenance Schedule

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

### WARNING

**Neglected inspection and maintenance service of your outboard or attempting to perform maintenance or repair on your outboard if you are not familiar with the correct service and safety procedures could cause personal injury, death, or product failure.**

### Before Each Use

1. Check engine oil level.
2. Check that lanyard stop switch stops the engine.
3. Visually inspect the fuel system for deterioration or leaks.
4. Check outboard for tightness on transom.
5. Check steering system for binding or loose components.
6. Visually check steering link rod fasteners for proper tightness.
7. Check propeller blades for damage.



## After Each Use

1. Flush out the outboard cooling system if operating in salt or polluted water.
2. Wash off all salt deposits and flush out the exhaust outlet of the propeller and gear case with fresh water if operating in salt water.

## Every 100 Hours of Use or Once yearly, Whichever occurs first

1. Lubricate all lubrication points. Lubricate more frequently when used in salt water.
2. Change engine oil and replace the oil filter. The oil should be changed more often when the engine is operated under adverse conditions such as extended trolling.
3. Inspect thermostat visually for corrosion, broken spring, and to determine that the valve is completely closed at room temperature. If questionable, inspect thermostat as outlined in Section 4B “**Thermostat**”.
4. Inspect and clean spark plugs.
5. Check engine fuel filter for contaminants.
6. Adjust carburetor(s) (if required).
7. Check engine timing setup.
8. Check corrosion control anodes. Check more frequently when used in salt water.
9. Drain and replace gear case lubricant.
10. Lubricate splines on the drive shaft.
11. Check and adjust valve clearance, if necessary.
12. Check power trim fluid.
13. Inspect battery.
14. Check control cable adjustments.
15. Inspect timing belt.
16. Remove engine deposits with Power Tune Engine Cleaner.
17. Check tightness of bolts, nuts, and other fasteners.

## Every 300 Hours of Use or Three Years

1. Replace water pump impeller (more often if overheating occurs or reduced water pressure is noted).

## Before Periods of Storage

1. Refer to Storage procedure (this section).



## Flushing The Cooling System

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

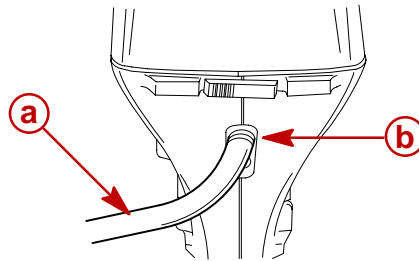
**IMPORTANT: The engine must be run during flushing in order to open the thermostat and circulate water through the water passages.**

**NOTE:** You can have the outboard tilted or in the vertical operating position during flushing.

### **⚠ WARNING**

**To avoid possible injury when flushing, remove the propeller. Refer to Propeller Replacement.**

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



- a** - Water Hose
- b** - Rear Fitting

**IMPORTANT: Do not run engine above idle when flushing.**

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



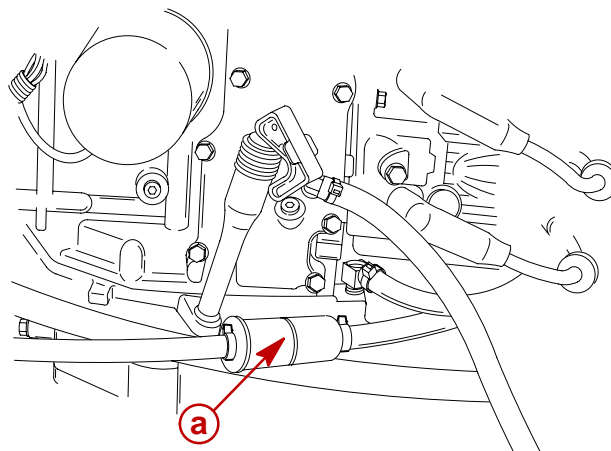
## Fuel System

### **⚠ WARNING**

**Avoid serious injury or death from gasoline fire or explosion. Carefully follow all fuel system service instructions. Always stop the engine and DO NOT smoke or allow open flames or sparks in the area while servicing any part of the fuel system.**

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

### Fuel Line Filter



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#### **a - Fuel Line Filter**

1. Inspect the fuel line filter. If the filter appears to be contaminated, remove and replace.

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

### Fuel Line Inspection

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

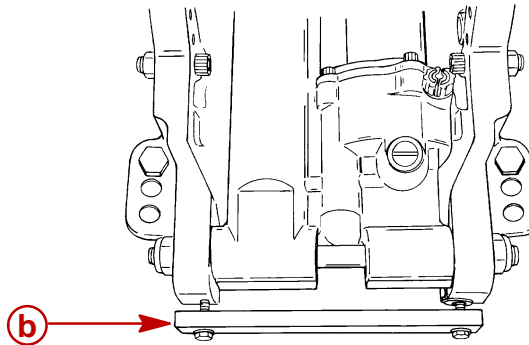
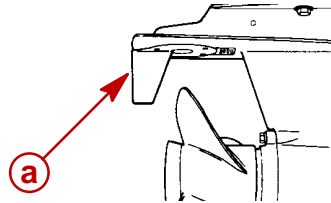


## Corrosion Control Anode

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

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

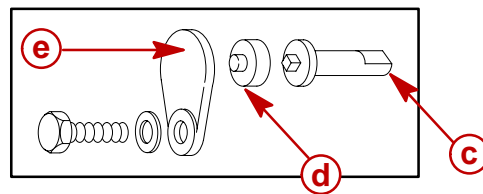
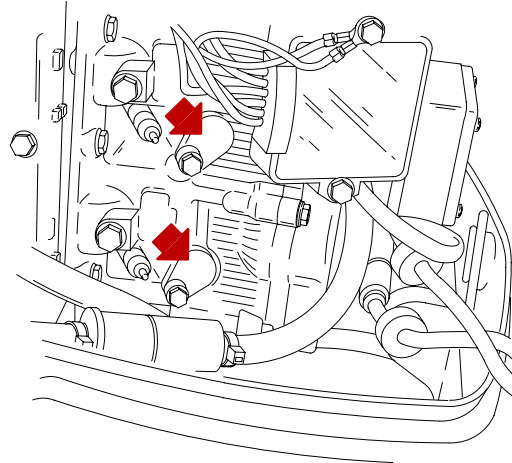
1. One of the anodes is the trim tab installed on the gear case. A second anode is installed on the bottom of the transom bracket assembly.



- a** - Trim Tab  
**b** - Anode



- Two anodes are installed in the engine block. Remove anodes at locations shown. Install each anode with rubber seal and cover. Tighten screws to the specified torque.



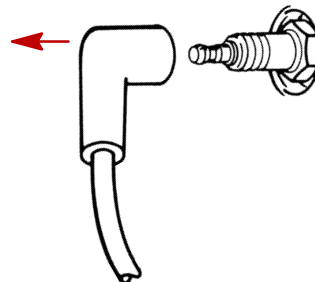
- c - Anodes
- d - Rubber Seal
- e - Cover

Anode Cover Torque
70 lb. in. (8 N·m)

## Spark Plug Inspection

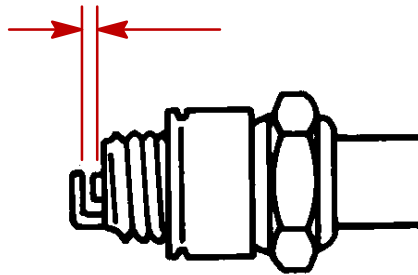
Inspect spark plugs at the recommended intervals.

- Remove the spark plug leads by twisting the rubber boots slightly and pull off.





2. Remove the spark plugs to inspect and clean. Replace spark plug if electrode is worn or the insulator is rough, cracked, broken, blistered or fouled.
3. Set the spark plug gap. See Specification Chart.



4. Before reinstalling spark plugs, clean away dirt on the spark plug seats. Install plugs finger tight, and tighten 1/4 turn or to the specified torque.

Spark Plug Torque
150 lb. in. (17 N·m)

## Battery Inspection

The battery should be inspected at periodic intervals to ensure proper engine starting capability.

**IMPORTANT: Read the safety and maintenance instructions which accompany your battery.**

1. Turn off the engine before servicing the battery.
2. Add water as necessary to keep the battery full.
3. Make sure the battery is secure against movement.
4. Battery cable terminals should be clean, tight, and correctly installed. Positive to positive and negative to negative.
5. Make sure the battery is equipped with a nonconductive shield to prevent accidental shorting of battery terminals.

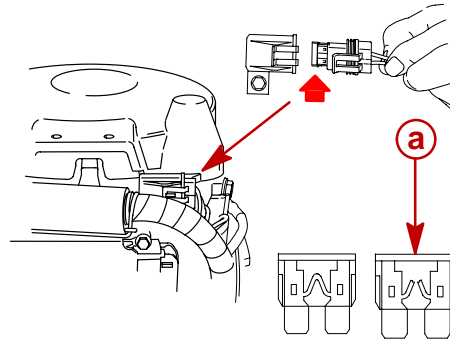




## Fuse Replacement – Electric Start Models

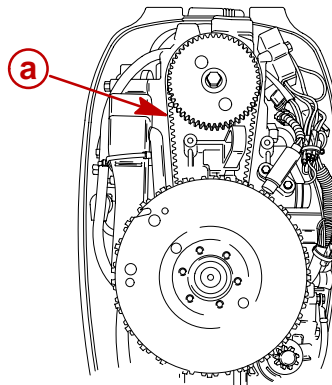
The electric starting circuit is protected from overload by an SFE 20 AMP fuse. If the fuse is blown, the electric starter motor will not operate. Try to locate and correct the cause of the overload. If the cause is not found, the fuse may blow again. Replace the fuse with a fuse of the same rating.

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



## Timing Belt Inspection

1. Inspect the timing belt and replace if any of the following conditions are found.
  - a. Cracks in the back of the belt or in the base of the belt teeth.
  - b. Excessive wear at the roots of the cogs.
  - c. Rubber portion swollen by oil.
  - d. Belt surfaces roughened.
  - e. Signs of wear on edges or outer surfaces of belt.



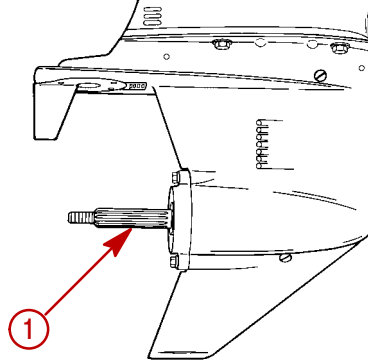
**a** - Timing Belt



# Lubrication Points

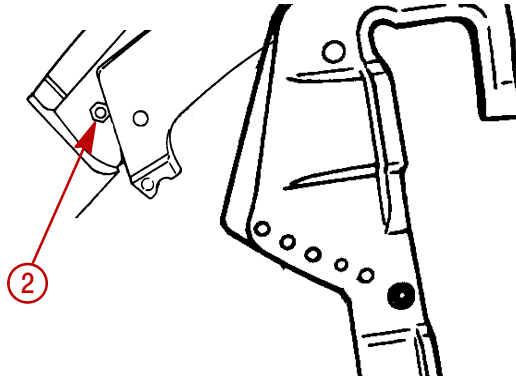
**Lubricate Point 1 with Anti-Corrosion Grease or 2-4-C Marine Lubricant with Teflon**

1. Propeller Shaft – Refer to Propeller Replacement for removal and installation of the propeller. Coat the entire propeller shaft with lubricant to prevent the propeller hub from corroding and seizing to the shaft.

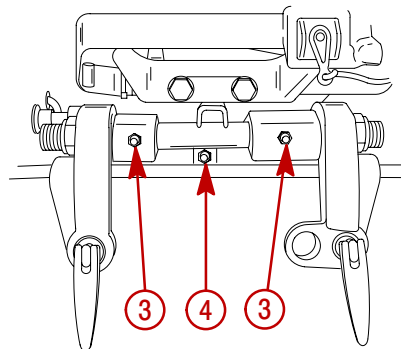


**Lubricate Points 2 thru 4 with 2-4-C Marine Lubricant with Teflon or Special Lubricant 101.**

2. Swivel Bracket – Lubricate through fitting.

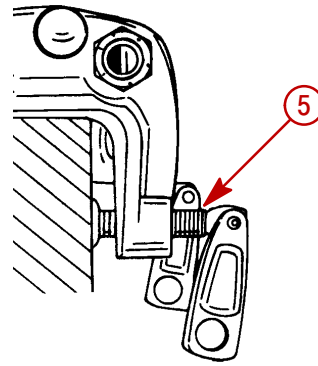


3. Tilt Tube – Lubricate through fittings.
4. Co-Pilot shaft (Tiller Handle Models)-Lubricate through fitting. Move steering friction lever back and forth while lubricating.

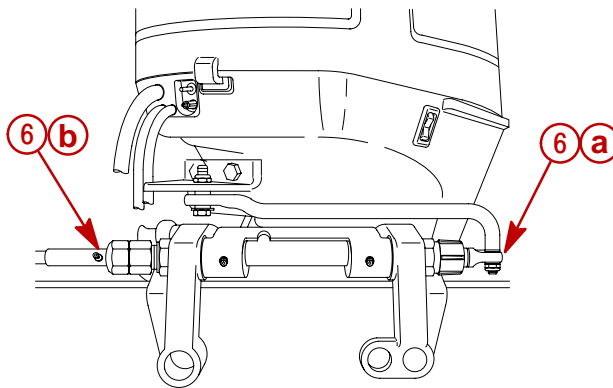




5. Lubricate threads on transom clamp screws (if equipped).



6. Steering Cable – Rotate steering wheel to fully retract the steering cable end into the outboard tilt tube. Lubricate through fitting.



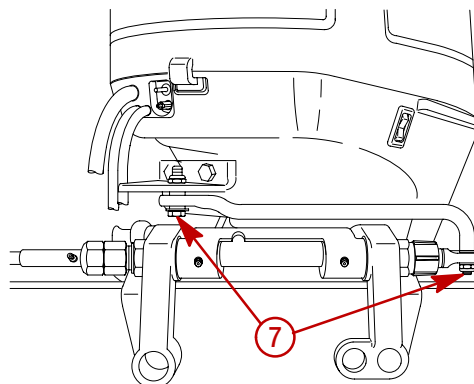
- a - Steering Cable End
- b - Fitting

### ⚠ WARNING

The end of the steering cable must be fully retracted into the outboard tilt tube before adding lubricant. Adding lubricant to steering cable when fully extended could cause steering cable to become hydraulically locked. An hydraulically locked steering cable will cause loss of steering control, possibly resulting in serious injury or death.

Lubricate Point 7 with light weight oil.

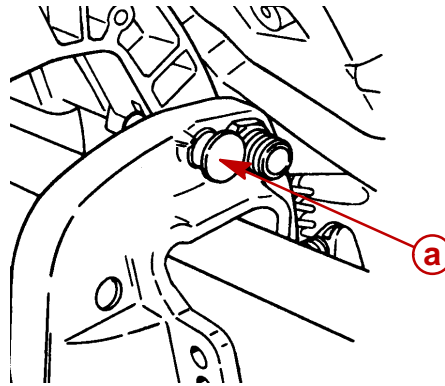
7. Steering Link Rod Pivot Points – Lubricate points.





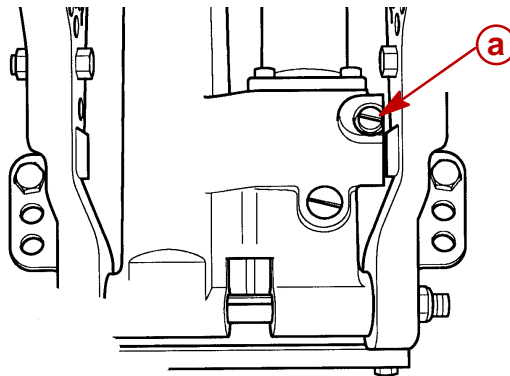
## Checking Power Trim Fluid

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



**a** - Tilt Support Lock

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



**a** - Fill Cap



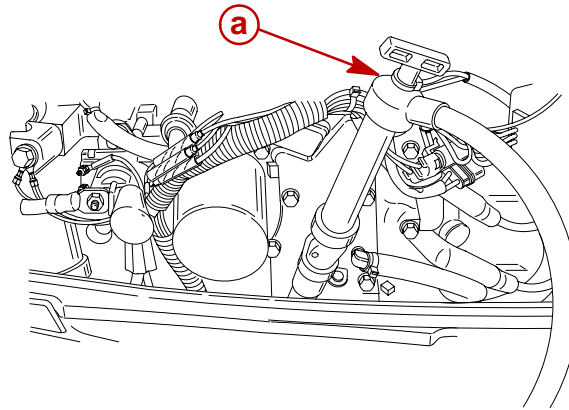
# Changing Engine Oil

<b>Engine Oil Capacity</b>
<b>3 U.S. Quarts (3.0 Liters)</b>

## Oil Changing Procedure

### Pump Method

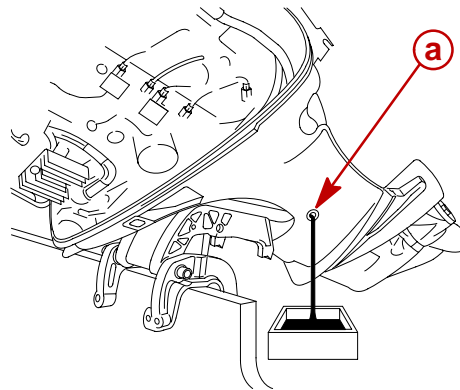
1. Place the outboard in an vertical upright position.
2. Remove dipstick and thread a Quicksilver Crankcase Oil Pump onto the dipstick tube. Pump out the engine oil into an appropriate container.



**a** - Crankcase Oil Pump

### Drain Plug Method

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

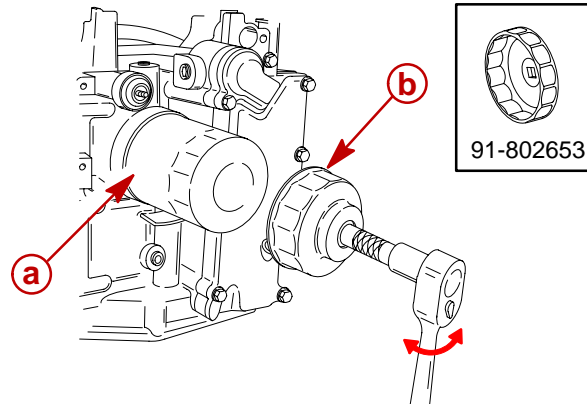


**a** - Drain Hole



## Changing Oil Filter

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

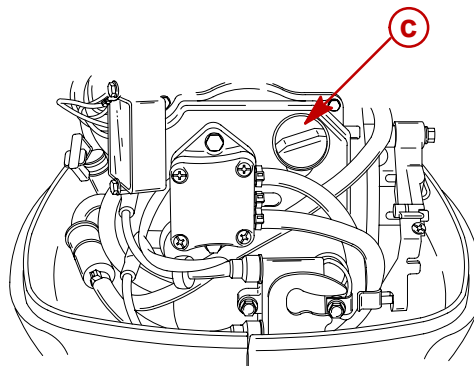


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- a** - Oil Filter  
**b** - Oil Filter Wrench (91-802653)

## Oil Filling

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



- c** - Oil Fill Cap



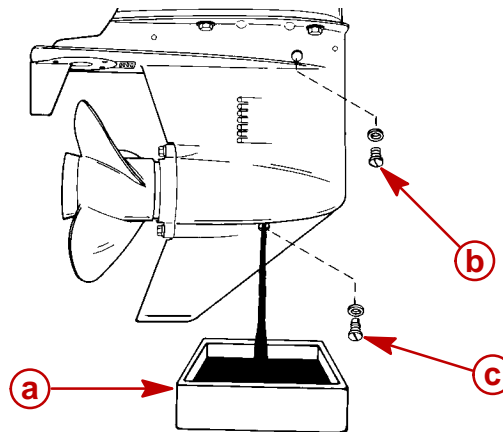
## Gear Case Lubrication

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

Whenever you remove the fill/drain plug, examine the magnetic end for metal particles. A small amount of metal filings or fine metal particles indicates normal gear wear. An excessive amount of metal filings or larger particles (chips) may indicate abnormal gear wear and should be checked by an authorized dealer.

### Draining Gear Case

1. Place outboard in a vertical operating position.
2. Place a drain pan below outboard.
3. Remove vent plug and fill/drain plug and drain lubricant.



- a** - Drain Pan
- b** - Vent Plug
- c** - Drain Plug

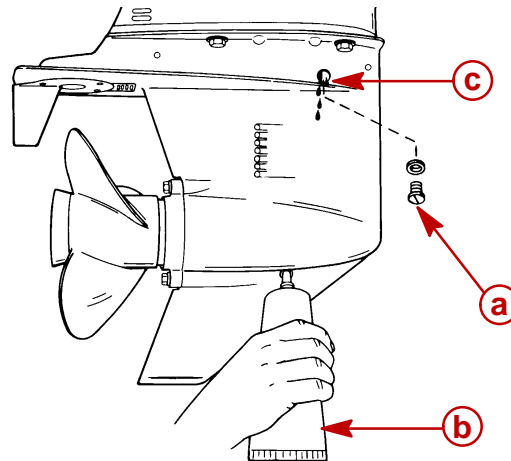
### Gear Case Lubricant Capacity

Gear case lubricant capacity is approximately 14.9 fl. oz. (440 mL).



## Checking Gear Case Lubricant Level and Refilling Gear Case

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



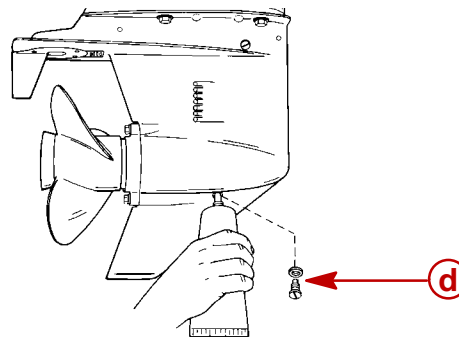
**a** - Vent Plug

**b** - Lubricant Tube

**c** - Vent Hole

**IMPORTANT: Replace sealing washers if damaged.**

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



**d** - Sealing Washer

## Storage Preparation

The major consideration in preparing your outboard for storage is to protect it from rust, corrosion, and damage caused by freezing of trapped water.

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

### **CAUTION**

**Never start or run your outboard (even momentarily) without water circulating through the cooling water intake in the gear case to prevent damage to the water pump (running dry) or overheating of the engine.**





## Fuel System

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

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

1. Portable Fuel Tank – Pour the required amount of Gasoline Stabilizer (follow instructions on container) into fuel tank. Tip fuel tank back and forth to mix stabilizer with the fuel.
2. Permanently Installed Fuel Tank – Pour the required amount of Gasoline Stabilizer (follow instructions on container) into a separate container and mix with approximately one quart (one liter) of gasoline. Pour this mixture into fuel tank.
3. Place the outboard in water or connect flushing attachment for circulating cooling water. Run the engine for ten minutes to allow treated fuel to reach the carburetor.

## Protecting External Outboard Components

1. Lubricate all outboard components listed in the Inspection and Maintenance Schedule.
2. Touch up any paint nicks.
3. Spray Corrosion Guard on external metal surfaces (except corrosion control anodes).

## Protecting Internal Engine Components

1. Remove the spark plugs and inject a small amount of engine oil inside of each cylinder.
2. Rotate the flywheel manually several times to distribute the oil in the cylinders. Reinstall spark plugs.
3. Change the engine oil.

## Gear Case

1. Drain and refill the gear case lubricant (refer to maintenance procedure).

## Positioning Outboard for Storage

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

### CAUTION

**If outboard is stored tilted up in freezing temperature, trapped cooling water or rain water that may have entered the propeller exhaust outlet in the gear case could freeze and cause damage to the outboard.**

## Battery Storage

1. Follow the battery manufacturer's instructions for storage and recharging.
2. Remove the battery from the boat and check water level. Recharge if necessary.
3. Store the battery in a cool, dry place.
4. Periodically check the water level and recharge the battery during storage.