

Product: 1984-2000 Mercury Mariner Outboard 2.5HP to 275HP Engine Service Repair Workshop Manual
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Contents

1	GENERAL INFORMATION AND BOATING SAFETY	1-2 HOW TO USE THIS MANUAL	1-10 SAFETY IN SERVICE
		1-3 BOATING SAFETY	
2	TOOLS AND EQUIPMENT	2-2 TOOLS AND EQUIPMENT	2-11 FASTENERS, MEASUREMENTS AND CONVERSIONS
		2-4 TOOLS	
3	MAINTENANCE	3-2 ENGINE MAINTENANCE	3-38 WINTER STORAGE CHECKLIST
		3-8 BOAT MAINTENANCE	3-39 SPRING COMMISSIONING CHECKLIST
		3-10 TUNE-UP	
4	FUEL SYSTEM	4-2 FUEL AND COMBUSTION	4-50 ELECTRONIC FUEL INJECTION (EFI)
		4-3 CARBURETED FUEL SYSTEM	4-66 OPTIMAX DIRECT FUEL INJECTION (DFI)
5	IGNITION AND ELECTRICAL SYSTEMS	5-2 UNDERSTANDING AND TROUBLESHOOTING ELECTRICAL SYSTEMS	5-30 CHARGING CIRCUIT
		5-8 BREAKER POINTS IGNITION (MAGNETO IGNITION)	5-40 STARTER CIRCUIT
		5-14 CAPACITOR DISCHARGE IGNITION (CDI) SYSTEM	5-42 IGNITION AND ELECTRICAL WIRING DIAGRAMS
6	LUBRICATION AND COOLING	6-2 OIL INJECTION SYSTEM	6-27 OPTIMAX WARNING SYSTEMS
		6-8 COOLING SYSTEM	
		6-22 WARNING SYSTEMS	

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Contents

7-2 ENGINE MECHANICAL	7-19 POWERHEAD RECONDITIONING	POWERHEAD	7
------------------------------	--------------------------------------	------------------	----------

8-2 LOWER UNIT	8-11 JET DRIVE	LOWER UNIT	8
-----------------------	-----------------------	-------------------	----------

9-2 MANUAL TILT	9-7 SINGLE RAM INTEGRAL POWER TILT/TRIM	TRIM AND TILT	9
9-5 GAS ASSIST TILT SYSTEM	9-12 THREE RAM INTEGRAL POWER TILT/TRIM SYSTEM		
9-6 POWER TRIM/TILT			

10-2 REMOTE CONTROL BOX	10-6 TILLER HANDLE	REMOTE CONTROL	10
--------------------------------	---------------------------	-----------------------	-----------

11-2 HAND REWIND STARTER	11-2 OVERHEAD TYPE STARTER	HAND REWIND STARTER	11
---------------------------------	-----------------------------------	----------------------------	-----------

11-25 GLOSSARY		GLOSSARY	
-----------------------	--	-----------------	--

11-27 INDEX		MASTER INDEX	
--------------------	--	---------------------	--

HOW TO USE THIS MANUAL 1-2

CAN YOU DO IT? 1-2
WHERE TO BEGIN 1-2
AVOIDING TROUBLE 1-2
MAINTENANCE OR REPAIR? 1-2
DIRECTIONS AND LOCATIONS 1-2
PROFESSIONAL HELP 1-2
PURCHASING PARTS 1-3
AVOIDING THE MOST COMMON
MISTAKES 1-3

BOATING SAFETY 1-3

REGULATIONS FOR YOUR BOAT 1-3
DOCUMENTING OF VESSELS 1-4
REGISTRATION OF BOATS 1-4
NUMBERING OF VESSELS 1-4
SALES AND TRANSFERS 1-4
HULL IDENTIFICATION NUMBER 1-4
LENGTH OF BOATS 1-4
CAPACITY INFORMATION 1-4
CERTIFICATE OF COMPLIANCE 1-4
VENTILATION 1-4

VENTILATION SYSTEMS 1-5

REQUIRED SAFETY EQUIPMENT 1-5

TYPES OF FIRES 1-5
FIRE EXTINGUISHERS 1-5
WARNING SYSTEM 1-6
PERSONAL FLOTATION DEVICES 1-6
SOUND PRODUCING DEVICES 1-8
VISUAL DISTRESS SIGNALS 1-8

EQUIPMENT NOT REQUIRED BUT

RECOMMENDED 1-9
SECOND MEANS OF
PROPULSION 1-9
BAILING DEVICES 1-9
FIRST AID KIT 1-9
ANCHORS 1-9
VHF-FM RADIO 1-10
TOOLS AND SPARE PARTS 1-10

COURTESY MARINE
EXAMINATIONS 1-10

SAFETY IN SERVICE 1-10

DO'S 1-10
DON'TS 1-10

1

GENERAL INFORMATION AND BOATING SAFETY

HOW TO USE THIS MANUAL 1-2
BOATING SAFETY 1-3
SAFETY IN SERVICE 1-10

1-2 GENERAL INFORMATION AND BOATING SAFETY

HOW TO USE THIS MANUAL

This manual is designed to be a handy reference guide to maintaining and repairing your Mercury or Mariner Outboard. We strongly believe that regardless of how many or how few years experience you may have, there is something new waiting here for you.

This manual covers the topics that a factory service manual (designed for factory trained mechanics) and a manufacturer owner's manual (designed more by lawyers these days) covers. It will take you through the basics of maintaining and repairing your outboard, step-by-step, to help you understand what the factory trained mechanics already know by heart. By using the information in this manual, any boat owner should be able to make better informed decisions about what they need to do to maintain and enjoy their outboard.

Even if you never plan on touching a wrench (and if so, we hope that you will change your mind), this manual will still help you understand what a mechanic needs to do in order to maintain your engine.

Can You Do It?

If you are not the type who is prone to taking a wrench to something, NEVER FEAR. The procedures in this manual cover topics at a level virtually anyone will be able to handle. And just the fact that you purchased this manual shows your interest in better understanding your outboard.

You may find that maintaining your outboard yourself is preferable in most cases. From a monetary standpoint, it could also be beneficial. The money spent on hauling your boat to a marina and paying a tech to service the engine could buy you fuel for a whole weekend's boating. If you are unsure of your own mechanical abilities, at the very least you should fully understand what a marine mechanic does to your boat. You may decide that anything other than maintenance and adjustments should be performed by a mechanic (and that's your call), but know that every time you board your boat, you are placing faith in the mechanic's work and trusting him or her with your well-being, and maybe your life.

It should also be noted that in most areas a factory trained mechanic will command a hefty hourly rate for off site service. This hourly rate is charged from the time they leave their shop to the time they return home. The cost savings in doing the job yourself should be readily apparent at this point.

Where to Begin

Before spending any money on parts, and before removing any nuts or bolts, read through the entire procedure or topic. This will give you the overall view of what tools and supplies will be required to perform the procedure or what questions need to be answered before purchasing parts. So read ahead and plan ahead. Each operation should be approached logically and all procedures thoroughly understood before attempting any work.

Avoiding Trouble

Some procedures in this manual may require you to "label and disconnect" a group of lines, hoses or wires. Don't be lulled into thinking you can remember where everything goes — you won't. If you reconnect or install a part incorrectly, things may operate poorly, if at all. If you hook up electrical wiring incorrectly, you may instantly learn a very, very expensive lesson.

A piece of masking tape, for example, placed on a hose and another on its fitting will allow you to assign your own label such as the letter "A", or a short name. As long as you remember your own code, the lines can be reconnected by matching letters or names. Do remember that tape will dissolve when saturated in fluids. If a component is to be washed or cleaned, use another method of identification. A permanent felt-tipped marker can be very handy for marking metal parts, but remember that fluids will remove permanent marker.

SAFETY is the most important thing to remember when performing maintenance or repairs. Be sure to read the information on safety in this manual.

Maintenance or Repair?

Proper maintenance is the key to long and trouble-free engine life, and the work can yield its own rewards. A properly maintained engine performs better than one that is neglected. As a conscientious boat owner, set aside a Saturday morning, at least once a month, to perform a thorough check of items which could cause problems. Keep your own personal log to jot down which services you performed, how much the parts cost you, the date, and the amount of hours on the engine at the time. Keep all receipts for parts purchased, so that they may be referred to in case of related problems or to determine operating expenses. As a do-it-yourselfer, these

receipts are the only proof you have that the required maintenance was performed. In the event of a warranty problem, these receipts will be invaluable.

It's necessary to mention the difference between maintenance and repair. Maintenance includes routine inspections, adjustments, and replacement of parts that show signs of normal wear. Maintenance compensates for wear or deterioration. Repair implies that something has broken or is not working. A need for repair is often caused by lack of maintenance.

For example: draining and refilling the engine oil is maintenance recommended by all manufacturers at specific intervals. Failure to do this can allow internal corrosion or damage and impair the operation of the engine, requiring expensive repairs. While no maintenance program can prevent items from breaking or wearing out, a general rule can be stated: MAINTENANCE IS CHEAPER THAN REPAIR.

Directions and Locations

See Figure 1

Two basic rules should be mentioned here. First, whenever the Port side of the engine (or boat) is referred to, it is meant to specify the left side of the engine when you are sitting at the helm. Conversely, the Starboard means your right side. The Bow is the front of the boat and the Stern is the rear.

Most screws and bolts are removed by turning counterclockwise, and tightened by turning clockwise. An easy way to remember this is: righty-tighty; lefty-loosey. Corny, but effective. And if you are really dense (and we have all been so at one time or another), buy a ratchet that is marked ON and OFF, or mark your own.

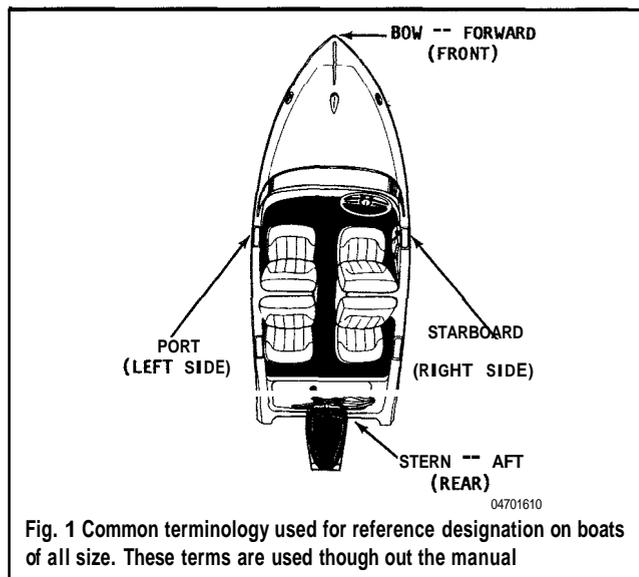


Fig. 1 Common terminology used for reference designation on boats of all size. These terms are used throughout the manual.

Professional Help

Occasionally, there are some things when working on an outboard that are beyond the capabilities or tools of the average Do-It-Yourselfer (DIYer). This shouldn't include most of the topics of this manual, but you will have to be the judge. Some engines require special tools or a selection of special parts, even for basic maintenance.

Talk to other boaters who use the same model of engine and speak with a trusted marina to find if there is a particular system or component on your engine that is difficult to maintain. For example, although the technique of valve adjustment on some engines may be easily understood and even performed by a DIYer, it might require a handy assortment of shims in various sizes and a few hours of disassembly to get to that point. Not having the assortment of shims handy might mean multiple trips back and forth to the parts store, and this might not be worth your time.

You will have to decide for yourself where basic maintenance ends and where professional service should begin. Take your time and do your research first (starting with the information in this manual) and then make your own decision. If you really don't feel comfortable with attempting a procedure, DON'T DO IT. If you've gotten into something that may be over your head, don't panic. Tuck your tail between your legs and call a marine mechanic. Marinas and independent shops will be able to finish a

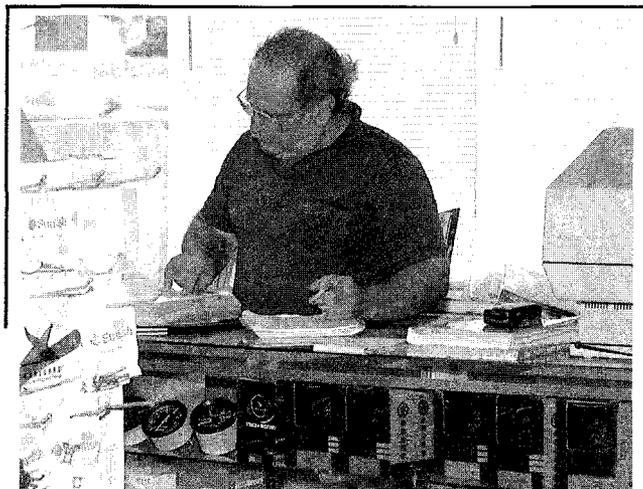
GENERAL INFORMATION AND BOATING SAFETY 1-3

job for you. Your ego may be damaged, but your boat will be properly restored to its full running order. So, as long as you approach jobs slowly and carefully, you really have nothing to lose and everything to gain by doing it yourself.

Purchasing Parts

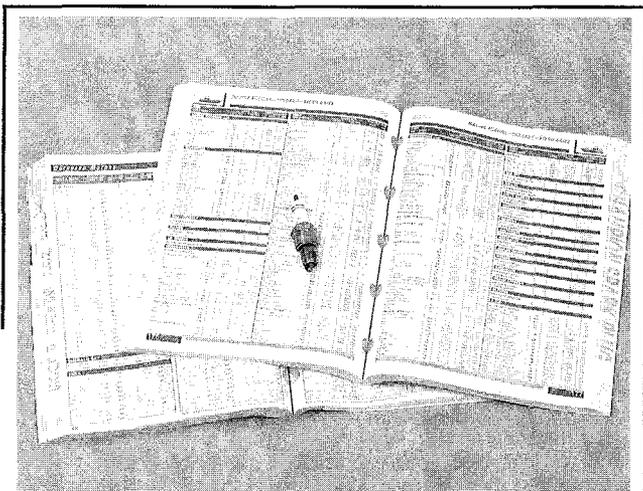
▶ See Figures 2 and 3

When purchasing parts there are two things to consider. The first is quality and the second is to be sure to get the correct part for your engine. To get quality parts,



05001P01

Fig. 2 By far the most important asset in purchasing parts is a knowledgeable and enthusiastic parts person



04971P12

Fig. 3 Parts catalogs, giving application and part number information, are provided by manufacturers for most replacement parts

always deal directly with a reputable retailer. To get the proper parts always refer to the information tag on your engine prior to calling the parts counter. An incorrect part can adversely affect your engine performance and fuel economy, and will cost you more money and aggravation in the end.

Just remember, a tow back to shore will cost plenty. That charge is per hour from the time the towboat leaves their home port, to the time they return to their home port. Get the picture....\$\$\$?

So who should you call for parts? Well, there are many sources for the parts you will need. Where you shop for parts will be determined by what kind of parts you need, how much you want to pay, and the types of stores in your neighborhood.

Your marina can supply you with many of the common parts you require. Using a marina for your parts supplier may be hand because of location (just walk right down the dock) or because the marina specializes in your particular brand of engine. In addition, it is always a good idea to get to know the marina staff (especially the marine mechanic).

The marine parts jobber, who is usually listed in the yellow pages or whose name can be obtained from the marina, is another excellent source for parts. In addition to supplying local marinas, they also do a sizeable business in over-the-counterparts sales for the do-it-yourselfer.

Almost every community has one or more convenient marine chain stores. These stores often offer the best retail prices and the convenience of one-stop shopping for all your needs. Since they cater to the do-it-yourselfer, these stores are almost always open weeknights, Saturdays, and Sundays, when the jobbers are usually closed.

The lowest prices for parts are most often found in discount stores or the auto department of mass merchandisers. Parts sold here are name and private brand parts bought in huge quantities, so they can offer a competitive price. Private brand parts are made by major manufacturers and sold to large chains under a store label.

Avoiding the Most Common Mistakes

There are 3 common mistakes in mechanical work:

1. Incorrect order of assembly, disassembly or adjustment. When taking something apart or putting it together, performing steps in the wrong order usually just costs you extra time; however, it CAN break something. Read the entire procedure before beginning disassembly. Perform everything in the order in which the instructions say you should, even if you can't immediately see a reason for it. When you're taking apart something that is very intricate, you might want to draw a picture of how it looks when assembled at one point in order to make sure you get everything back in its proper position. When making adjustments, perform them in the proper order; often, one adjustment affects another, and you cannot expect satisfactory results unless each adjustment is made only when it cannot be changed by another.

2. Overtorquing (or undertorquing). While it is more common for overtorquing to cause damage, undertorquing may allow a fastener to vibrate loose causing serious damage. Especially when dealing with aluminum parts, pay attention to torque specifications and utilize a torque wrench in assembly. If a torque figure is not available, remember that if you are using the right tool to perform the job, you will probably not have to strain yourself to get a fastener tight enough. The pitch of most threads is so slight that the tension you put on the wrench will be multiplied many times in actual force on what you are tightening.

3. Crossthreading. This occurs when a part such as a bolt is screwed into a nut or casting at the wrong angle and forced. Crossthreading is more likely to occur if access is difficult. It helps to clean and lubricate fasteners, then to start threading with the part to be installed positioned straight in. Always start a fastener, etc. with your fingers. If you encounter resistance, unscrew the part and start over again at a different angle until it can be inserted and turned several times without much effort. Keep in mind that some parts may have tapered threads, so that gentle turning will automatically bring the part you're threading to the proper angle, but only if you don't force it or resist a change in angle. Don't put a wrench on the part until it has been tightened a couple of turns by hand. If you suddenly encounter resistance, and the part has not seated fully, don't force it. Pull it back out to make sure it's clean and threading properly.

BOATING SAFETY

In 1971 Congress ordered the U.S. Coast Guard to improve recreational boating safety. In response, the Coast Guard drew up a set of regulations.

Beside these federal regulations, there are state and local laws you must follow. These sometimes exceed the Coast Guard requirements. This section discusses only the federal laws. State and local laws are available from your local Coast Guard. As with other laws, "Ignorance of the boating laws is no excuse." The rules fall into two groups: regulations for your boat and required safety equipment on your boat.

Regulations For Your Boat

Most boats on waters within Federal jurisdiction must be registered or documented. These waters are those that provide a means of transportation between two or more states or to the sea. They also include the territorial waters of the United States.

1-4 GENERAL INFORMATION AND BOATING SAFETY

DOCUMENTING OF VESSELS

A vessel of five or more net tons may be documented as a yacht. In this process, papers are issued by the U.S. Coast Guard as they are for large ships. Documentation is a form of national registration. The boat must be used solely for pleasure. Its owner must be a U.S. citizen, a partnership of U.S. citizens, or a corporation controlled by U.S. citizens. The captain and other officers must also be U.S. citizens. The crew need not be.

If you document your yacht, you have the legal authority to fly the yacht ensign. You also may record bills of sale, mortgages, and other papers of title with federal authorities. Doing so gives legal notice that such instruments exist. Documentation also permits preferred status for mortgages. This gives you additional security and aids financing and transfer of title. You must carry the original documentation papers aboard your vessel. Copies will not suffice.

REGISTRATION OF BOATS

If your boat is not documented, registration in the state of its principal use is probably required. If you use it mainly on an ocean, a gulf, or other similar water, register it in the state where you moor it.

If you use your boat solely for racing, it may be exempt from the requirement in your state. States may also exclude dinghies. Some require registration of documented vessels and non-power driven boats.

All states, except Alaska, register boats. In Alaska, the U.S. Coast Guard issues the registration numbers. If you move your vessel to a new state of principal use, a valid registration certificate is good for 60 days. You must have the registration certificate (certificate of number) aboard your vessel when it is in use. A copy will not suffice. You may be cited if you do not have the original on board.

NUMBERING OF VESSELS

A registration number is on your registration certificate. You must paint or permanently attach this number to both sides of the forward half of your boat. Do not display any other number there.

The registration number must be clearly visible. It must not be placed on the obscured underside of a flared bow. If you can't place the number on the bow, place it on the forward half of the hull. If that doesn't work, put it on the superstructure. Put the number for an inflatable boat on a bracket or fixture. Then, firmly attach it to the forward half of the boat. The letters and numbers must be plain block characters and must read from left to right. Use a space or a hyphen to separate the prefix and suffix letters from the numerals. The color of the characters must contrast with that of the background, and they must be at least three inches high.

In some states your registration is good for only one year. In others, it is good for as long as three years. Renew your registration before it expires. At that time you will receive a new decal or decals. Place them as required by state law. You should remove old decals before putting on the new ones. Some states require that you show only the current decal or decals. If your vessel is moored, it must have a current decal even if it is not in use.

If your vessel is lost, destroyed, abandoned, stolen, or transferred, you must inform the issuing authority. If you lose your certificate of number or your address changes, notify the issuing authority as soon as possible.

SALES AND TRANSFERS

Your registration number is not transferable to another boat. The number stays with the boat unless its state of principal use is changed.

HULL IDENTIFICATION NUMBER

A Hull Identification Number (HIN) is like the Vehicle Identification Number (VIN) on your car. Boats built between November 1, 1972 and July 31, 1984 have old format HINs. Since August 1, 1984 a new format has been used.

Your boat's HIN must appear in two places. If it has a transom, the primary number is on its starboard side within two inches of its top. If it does not have a transom or if it was not practical to use the transom, the number is on the starboard side. In this case, it must be within one foot of the stern and within two inches of the top of the hull side. On pontoon boats, it is on the aft crossbeam within one foot of the starboard hull attachment. Your boat also has a duplicate number in an unexposed location. This is on the boat's interior or under a fitting or item of hardware.

LENGTH OF BOATS

For some purposes, boats are classed by length. Required equipment, for example, differs with boat size. Manufacturers may measure a boat's length in several

ways. Officially, though, your boat is measured along a straight line from its bow to its stern. This line is parallel to its keel.

The length does not include bowsprits, boomkins, or pulpits. Nor does it include rudders, brackets, outboard motors, outdrives, diving platforms, or other attachments.

CAPACITY INFORMATION

See Figure 4

Manufacturers must put capacity plates on most recreational boats less than 20 feet long. Sailboats, canoes, kayaks, and inflatable boats are usually exempt. Outboard boats must display the maximum permitted horsepower of their engines. The plates must also show the allowable maximum weights of the people on board. And they must show the allowable maximum combined weights of people, engines, and gear. Inboards and stern drives need not show the weight of their engines on their capacity plates. The capacity plate must appear where it is clearly visible to the operator when underway. This information serves to remind you of the capacity of your boat under normal circumstances. You should ask yourself, "Is my boat loaded above its recommended capacity" and, "Is my boat overloaded for the present sea and wind conditions?" If you are stopped by a legal authority, you may be cited if you are overloaded.

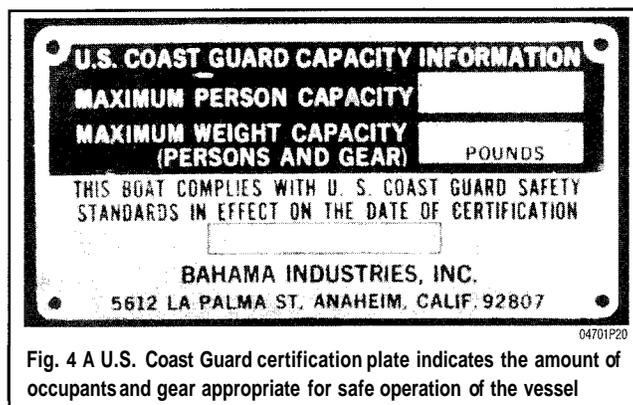


Fig. 4 A U.S. Coast Guard certification plate indicates the amount of occupants and gear appropriate for safe operation of the vessel

CERTIFICATE OF COMPLIANCE

Manufacturers are required to put compliance plates on motorboats greater than 20 feet in length. The plates must say, "This boat," or "This equipment complies with the U. S. Coast Guard Safety Standards in effect on the date of certification." Letters and numbers can be no less than one-eighth of an inch high. At the manufacturer's option, the capacity and compliance plates may be combined.

VENTILATION

A cup of gasoline spilled in the bilge has the potential explosive power of 15 sticks of dynamite. This statement, commonly quoted over 20 years ago, may be an exaggeration, however, it illustrates a fact. Gasoline fumes in the bilge of a boat are highly explosive and a serious danger. They are heavier than air and will stay in the bilge until they are vented out.

Because of this danger, Coast Guard regulations require ventilation on many power boats. There are several ways to supply fresh air to engine and gasoline tank compartments and to remove dangerous vapors. Whatever the choice, it must meet Coast Guard standards.

The following is not intended to be a complete discussion of the regulations. It is limited to the majority of recreational vessels. Contact your local Coast Guard office for further information.

General Precautions

Ventilation systems will not remove raw gasoline that leaks from tanks or fuel lines. If you smell gasoline fumes, you need immediate repairs. The best device for sensing gasoline fumes is your nose. Use it! If you smell gasoline in an engine compartment or elsewhere, don't start your engine. The smaller the compartment, the less gasoline it takes to make an explosive mixture.

Ventilation for Open Boats

In open boats, gasoline vapors are dispersed by the air that moves through them. So they are exempt from ventilation requirements.

To be "open," a boat must meet certain conditions. Engine and fuel tank compartments and long narrow compartments that join them must be open to the atmosphere." This means they must have at least 15 square inches of open area for each cubic foot of net compartment volume. The open area must be in direct contact with the atmosphere. There must also be no long, unventilated spaces open to engine and fuel tank compartments into which flames could extend.

Ventilation for All Other Boats

Powered and natural ventilation are required in an enclosed compartment with a permanently installed gasoline engine that has a cranking motor. A compartment is exempt if its engine is open to the atmosphere. Diesel powered boats are also exempt.

VENTILATION SYSTEMS

There are two types of ventilation systems. One is "natural ventilation." In it, air circulates through closed spaces due to the boat's motion. The other type is "powered ventilation." In it, air is circulated by a motor driven fan or fans.

Natural Ventilation System Requirements

A natural ventilation system has an air supply from outside the boat. The air supply may also be from a ventilated compartment or a compartment open to the atmosphere. Intake openings are required. In addition, intake ducts may be required to direct the air to appropriate compartments.

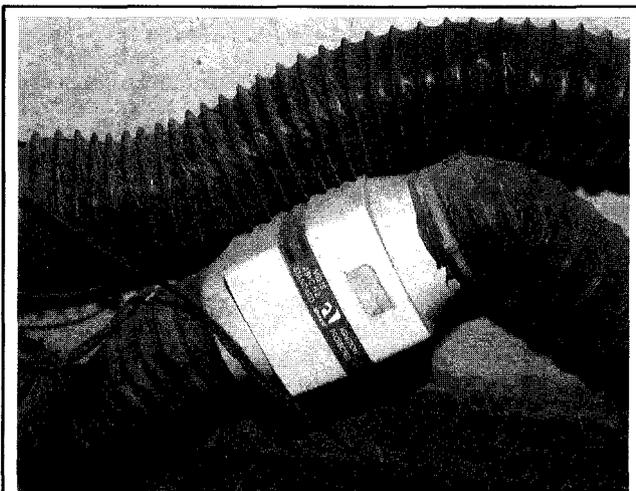
The system must also have an exhaust duct that starts in the lower third of the compartment. The exhaust opening must be into another ventilated compartment or into the atmosphere. Each supply opening and supply duct, if there is one, must be above the usual level of water in the bilge. Exhaust openings and ducts must also be above the bilge water. Openings and ducts must be at least three square inches in area or two inches in diameter. Openings should be placed so exhaust gasses do not enter the fresh air intake. Exhaust fumes must not enter cabins or other enclosed, non-ventilated spaces. The carbon monoxide gas in them is deadly.

Intake and exhaust openings must be covered by cowls or similar devices. These registers keep out rain water and water from breaking seas. Most often, in-take registers face forward and exhaust openings aft. This aids the flow of air when the boat is moving or at anchor since most boats face into the wind when anchored.

Power Ventilation System Requirements

▶ See Figure 5

Powered ventilation systems must meet the standards of a natural system. They must also have one or more exhaust blowers. The blower duct can serve as the exhaust duct for natural ventilation if fan blades do not obstruct the air flow when not powered. Openings in engine compartment, for carburetion are in addition to ventilation system requirements



04891P17

Fig. 5 Typical blower and duct system to vent fumes from the engine compartment

Required Safety Equipment

Coast Guard regulations require that your boat have certain equipment aboard. These requirements are minimums. Exceed them whenever you can.

TYPES OF FIRES

There are four common classes of fires:

- Class A—fires are in ordinary combustible materials such as paper or wood.
- Class B—fires involve gasoline, oil and grease.
- Class C—fires are electrical.
- Class D—fires involve ferrous metals

One of the greatest risks to boaters is fire. This is why it is so important to carry the correct number and type of extinguishers onboard.

The best fire extinguisher for most boats is a Class B extinguisher. Never use water on Class B or Class C fires, as water spreads these types of fires. You should never use water on a Class C fire as it may cause you to be electrocuted.

FIRE EXTINGUISHERS

▶ See Figure 6

If your boat meets one or more of the following conditions, you must have at least one fire extinguisher aboard. The conditions are:

- Inboard or stern drive engines
- Closed compartments under seats where portable fuel tanks can be stored
- Double bottoms not sealed together or not completely filled with flotation materials

- Closed living spaces
- Closed stowage compartments in which combustible or flammable materials are stored
- Permanently installed fuel tanks
- Boat is 26 feet or more in length



04701P29

Fig. 6 An approved fire extinguisher should be mounted close to the operator for emergency use

1-6 GENERAL INFORMATION AND BOATING SAFETY

Contents of Extinguishers

Fire extinguishers use a variety of materials. Those used on boats usually contain dry chemicals, Halon, or Carbon Dioxide (CO₂). Dry chemical extinguishers contain chemical powders such as Sodium Bicarbonate — baking soda.

Carbon dioxide is a colorless and odorless gas when released from an extinguisher. It is not poisonous but caution must be used in entering compartments filled with it. It will not support life and keeps oxygen from reaching your lungs. A fire-killing concentration of Carbon Dioxide is lethal. If you are in a compartment with a high concentration of CO₂, you will have no difficulty breathing. But the air does not contain enough oxygen to support life. Unconsciousness or death can result.

HALON EXTINGUISHERS

Some fire extinguishers and 'built-in' or 'fixed' automatic fire extinguishing systems contain a gas called Halon. Like carbon dioxide it is colorless and odorless and will not support life. Some Halons may be toxic if inhaled.

To be accepted to the Coast Guard, a fixed Halon system must have an indicator light at the vessel's helm. A green light shows the system is ready. Red means it is being discharged or has been discharged. Warning horns are available to let you know the system has been activated. If your fixed Halon system discharges, ventilate the space thoroughly before you enter it. There are no residues from Halon but it will not support life.

Although Halon has excellent fire fighting properties, it is thought to deplete the earth's ozone layer and has not been manufactured since January 1, 1994. Halon extinguishers can be refilled from existing stocks of the gas until they are used up, but high federal excise taxes are being charged for the service. If you discontinue using your Halon extinguisher, take it to a recovery station rather than releasing the gas into the atmosphere. Compounds such as FE 241, designed to replace Halon, are now available.

Fire Extinguisher Approval

Fire extinguishers must be Coast Guard approved. Look for the approval number on the nameplate. Approved extinguishers have the following on their labels: "Marine Type USCG Approved, Size . . . , Type . . . , 162.208/," etc. In addition, to be acceptable by the Coast Guard, an extinguisher must be in serviceable condition and mounted in its bracket. An extinguisher not properly mounted in its bracket will not be considered serviceable during a Coast Guard inspection.

Care and Treatment

Make certain your extinguishers are in their stowage brackets and are not damaged. Replace cracked or broken hoses. Nozzles should be free of obstructions. Sometimes wasps and other insects nest inside nozzles and make them inoperable. Check your extinguishers frequently. If they have pressure gauges, is the pressure within acceptable limits? Do the locking pins and sealing wires show they have not been used since recharging?

Don't try an extinguisher to test it. Its valves will not reset properly and the remaining gas will leak out. When this happens, the extinguisher is useless.

Weigh and tag carbon dioxide and Halon extinguishers twice a year. If their weight loss exceeds 10 percent of the weight of the charge, recharge them. Check to see that they have not been used. They should have been inspected by a qualified person within the past six months and they should have tags showing all inspection and service dates. The problem is that they can be partially discharged while appearing to be fully charged.

Some Halon extinguishers have pressure gauges the same as dry chemical extinguishers. Don't rely too heavily on the gauge. The extinguisher can be partially discharged and still show a good gauge reading. Weighing a Halon extinguisher is the only accurate way to assess its contents.

If your dry chemical extinguisher has a pressure indicator, check it frequently. Check the nozzle to see if there is powder in it. If there is, recharge it. Occasionally invert your dry chemical extinguisher and hit the base with the palm of your hand. The chemical in these extinguishers packs and cakes due to the boat's vibration and pounding. There is a difference of opinion about whether hitting the base helps, but it can't hurt. It is known that caking of the chemical powder is a major cause of failure of dry chemical extinguishers. Carry spares in excess of the minimum requirement. If you have guests aboard, make certain they know where the extinguishers are and how to use them.

Using a Fire Extinguisher

A fire extinguisher usually has a device to keep it from being discharged accidentally. This is a metal or plastic pin or loop. If you need to use your extinguisher, take it from its bracket. Remove the pin or the loop and point the nozzle at the base of the flames. Now, squeeze the handle, and discharge the extinguisher's contents while sweeping from side to side. Recharge a used extinguisher as soon as possible.

If you are using a Halon or carbon dioxide extinguisher, keep your hands away from the discharge. The rapidly expanding gas will freeze them. If your fire extinguisher has a horn, hold it by its handle.

Legal Requirements for Extinguishers

You must carry fire extinguishers as defined by Coast Guard regulations. They must be firmly mounted in their brackets and immediately accessible.

A motorboat less than 26 feet long must have at least one approved hand-portable, Type B-1 extinguisher. If the boat has an approved fixed fire extinguishing system, you are not required to have the Type B-1 extinguisher. Also, if your boat is less than 26 feet long, is propelled by an outboard motor, or motors, and does not have any of the first six conditions described at the beginning of this section, it is not required to have an extinguisher. Even so, it's a good idea to have one, especially if a nearby boat catches fire, or if a fire occurs at a fuel dock.

A motorboat 26 feet to under 40 feet long, must have at least two Type B-1 approved hand-portable extinguishers. It can, instead, have at least one Coast Guard approved Type B-2. If you have an approved fire extinguishing system, only one Type B-1 is required.

A motorboat 40 to 65 feet long must have at least three Type B-1 approved portable extinguishers. It may have, instead, at least one Type B-1 plus a Type B-2. If there is an approved fixed fire extinguishing system, two Type B-1 or one Type B-2 is required.

WARNING SYSTEM

Various devices are available to alert you to danger. These include fire, smoke, gasoline fumes, and carbon monoxide detectors. If your boat has a galley, it should have a smoke detector. Where possible, use wired detectors. Household batteries often corrode rapidly on a boat.

You can't see, smell, nor taste carbon monoxide gas, but it is lethal. As little as one part in 10,000 parts of air can bring on a headache. The symptoms of carbon monoxide poisoning — headaches, dizziness, and nausea — are like sea sickness. By the time you realize what is happening to you, it may be too late to take action. If you have enclosed living spaces on your boat, protect yourself with a detector. There are many ways in which carbon monoxide can enter your boat.

PERSONAL FLOTATION DEVICES

Personal Flotation Devices (PFDs) are commonly called life preservers or life jackets. You can get them in a variety of types and sizes. They vary with their intended uses. To be acceptable, they must be Coast Guard approved.

Type I PFDs

A Type I life jacket is also called an offshore life jacket. Type I life jackets will turn most unconscious people from facedown to a vertical or slightly backward position. The adult size gives a minimum of 22 pounds of buoyancy. The child size has at least 11 pounds. Type I jackets provide more protection to their wearers than any other type of life jacket. Type I life jackets are bulkier and less comfortable than other types. Furthermore, there are only two sizes, one for children and one for adults.

Type I life jackets will keep their wearers afloat for extended periods in rough water. They are recommended for offshore cruising where a delayed rescue is probable.

Type II PFDs

◆ See Figure 7

A Type II life jacket is also called a near-shore buoyant vest. It is an approved, wearable device. Type II life jackets will turn some unconscious people from facedown to vertical or slightly backward positions. The adult size gives at least 15.5 pounds of buoyancy. The medium child size has a minimum of 11 pounds. And the small child and infant sizes give seven pounds. A Type II life jacket is more comfortable than a Type I but it does not have as much buoyancy. It is not recommended for long hours in rough water. Because of this, Type IIs are recommended for inshore and inland cruising on calm water. Use them where there is a good chance of fast rescue.

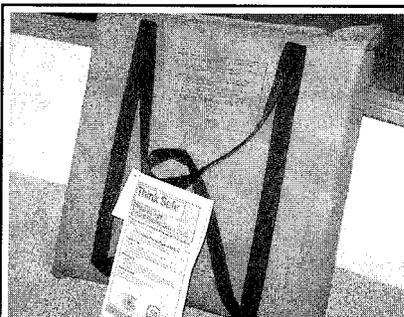
Type III PFDs

Type III life jackets or marine buoyant devices are also known as flotation aids. Like Type IIs, they are designed for calm inland or close offshore water where there is a good chance of fast rescue. Their minimum buoyancy is 15.5 pounds. They will not turn their wearers face up.



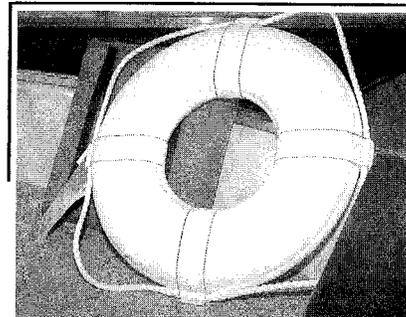
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Fig. 7 Type II approved flotation devices are recommended for inshore and inland cruising on calm water. Use them where there is a good chance of fast rescue



04891P09

Fig. 8 Type IV buoyant cushions are made to be thrown to people in the water. If you can squeeze air out of the cushion, it is faulty and should be replaced



04891P10

Fig. 9 Type IV throwables, such as this ring life buoy, are not designed as personal flotation devices for unconscious people, non-swimmers, or children

Type III devices are usually worn where freedom of movement is necessary. Thus, they are used for water skiing, small boat sailing, and fishing among other activities. They are available as vests and flotation coats. Flotation coats are useful in cold weather. Type IIIs come in many sizes from small child through large adult.

Life jackets come in a variety of colors and patterns—red, blue, green, camouflage, and cartoon characters. From a safety standpoint, the best color is bright orange. It is easier to see in the water, especially if the water is rough.

Type IV PFDs

▶ See Figures 8 and 9

Type IV ring life buoys, buoyant cushions and horseshoe buoys are Coast Guard approved devices called throwables. They are made to be thrown to people in the water, and should not be worn. Type IV cushions are often used as seat cushions. Cushions are hard to hold onto in the water. Thus, they do not afford as much protection as wearable life jackets.

The straps on buoyant cushions are for you to hold onto either in the water or when throwing them. A cushion should never be worn on your back. It will turn you face down in the water.

Type IV throwables are not designed as personal flotation devices for unconscious people, non-swimmers, or children. Use them only in emergencies. They should not be used for, long periods in rough water.

Ring life buoys come in 18, 20, 24, and 30 inch diameter sizes. They have grab lines. You should attach about 60 feet of polypropylene line to the grab rope to aid in retrieving someone in the water. If you throw a ring, be careful not to hit the person. Ring buoys can knock people unconscious

Type V PFDs

Type V PFDs are of two kinds, special use devices and hybrids. Special use devices include boardsailing vests, deck suits, work vests, and others. They are approved only for the special uses or conditions indicated on their labels. Each is designed and intended for the particular application shown on its label. They do not meet legal requirements for general use aboard recreational boats.

Hybrid life jackets are inflatable devices with some built-in buoyancy provided by plastic foam or kapok. They can be inflated orally or by cylinders of compressed gas to give additional buoyancy. In some hybrids the gas is released manually. In others it is released automatically when the life jacket is immersed in water.

The inherent buoyancy of a hybrid may be insufficient to float a person unless it is inflated. The only way to find this out is for the user to try it in the water. Because of its limited buoyancy when deflated, a hybrid is recommended for use by a non-swimmer only if it is worn with enough inflation to float the wearer.

If they are to count against the legal requirement for the number of life jackets you must carry on your vessel, hybrids manufactured before February 8, 1995 must be worn whenever a boat is underway and the wearer is not below decks or in an enclosed space. To find out if your Type V hybrid must be worn to satisfy the legal requirement, read its label. If its use is restricted it will say, "REQUIRED TO BE WORN" in capital letters.

Hybrids cost more than other life jackets, but this factor must be weighed against the fact that they are more comfortable than Type I, II, or III life jackets. Because of their greater comfort, their owners are more likely to wear them than are the owners of Type I, II, or III life jackets.

The Coast Guard has determined that improved, less costly hybrids can save lives since they will be bought and used more frequently. For these reasons a new federal

regulation was adopted effective February 8, 1995. The regulation increases both the deflated and inflated buoyancies of hybrids, makes them available in a greater variety of sizes and types, and reduces their costs by reducing production costs.

Even though it may not be required, the wearing of a hybrid or a life jacket is encouraged whenever a vessel is underway. Like life jackets, hybrids are now available in three types. To meet legal requirements, a Type I hybrid can be substituted for a Type I life jacket. Similarly Type II and III hybrids can be substituted for Type II and Type III life jackets. A Type I hybrid, when inflated, will turn most unconscious people from facedown to vertical or slightly backward positions just like a Type I life jacket. Type I and III hybrids function like Type II and III life jackets. If you purchase a new hybrid, it should have an owner's manual attached which describes its life jacket type and its deflated and inflated buoyancies. It warns you that it may have to be inflated to float you. The manual also tells you how to don the life jacket and how to inflate it. It also tells you how to change its inflation mechanism, recommended testing exercises, and inspection and maintenance procedures. The manual also tells you why you need a life jacket and why you should wear it. A new hybrid must be packaged with at least three gas cartridges. One of these may already be loaded into the inflation mechanism. Likewise, if it has an automatic inflation mechanism, it must be packaged with at least three of these water sensitive elements. One of these elements may be installed.

Legal Requirements

A Coast Guard approved life jacket must show the manufacturer's name and approval number. Most are marked as Type I, II, III, IV, or V. All of the newer hybrids are marked for type.

You are required to carry at least one wearable life jacket or hybrid for each person on board your recreational vessel. If your vessel is 16 feet or more in length and is not a canoe or a kayak, you must also have at least one Type IV on board. These requirements apply to all recreational vessels that are propelled or controlled by machinery, sails, oars, paddles, poles, or another vessel. Sailboards are not required to carry life jackets.

You can substitute an older Type V hybrid for any required Type I, II, or III life jacket provided that its approval label shows it is approved for the activity the vessel is engaged in, approved as a substitute for a life jacket of the type required on the vessel, used as required on the labels, and used in accordance with any requirements in its owner's manual, if the approval label makes reference to such a manual.

A water skier being towed is considered to be on board the vessel when judging compliance with legal requirements.

You are required to keep your Type I, II, or III life jackets or equivalent hybrids readily accessible, which means you must be able to reach out and get them when needed. All life jackets must be in good, serviceable condition.

General Considerations

The proper use of a life jacket requires the wearer to know how it will perform. You can gain this knowledge only through experience. Each person on your boat should be assigned a life jacket. Next, it should be fitted to the person who will wear it. Only then can you be sure that it will be ready for use in an emergency.

Boats can sink fast. There may be no time to look around for a life jacket. Fitting one on you in the water is almost impossible. This advice is good even if the water is calm, and you intend to boat near shore. Most drownings occur in inland waters within a few feet of safety. Most victims had life jackets, but they weren't wearing them.

Keeping life jackets in the plastic covers they came wrapped in and in a cabin assures that they will stay clean and unfaded. But this is no way to keep them when

1-8 GENERAL INFORMATION AND BOATING SAFETY

you are on the water. When you need a life jacket it must be readily accessible and adjusted to fit you. You can't spend time hunting for it or learning how to fit it.

There is no substitute for the experience of entering the water while wearing a life jacket. Children, especially, need practice. If possible, give your guests this experience. Tell them they should keep their arms to their sides when jumping in to keep the life jacket from riding up. Let them jump in and see how the life jacket responds. Is it adjusted so it does not ride up? Is it the proper size? Are all straps snug? Are children's life jackets the right sizes for them? Are they adjusted properly? If a child's life jacket fits correctly, you can lift the child by the jacket's shoulder straps and the child's chin and ears will not slip through. Non-swimmers, children, handicapped persons, elderly persons and even pets should always wear life jackets when they are aboard. Many states require that everyone aboard wear them in hazardous waters.

Inspect your lifesaving equipment from time to time. Leave any questionable or unsatisfactory equipment on shore. An emergency is no time for you to conduct an inspection.

Indelibly mark your life jackets with your vessel's name, number, and calling port. This can be important in a search and rescue effort. It could help concentrate effort where it will do the most good.

Care of Life Jackets

Given reasonable care, life jackets last many years. Thoroughly dry them before putting them away. Stow them in dry, well ventilated places. Avoid the bottoms of lockers and deck storage boxes where moisture may collect. Air and dry them frequently.

Life jackets should not be tossed about or used as fenders or cushions. Many contain kapok or fibrous glass material enclosed in plastic bags. The bags can rupture and are then unserviceable. Squeeze your life jacket gently. Does air leak out? If so, water can leak in and it will no longer be safe to use. Cut it up so no one will use it, and throw it away. The covers of some life jackets are made of nylon or polyester. These materials are plastics. Like many plastics, they break down after extended exposure to the ultraviolet light in sunlight. This process may be more rapid when the materials are dyed with bright dyes such as "neon" shades.

Ripped and badly faded fabric are clues that the covering of your life jacket is deteriorating. A simple test is to pinch the fabric between your thumbs and forefingers. Now try to tear the fabric. If it can be torn, it should definitely be destroyed and discarded. Compare the colors in protected places to those exposed to the sun. If the colors have faded, the materials have been weakened. A fabric covered life jacket should ordinarily last several boating seasons with normal use. A life jacket used every day in direct sunlight should probably be replaced more often.

SOUND PRODUCING DEVICES

All boats are required to carry some means of making an efficient sound signal. Devices for making the whistle or horn noises required by the Navigation Rules must be capable of a four second blast. The blast should be audible for at least one-half mile. Athletic whistles are not acceptable on boats 12 meters or longer. Use caution with athletic whistles. When wet, some of them come apart and lose their "pea." When this happens, they are useless.

If your vessel is 12 meters long and less than 20 meters, you must have a power whistle (or power horn) and a bell on board. The bell must be in operating condition and have a minimum diameter of at least 200 mm (7.9 inches) at its mouth.

VISUAL DISTRESS SIGNALS

▶ See Figure 10

Visual Distress Signals (VDS) attract attention to your vessel if you need help. They also help to guide searchers in search and rescue situations. Be sure you have the right types, and learn how to use them properly.

It is illegal to fire flares improperly. In addition, they cost the Coast Guard and its Auxiliary many wasted hours in fruitless searches. If you signal a distress with flares and then someone helps you, please let the Coast Guard or the appropriate Search and Rescue Agency (SAR) know so the distress report will be canceled.

Recreational boats less than 16 feet long must carry visual distress signals on coastal waters at night. Coastal waters are

- The ocean (territorial sea)
- The Great Lakes
- Bays or sounds that empty into oceans
- Rivers over two miles across at their mouths upstream to where they narrow to two miles

Recreational boats 16 feet or longer must carry VDS at all times on coastal waters. The same requirement applies to boats carrying six or fewer passengers for hire. Open sailboats less than 26 feet long without engines are exempt in the daytime as are manually propelled boats. Also exempt are boats in organized races, regattas,

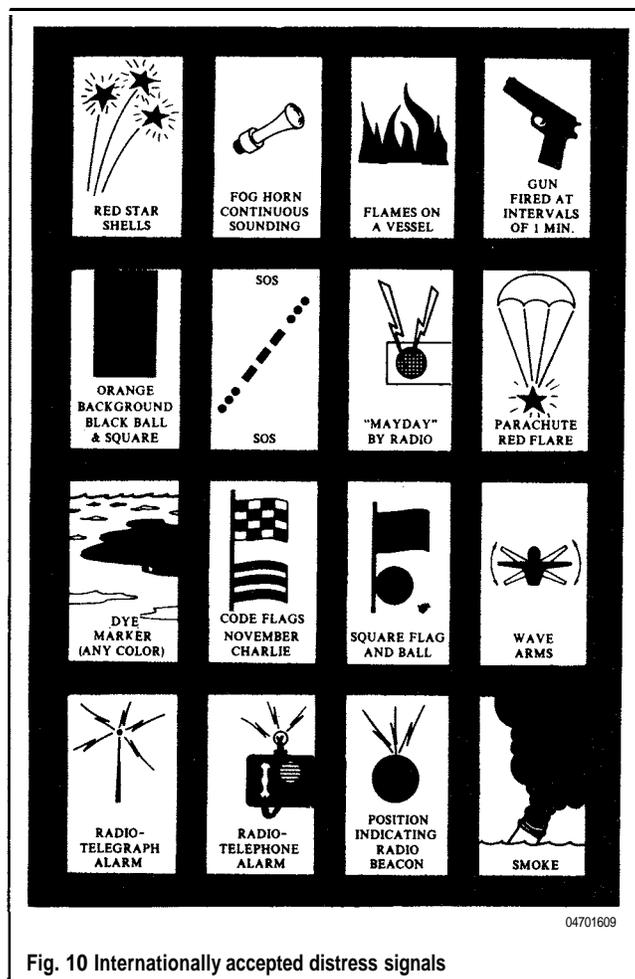


Fig. 10 Internationally accepted distress signals

parades, etc. Boats owned in the United States and operating on the high seas must be equipped with VDS.

A wide variety of signaling devices meet Coast Guard regulations. For pyrotechnic devices, a minimum of three must be carried. Any combination can be carried as long as it adds up to at least three signals for day use and at least three signals for night use. Three day/night signals meet both requirements. If possible, carry more than the legal requirement.

▶ The American flag flying upside down is a commonly recognized distress signal. It is not recognized in the Coast Guard regulations, though. In an emergency, your efforts would probably be better used in more effective signaling methods.

Types of VDS

VDS are divided into two groups; daytime and nighttime use. Each of these groups is subdivided into pyrotechnic and non-pyrotechnic devices.

DAYTIME NDN-PYROTECHNIC SIGNALS

A bright orange flag with a black square over a black circle is the simplest VDS. It is usable, of course, only in daylight. It has the advantage of being a continuous signal. A mirror can be used to good advantage on sunny days. It can attract the attention of other boaters and of aircraft from great distances. Mirrors are available with holes in their centers to aid in "aiming." In the absence of a mirror, any shiny object can be used. When another boat is in sight, an effective VDS is to extend your arms from your sides and move them up and down. Do it slowly. If you do it too fast the other people may think you are just being friendly. This simple gesture is seldom misunderstood, and requires no equipment.

DAYTIME PYROTECHNIC DEVICES

Orange smoke is a useful daytime signal. Hand-held or floating smoke flares are very effective in attracting attention from aircraft. Smoke flares don't last long, and are not very effective in high wind or poor visibility. As with other pyrotechnic

devices, use them only when you know there is a possibility that someone will see the display.

To be usable, smoke flares must be kept dry. Keep them in airtight containers and store them in dry places. If the "striker" is damp, dry

it out before trying to ignite the device. Some pyrotechnic devices require a forceful "strike" to ignite them.

All hand-held pyrotechnic devices may produce hot ashes or slag when burning. Hold them over the side of your boat in such a way that they do not burn your hand or drip into your boat.

Nighttime Non-Pyrotechnic Signals

An electric distress light is available. This light automatically flashes the international morse code SOS distress signal (••• --- •••). Flashed four to six times a minute, it is an unmistakable distress signal. It must show that it is approved by the Coast Guard. Be sure the batteries are fresh. Dated batteries give assurance that they are current.

Under the Inland Navigation Rules, a high intensity white light flashing 50-70 times per minute is a distress signal. Therefore, use strobe lights on inland waters only for distress signals.

Nighttime Pyrotechnic Devices

♦ See Figure 11

Aerial and hand-held flares can be used at night or in the daytime. Obviously, they are more effective at night.

Currently, the serviceable life of a pyrotechnic device is rated at 42 months from its date of manufacture. Pyrotechnic devices are expensive. Look at their dates before you buy them. Buy them with as much time remaining as possible.

Like smoke flares, aerial and hand-held flares may fail to work if they have been damaged or abused. They will not function if they are or have been wet. Store them in dry, airtight containers in dry places. But store them where they are readily accessible.

Aerial VDSs, depending on their type and the conditions they are used in, may not go very high. Again, use them only when there is a good chance they will be seen. A serious disadvantage of aerial flares is that they burn for only a short time.



Fig. 11 Moisture protected flares should be carried onboard any vessel for use as a distress signal

Most burn for less than 10 seconds. Most parachute flares burn for less than 45 seconds. If you use a VDS in an emergency, do so carefully. Hold hand-held flares over the side of the boat when in use. Never use a road hazard flare on a boat, it can easily start a fire. Marine type flares are carefully designed to lessen risk, but they still must be used carefully.

Aerial flares should be given the same respect as firearms since they are firearms! Never point them at another person. Don't allow children to play with them or around them. When you fire one, face away from the wind. Aim it downwind and upward at an angle of about 60 degrees to the horizon. If there is a strong wind, aim it somewhat more vertically. Never fire it straight up. Before you discharge a flare pistol, check for overhead obstructions. These might be damaged by the flare. They might deflect the flare to where it will cause damage.

Disposal of VDS

Keep outdated flares when you get new ones. They do not meet legal requirements, but you might need them sometime, and they may work. It is illegal to fire a VDS on federal navigable waters unless an emergency exists. Many states have similar laws.

Emergency Position Indicating Radio Beacon (EPIRB)

There is no requirement for recreational boats to have EPIRBs. Some commercial and fishing vessels, though, must have them if they operate beyond the three mile limit. Vessels carrying six or fewer passengers for hire must have EPIRBs under some circumstances when operating beyond the three mile limit. If you boat in a remote area or offshore, you should have an EPIRB. An EPIRB is a small (about 6 to 20 inches high), battery-powered, radio transmitting buoy-like device. It is a radio transmitter and requires a license or an endorsement on your radio station license by the Federal Communications Commission (FCC). EPIRBs are activated by being immersed in water or by a manual switch.

Equipment Not Required But Recommended

Although not required by law, there are other pieces of equipment that are good to have onboard.

SECOND MEANS OF PROPULSION

All boats less than 16 feet long should carry a second means of propulsion. A paddle or oar can come in handy at times. For most small boats, a spare trolling or outboard motor is an excellent idea. If you carry a spare motor, it should have its own fuel tank and starting power. If you use an electric trolling motor, it should have its own battery.

BAILING DEVICES

All boats should carry at least one effective manual bailing device in addition to any installed electric bilge pump. This can be a bucket, can, scoop, hand operated pump, etc. If your battery "goes dead" it will not operate your electric pump.

FIRST AID KIT

♦ See Figure 12

All boats should carry a first aid kit. It should contain adhesive bandages, gauze, adhesive tape, antiseptic, aspirin, etc. Check your first aid kit from time to time. Replace anything that is outdated. It is to your advantage to know how to use your first aid kit. Another good idea would be to take a Red Cross first aid course.

ANCHORS

♦ See Figure 13

All boats should have anchors. Choose one of suitable size for your boat. Better still, have two anchors of different sizes. Use the smaller one in calm water or when anchoring for a short time to fish or eat. Use the larger one when the water is rougher or for overnight anchoring.

Carry enough anchor line of suitable size for your boat and the waters in which you will operate. If your engine fails you, the first thing you usually should do is lower your anchor. This is good advice in shallow water where you may be driven aground by the wind or water. It is also good advice in windy weather or rough water. The anchor will usually hold your bow into the waves.

1-10 GENERAL INFORMATION AND BOATING SAFETY



Fig. 12 Always carry an adequately stocked first aid kit on board for the safety

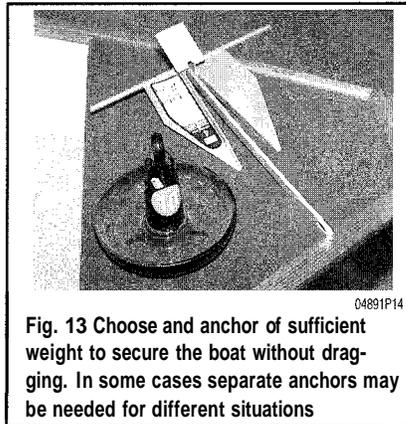


Fig. 13 Choose and anchor of sufficient weight to secure the boat without dragging. In some cases separate anchors may be needed for different situations

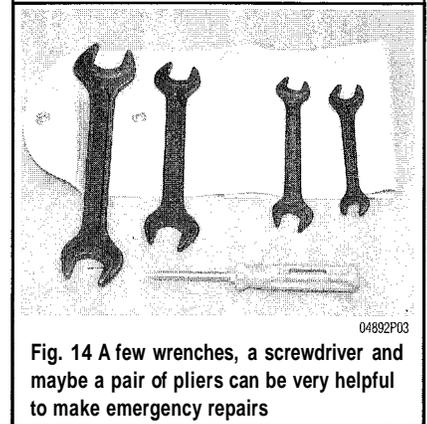


Fig. 14 A few wrenches, a screwdriver and maybe a pair of pliers can be very helpful to make emergency repairs

VHF-FM RADIO

Your best means of summoning help in an emergency or in case of a breakdown is a VHF-FM radio. You can use it to get advice or assistance from the Coast Guard. In the event of a serious illness or injury aboard your boat, the Coast Guard can have emergency medical equipment meet you ashore.

TOOLS AND SPARE PARTS

▶ See Figures 14

Carry a few tools and some spare parts, and learn how to make minor repairs. Many search and rescue cases are caused by minor breakdowns that boat operators could have repaired. If your engine is an inboard or stern drive, carry spare belts and water pump impellers and the tools to change them.

SAFETY IN SERVICE

It is virtually impossible to anticipate all of the hazards involved with maintenance and service, but care and common sense will prevent most accidents.

The rules of safety for mechanics range from "don't smoke around gasoline," to "use the proper tool(s) for the job." The trick to avoiding injuries is to develop safe work habits and to take every possible precaution. Whenever you are working on your boat, pay attention to what you are doing. The more you pay attention to details and what is going on around you, the less likely you will be to hurt yourself or damage your boat.

Do's

- Do keep a fire extinguisher and first aid kit handy.
- Do wear safety glasses or goggles when cutting, drilling, grinding or prying, even if you have 20-20 vision. If you wear glasses for the sake of vision, wear safety goggles over your regular glasses.
- Do shield your eyes whenever you work around the battery. Batteries contain sulfuric acid. In case of contact with the eyes or skin, flush the area with water or a mixture of water and baking soda, then seek immediate medical attention.
- Do use adequate ventilation when working with any chemicals or hazardous materials.
- Do disconnect the negative battery cable when working on the electrical system. The secondary ignition system contains EXTREMELY HIGH VOLTAGE. In some cases it can even exceed 50,000 volts.
- Do follow manufacturer's directions whenever working with potentially hazardous materials. Most chemicals and fluids are poisonous if taken internally.
- Do properly maintain your tools. Loose hammerheads, mushroomed punches and chisels, frayed or poorly grounded electrical cords, excessively worn screwdrivers, spread wrenches (open end), cracked sockets, or slipping ratchets can cause accidents.
- Likewise, keep your tools clean; a greasy wrench can slip off a bolt head, ruining the bolt and often harming your knuckles in the process.
- Do use the proper size and type of tool for the job at hand. Do select a wrench or socket that fits the nut or bolt. The wrench or socket should sit straight, not cocked.
- Do, when possible, pull on a wrench handle rather than push on it, and adjust your stance to prevent a fall.

Courtesy Marine Examinations

One of the roles of the Coast Guard Auxiliary is to promote recreational boating safety. This is why they conduct thousands of Courtesy Marine Examinations each year. The auxiliaries who do these examinations are well-trained and knowledgeable in the field.

These examinations are free and done only at the consent of boat owners. To pass the examination, a vessel must satisfy federal equipment requirements and certain additional requirements of the coast guard auxiliary. If your vessel does not pass the Courtesy Marine Examination, no report of the failure is made. Instead, you will be told what you need to correct the deficiencies. The examiner will return at your convenience to redo the examination.

If your vessel qualifies, you will be awarded a safety decal. The decal does not carry any special privileges, it simply attests to your interest in safe boating.

- Do be sure that adjustable wrenches are tightly closed on the nut or bolt and pulled so that the force is on the side of the fixed jaw. Better yet, avoid the use of an adjustable if you have a fixed wrench that will fit.
- Do strike squarely with a hammer; avoid glancing blows. But, we REALLY hope you won't be using a hammer much in basic maintenance.
- Do use common sense whenever you work on your boat or motor. If a situation arises that doesn't seem right, sit back and have a second look. It may save an embarrassing moment or potential damage to your beloved boat.

Don'ts

- Don't run the engine in an enclosed area or anywhere else without proper ventilation —EVER! Carbon monoxide is poisonous; it takes a long time to leave the human body and you can build up a deadly supply of it in your system by simply breathing in a little every day. You may not realize you are slowly poisoning yourself.
- Don't work around moving parts while wearing loose clothing. Short sleeves are much safer than long, loose sleeves. Hard-toed shoes with neoprene soles protect your toes and give a better grip on slippery surfaces. Jewelry, watches, large belt buckles, or body adornment of any kind is not safe working around any vehicle. Long hair should be tied back under a hat.
- Don't use pockets for toolboxes. A fall or bump can drive a screwdriver deep into your body. Even a rag hanging from your back pocket can wrap around a spinning shaft.
- Don't smoke when working around gasoline, cleaning solvent or other flammable material.
- Don't smoke when working around the battery. When the battery is being charged, it gives off explosive hydrogen gas. Actually, you shouldn't smoke anyway. Save the cigarette money and put it into your boat!
- Don't use gasoline to wash your hands; there are excellent soaps available. Gasoline contains dangerous additives which can enter the body through a cut or through your pores. Gasoline also removes all the natural oils from the skin so that bone dry hands will suck up oil and grease.
- Don't use screwdrivers for anything other than driving screws! A screwdriver used as an prying tool can snap when you least expect it, causing injuries. At the very least, you'll ruin a good screwdriver.

TOOLS AND EQUIPMENT 2-2

SAFETY TOOLS 2-2
WORK GLOVES 2-2
EYE & EAR PROTECTION 2-2
WORK CLOTHES 2-2

CHEMICALS 2-2
LUBRICANTS & PENETRANTS 2-2
SEALANTS 2-3
CLEANERS 2-3

TOOLS 2-4

HAND TOOLS 2-4
SOCKET SETS 2-4
WRENCHES 2-6
PLIERS 2-7
SCREWDRIVERS 2-7
HAMMERS 2-7

OTHER COMMON TOOLS 2-7

SPECIAL TOOLS 2-8
ELECTRONIC TOOLS 2-8
GAUGES 2-9

MEASURING TOOLS 2-9
MICROMETERS & CALIPERS 2-9
DIAL INDICATORS 2-10
TELESCOPING GAUGES 2-10
DEPTH GAUGES 2-10

**FASTENERS, MEASUREMENTS AND
CONVERSIONS 2-11**

BOLTS, NUTS AND OTHER THREADED
RETAINERS 2-11

TORQUE 2-11

STANDARD AND METRIC
MEASUREMENTS 2-11

SPECIFICATIONS CHARTS

CONVERSION FACTORS 2-12

2

TOOLS AND
EQUIPMENT

TOOLS AND EQUIPMENT 2-2
TOOLS 2-4
FASTENERS, MEASUREMENTS
AND CONVERSIONS 2-11

2-2 TOOLS AND EQUIPMENT

TOOLS AND EQUIPMENT

Safety Tool:

WORK GLOVES

▶ See Figures 1 and 2

Unless you think scars on your hands are cool, enjoy pain and like wearing bandages, get a good pair of work gloves. Canvas or leather are the best. And yes, we realize that there are some jobs involving small parts that can't be done while wearing work gloves. These jobs are not the ones usually associated with hand injuries.

A good pair of rubber gloves (such as those usually associated with dish washing) or vinyl gloves is also a great idea. There are some liquids such as solvents and penetrants that don't belong on your skin. Avoid burns and rashes. Wear these gloves.

And lastly, an option. If you're tired of being greasy and dirty all the time, go to the drug store and buy a box of disposable latex gloves like medical professionals wear. You can handle greasy parts, perform small tasks, wash parts, etc. all without getting dirty! These gloves take a surprising amount of abuse without tearing and aren't expensive. Note however, that it has been reported that some people are allergic to the latex or the powder used inside some gloves, so pay attention to what you buy.

EYE & EAR PROTECTION

▶ See Figures 3 and 4

Don't begin any job without a good pair of work goggles or impact resistant glasses! When doing any kind of work, it's all too easy to avoid eye injury through



Fig. 1 Three different types of work gloves. The box contains latex gloves



Fig. 2 Latex gloves come in handy when you are doing those messy jobs, like handling filters

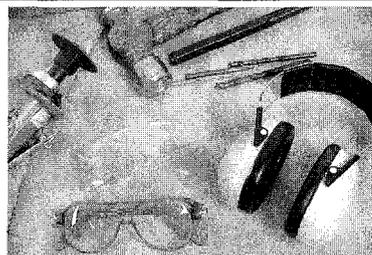


Fig. 3 Don't begin any job without a good pair of work goggles or impact resistant glasses. Also good noise reducing ear-muffs are cheap insurance to protect your hearing

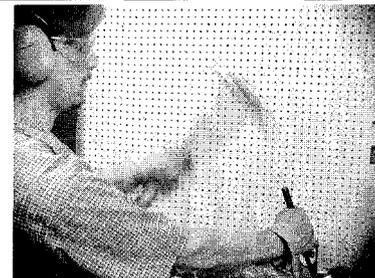


Fig. 4 Things have a habit of breaking, chipping, splashing, spraying, splintering and flying around. And, for some reason, your eye is always in the way

this simple precaution. And don't just buy eye protection and leave it on the shelf. Wear it all the time! Things have a habit of breaking, chipping, splashing, spraying, splintering and flying around. And, for some reason, your eye is always in the way!

If you wear vision correcting glasses as a matter of routine, get a pair made with polycarbonate lenses. These lenses are impact resistant and are available at any optometrist.

Often overlooked is hearing protection. Power equipment is noisy! Loud noises damage your ears. It's as simple as that! The simplest and cheapest form of ear protection is a pair of noise-reducing earplugs. Cheap insurance for your ears. And, they may even come with their own, cute little carrying case.

More substantial, more protection and more money is a good pair of noise reducing earmuffs. They protect from all but the loudest sounds. Hopefully those are sounds that you'll never encounter since they're usually associated with disasters.

WORK CLOTHES

Everyone has "work clothes." Usually these consist of old jeans and a shirt that has seen better days. That's fine. In addition, a denim work apron is a nice accessory. It's rugged, can hold some spare bolts, and you don't feel bad wiping your hands or tools on it. That's what it's for.

When working in cold weather, a one-piece, thermal work outfit is invaluable. Most are rated to below zero (Fahrenheit) temperatures and are ruggedly constructed. Just look at what the marine mechanics are wearing and that should give you a clue as to what type of clothing is good.

Chemicals

There is a whole range of chemicals that you'll find handy for maintenance work. The most common types are, lubricants, penetrants and sealers. Keep these handy onboard. There are also many chemicals that are used for detailing or cleaning.

When a particular chemical is not being used, keep it capped, upright and in a safe place. These substances may be flammable, may be irritants or might even be caustic and should always be stored properly, used properly and handled with care. Always read and follow all label directions and be sure to wear hand and eye protection!

LUBRICANTS & PENETRANTS

▶ See Figure 5

Anti-seize is used to coat certain fasteners prior to installation. This can be especially helpful when two dissimilar metals are in contact (to help prevent corrosion that might lock the fastener in place). This is a good practice on a lot of different fasteners, BUT, NOT on any fastener which might vibrate loose causing a problem. If anti-seize is used on a fastener, it should be checked periodically for proper tightness.

Lithium grease, chassis lube, silicone grease or a synthetic brake caliper grease can all be used pretty much interchangeably. All can be used for coating rust-prone fasteners and for facilitating the assembly of parts that are a tight fit. Silicone and synthetic greases are the most versatile.

➔ Silicone dielectric grease is a non-conductor that is often used to coat the terminals of wiring connectors before fastening them. It may sound



04892P09

Fig. 5 Antiseize, penetrating oil, lithium grease, electronic cleaner and silicone spray. These products have hundreds of uses and should be a part of your chemical tool collection



87933507

Fig. 6 Sealants are essential for preventing leaks



04892P10

Fig. 7 On some engines, RTV is used instead of gasket material to seal Components

odd to coat metal portions of a terminal with something that won't conduct electricity, but here is it how it works. When the connector is fastened the metal-to-metal contact between the terminals will displace the grease (allowing the circuit to be completed). The grease that is displaced will then coat the non-contacted surface and the cavity around the terminals, SEALING them from atmospheric moisture that could cause corrosion.

Silicone spray is a good lubricant for hard-to-reach places and parts that shouldn't be gooped up with grease.

Penetrating oil may turn out to be one of your best friends when taking something apart that has corroded fasteners. Not only can they make a job easier, they can really help to avoid broken and stripped fasteners. The most familiar penetrating oils are Liquid Wrench[™] and WD-40[®]. A newer penetrant, PB Blaster[™] also works well. These products have hundreds of uses. For your purposes, they are vital!

Before disassembling any part (especially on an exhaust system), check the fasteners. If any appear rusted, soak them thoroughly with the penetrant and let them stand while you do something else (for particularly rusted or frozen parts you may need to soak them a few days in advance). This simple act can save you hours of tedious work trying to extract a broken bolt or stud.

SEALANTS

See Figures 6 and 7

Sealants are an indispensable part for certain tasks, especially if you are trying to avoid leaks. The purpose of sealants is to establish a leak-proof bond between or around assembled parts. Most sealers are used in conjunction with gaskets, but some are used instead of conventional gasket material.

The most common sealers are the non-hardening types such as Permatex[™]No.2 or its equivalents. These sealers are applied to the mating surfaces of each part to be joined, then a gasket is put in place and the parts are assembled.

A sometimes overlooked use for sealants like RTV is on the threads of vibration prone fasteners.

One very helpful type of non-hardening sealer is the "high tack" type. This type is a very sticky material that holds the gasket in place while the parts are being assembled. This stuff is really a good idea when you don't have enough hands or fingers to keep everything where it should be.

The stand-alone sealers are the Room Temperature Vulcanizing (RTV) silicone gasket makers. On some engines, this material is used instead of a gasket. In those instances, a gasket may not be available or, because of the shape of the mating surfaces, a gasket shouldn't be used. This stuff, when used in conjunction with a conventional gasket, produces the surest bonds.

RTV does have its limitations though. When using this material, you will have a time limit. It starts to set-up within 15 minutes or so, so you have to assemble the parts without delay. In addition, when squeezing the material out of the tube, don't drop any glops into the engine. The stuff will form and set and travel around the oil gallery, possibly plugging up a passage. Also, most types are not fuel-proof. Check the tube for all cautions.

CLEANERS

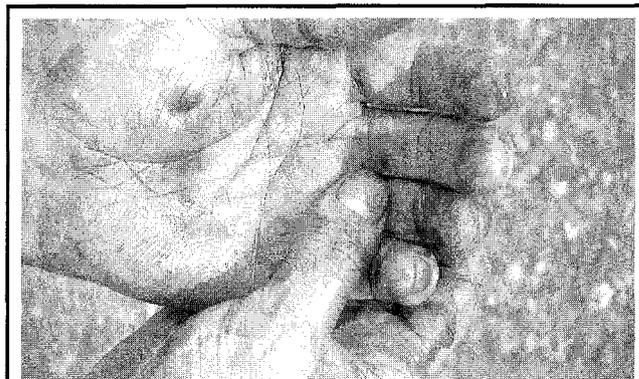
See Figures 8 and 9

There are two types of cleaners on the market today: parts cleaners and hand cleaners. The parts cleaners are for the parts; the hand cleaners are for you. They are not interchangeable.



87933018

Fig. 8 The new citrus hand cleaners not only work well, but they smell pretty good too. Choose one with pumice for added cleaning power



04892P12

Fig. 9 The use of hand lotion seals your hands and keeps dirt and grease from sticking to your skin

2-4 TOOLS AND EQUIPMENT

There are many good, non-flammable, biodegradable parts cleaners on the market. These cleaning agents are safe for you, the parts and the environment. Therefore, there is no reason to use flammable, caustic or toxic substances to clean your parts or tools.

As far as hand cleaners go, the waterless types are the best. They have always been efficient at cleaning, but leave a pretty smelly odor. Recently though, just about all of them have eliminated the odor and added stuff that actually smells good. Make sure that you pick one that contains lanolin or some other

moisture-replenishing additive. Cleaners not only remove grease and oil but also skin oil.

➔ **Most** women will tell you to use a hand lotion when you're all cleaned up. It's okay. Real men DO use hand lotion! Believe it or not, using hand lotion before your hands are dirty will actually make them easier to

clean when you're finished with a dirty job. Lotion seals your hands, and keeps dirt and grease from sticking to your skin.

TOOLS

➔ See Figure 10

Tools; this subject could fill a completely separate manual. The first thing you will need to ask yourself, is just how involved do you plan to get. If you are serious about your maintenance you will want to gather a quality set of tools to make the job easier, and more enjoyable. **BESIDES, TOOLS ARE FUN!!!**

Almost every do-it-yourselfer loves to accumulate tools. Though most find a way to perform jobs with only a few common tools, they tend to buy more over time, as money allows. So gathering the tools necessary for maintenance does not have to be an expensive, overnight proposition.

When buying tools, the saying "You get what you pay for. . ." is absolutely true! Don't go cheap! Any hand tool that you buy should be drop forged and/or chrome vanadium. These two qualities tell you that the tool is strong enough for the job. With any tool, go with a name that you've heard of before, or, that is recommended by your local professional retailer. Let's go over a list of tools that you'll need.

Most of the world uses the metric system. However, some American-built engines and aftermarket accessories use standard fasteners. So, accumulate your tools accordingly. Any good DIYer should have a decent set of both U.S. and metric measure tools.

➔ **Don't** be confused by terminology. Most advertising refers to "SAE and metric", or "standard and metric." Both are misnomers. The Society of Automotive Engineers (SAE) did not invent the English system of measurement; the English did. The SAE likes metrics just fine. Both English (U.S.) and metric measurements are SAE approved. Also, the current "standard" measurement IS metric. So, if it's not metric, it's U.S. measurement.

Hand Tools

SOCKET SETS

➔ See Figures 11 thru 17

Socket sets are the most basic hand tools necessary for repair and maintenance work. For our purposes, socket sets come in three drive sizes: 1/4 inch, 3/8 inch and 1/2 inch. Drive size refers to the size of the drive lug on the ratchet, breaker bar or speed handle.

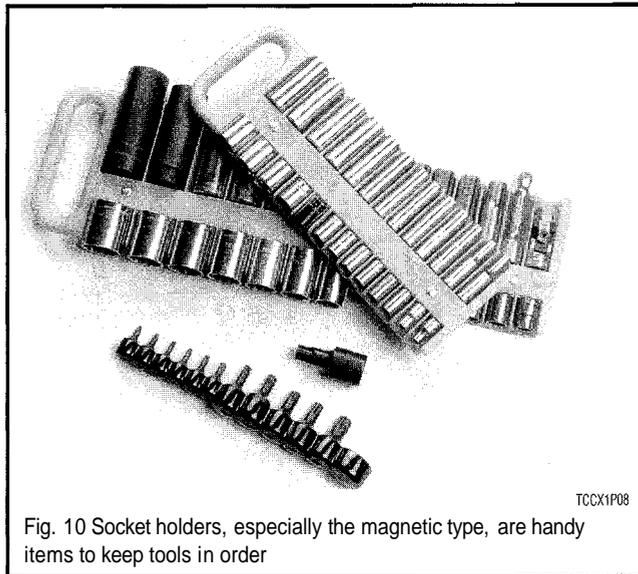


Fig. 10 Socket holders, especially the magnetic type, are handy items to keep tools in order

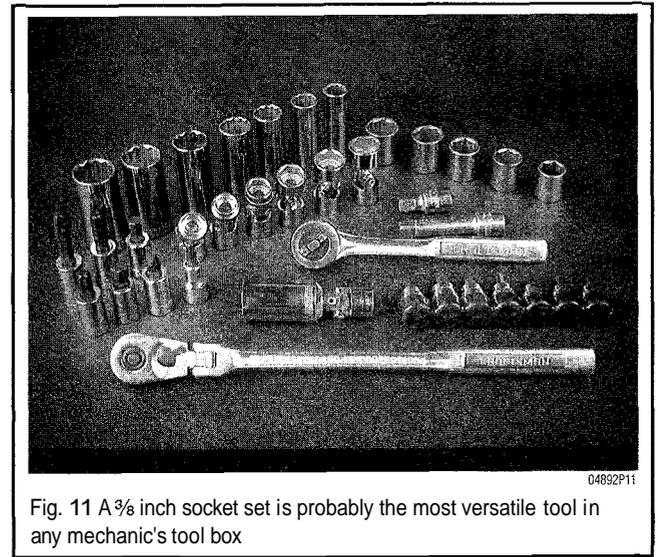


Fig. 11 A 3/8 inch socket set is probably the most versatile tool in any mechanic's tool box

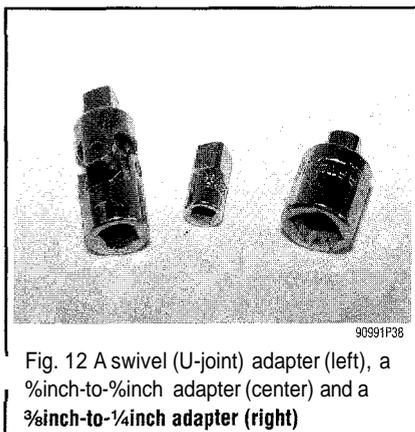


Fig. 12 A swivel (U-joint) adapter (left), a 1/2 inch-to-3/4 inch adapter (center), and a 3/4 inch-to-1/4 inch adapter (right)

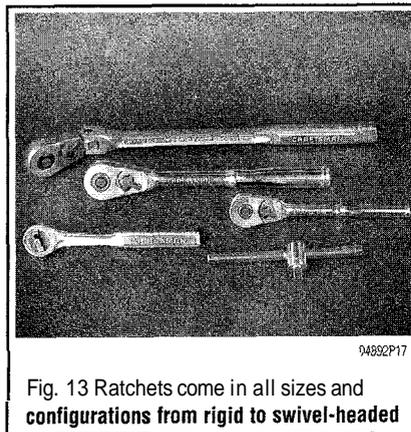


Fig. 13 Ratchets come in all sizes and configurations from rigid to swivel-headed

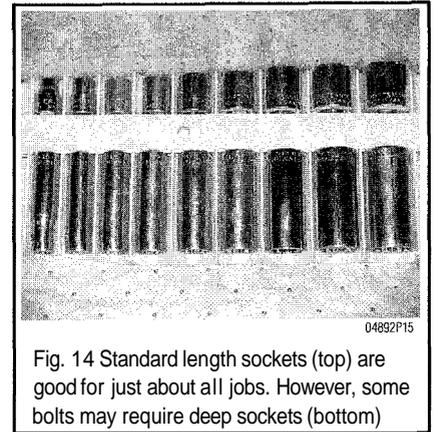
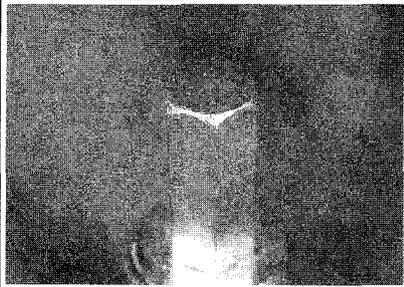
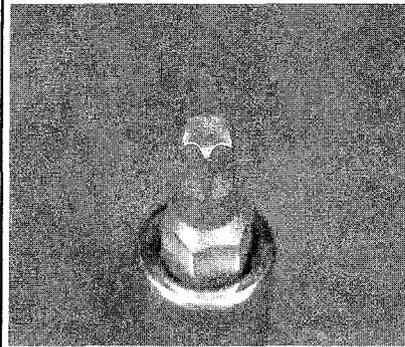


Fig. 14 Standard length sockets (top) are good for just about all jobs. However, some bolts may require deep sockets (bottom)



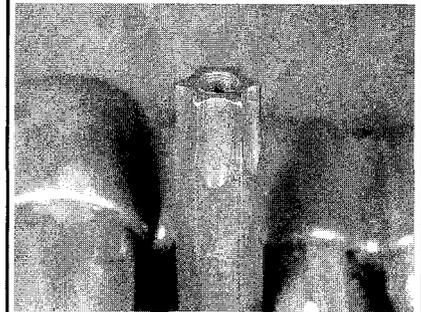
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Fig. 15 Hex-head fasteners retain many components on modern powerheads. These fasteners require a socket with a hex shaped driver



04892P18

Fig. 16 Torx® drivers . . .



04892P19

Fig. 17 . . . and tamper resistant drivers are required to remove special fasteners installed by the manufacturers

A 3/8 inch set is probably the most versatile set in any mechanic's tool box. It allows you to get into tight places that the larger drive ratchets can't and gives you a range of larger sockets that are still strong enough for heavy duty work. The socket set that you'll need should range in sizes from 3/8 inch through 1 inch for standard fasteners, and a 6mm through 19mm for metric fasteners.

You'll need a good 1/2 inch set since this size drive lug assures that you won't break a ratchet or socket on large or heavy fasteners. Also, torque wrenches with a torque scale high enough for larger fasteners are usually 1/2 inch drive.

1/4 inch drive sets can be very handy in tight places. Though they usually duplicate functions of the 3/8 inch set, 1/4 inch drive sets are easier to use for smaller bolts and nuts.

As for the sockets themselves, they come in standard and deep lengths as well as 6 or 12 point. 6 and 12 points refers to how many sides are in the socket itself. Each has advantages. The 6 point socket is stronger and less prone to slipping which would strip a bolt head or nut. 12 point sockets are more common, usually less expensive and can operate better in tight places where the ratchet handle can't swing far.

Standard length sockets are good for just about all jobs, however, some stud-head bolts, hard-to-reach bolts, nuts on long studs, etc., require the deep sockets.

Most manufacturers use recessed hex-head fasteners to retain many of the engine parts. These fasteners require a socket with a hex shaped driver or a large sturdy hex key. To help prevent torn knuckles, we would recommend that you stick to the sockets on any tight fastener and leave the hex keys for lighter applications. Hex driver sockets are available individually or in sets just like conventional sockets.

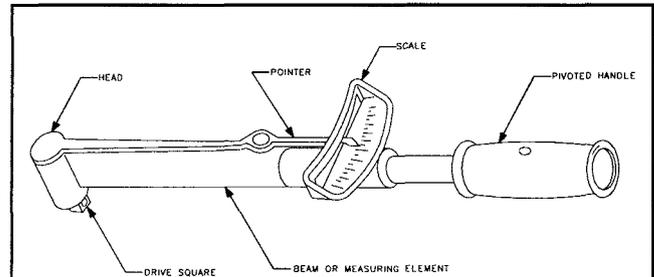
More and more, manufacturers are using Torx® head fasteners, which were once known as tamper resistant fasteners (because many people did not have tools with the necessary odd driver shape). They are still used where the manufacturer would prefer only knowledgeable mechanics or advanced Do-It-Yourselfers (DIYers) to work.

variety to suit your needs. A torque wrench should be used any time you have a specific torque value for a fastener. Keep in mind that because there is no worldwide standardization of fasteners, the charts at the end of this section are a general guideline and should be used with caution. If you are using the right tool for the job, you should not have to strain to tighten a fastener.

BEAM TYPE

▶ See Figures 19 and 20

The beam type torque wrench is one of the most popular styles in use. If used properly, it can be the most accurate also. It consists of a pointer attached to the head that runs the length of the flexible beam (shaft) to a scale located near the handle. As the wrench is pulled, the beam bends and the pointer indicates the torque using the scale.



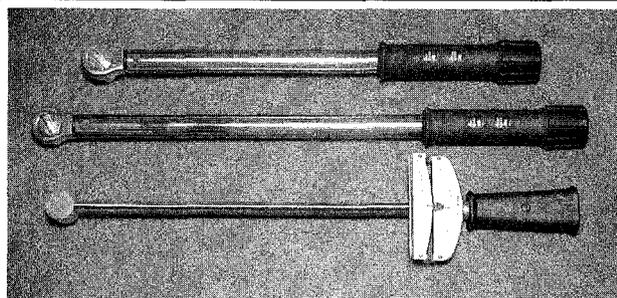
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Fig. 19 Parts of a beam type torque wrench

Torque Wrenches

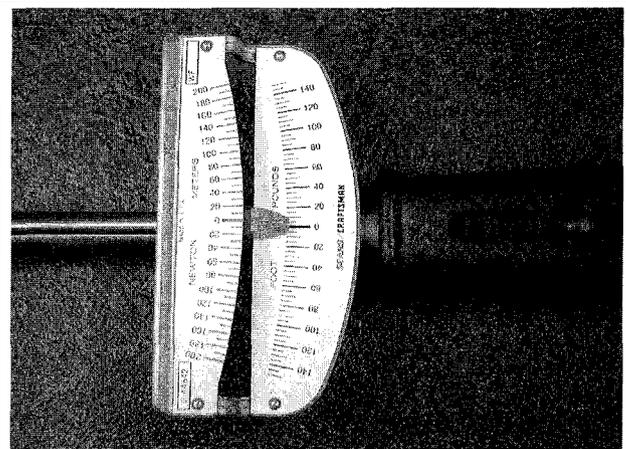
▶ See Figure 18

In most applications, a torque wrench can be used to assure proper installation of a fastener. Torque wrenches come in various designs and most stores will carry a



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Fig. 18 Three types of torque wrenches. Top to bottom: a 3/8 inch drive beam type that reads in inch lbs., a 1/2 inch drive clicker type and a 1/2 inch drive beam type



04892P33

Fig. 20 A beam type torque wrench consists of a pointer attached to the head that runs the length of the flexible beam (shaft) to a scale located near the handle

2-6 TOOLS AND EQUIPMENT

CLICK (BREAKAWAY) TYPE

▶ See Figures 21 and 22

Another popular torque wrench design is the click type. The clicking mechanism makes achieving the proper torque easy and most use ratcheting head for ease of bolt installation. To use the click type wrench you pie-adjust it to a torque setting. Once the torque is reached, the wrench has a reflex signaling feature that causes a momentary breakaway of the torque wrench body, sending an impulse to the operator's hand.

Breaker Bars

▶ See Figure 23

Breaker bars are long handles with a drive lug. Their main purpose is to provide extra turning force when breaking loose tight bolts or nuts. They come in all drive

sizes and lengths. Always take extra precautions and use proper technique when using a breaker bar.

WRENCHES

▶ See Figures 24, 25, 26, 27 and 28

Basically, there are 3 kinds of fixed wrenches: open end, box end, and combination.

Open end wrenches have 2-jawed openings at each end of the wrench. These wrenches are able to fit onto just about any nut or bolt. They are extremely versatile but have one major drawback. They can slip on a worn or rounded bolt head or nut, causing bleeding knuckles and a useless fastener.

Box-end wrenches have a 360° circular jaw at each end of the wrench. They come

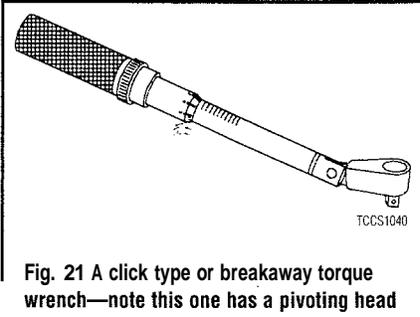


Fig. 21 A click type or breakaway torque wrench—note this one has a pivoting head

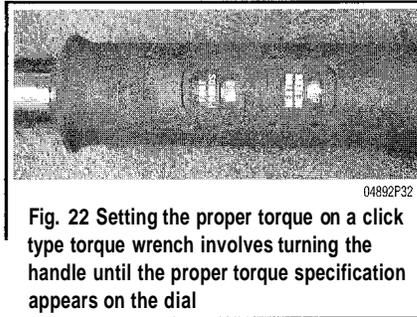


Fig. 22 Setting the proper torque on a click type torque wrench involves turning the handle until the proper torque specification appears on the dial

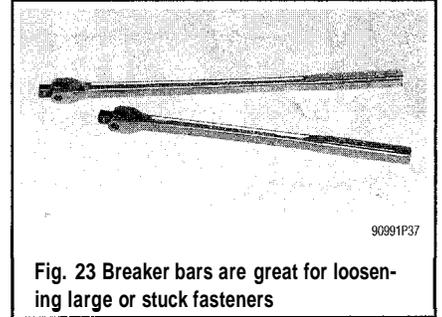


Fig. 23 Breaker bars are great for loosening large or stuck fasteners

INCHES	DECIMAL	DECIMAL	MILLIMETERS
1/8"	.125	.118	3mm
3/16"	.187	.157	4mm
1/4"	.250	.236	6mm
5/16"	.312	.354	9mm
3/8"	.375	.394	10mm
7/16"	.437	.472	12mm
1/2"	.500	.512	13mm
9/16"	.562	.590	15mm
5/8"	.625	.630	16mm
11/16"	.687	.709	18mm
3/4"	.750	.748	19mm
13/16"	.812	.787	20mm
7/8"	.875	.866	22mm
15/16"	.937	.945	24mm
1"	1.00	.984	25mm

Fig. 24 Comparison of U.S. measure and metric wrench sizes

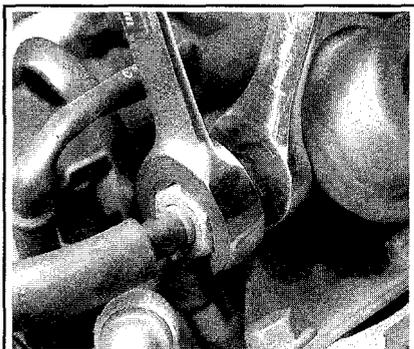


Fig. 25 Always use a backup wrench to prevent rounding flare nut fittings

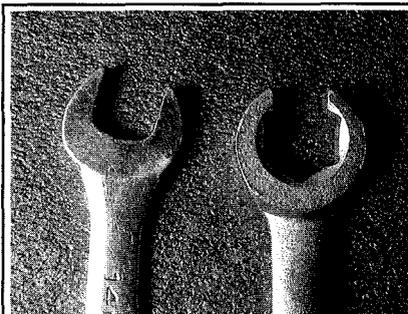


Fig. 26 Note how the flare wrench sides are extended to grip the fitting tighter and prevent rounding

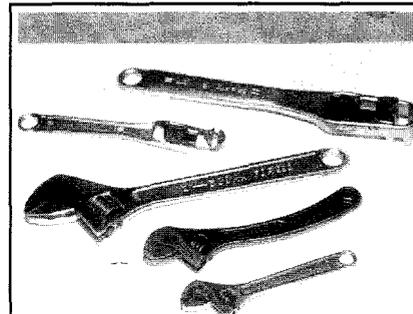


Fig. 27 Several types and sizes of adjustable wrenches

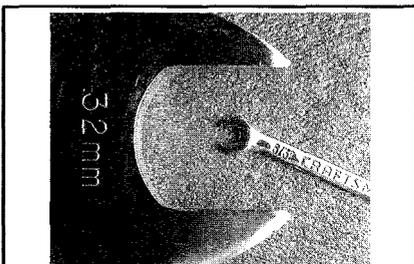


Fig. 28 Occasionally you will find a nut which requires a particularly large or particularly small wrench. Rest assured that the proper wrench to fit is available at your local tool store

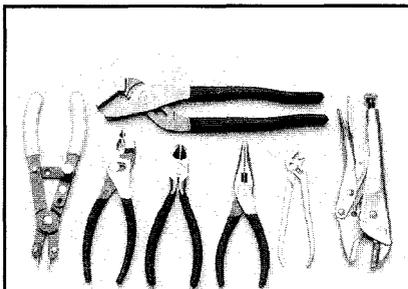


Fig. 29 Pliers and cutters come in many shapes and sizes. You should have an assortment on hand

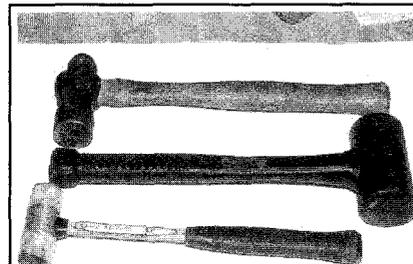


Fig. 30 Three types of hammers. Top to bottom: ball peen, rubber dead-blow, and plastic

in both 6 and 12 point versions just like sockets and each type has the same advantages and disadvantages as sockets.

Combination wrenches have the best of both. They have a 2-jawed open end and a box end. These wrenches are probably the most versatile.

As for sizes, you'll probably need a range similar to that of the sockets, about 1/4 inch through 1 inch for standard fasteners, or 6mm through 19mm for metric fasteners. As for numbers, you'll need 2 of each size, since, in many instances, one wrench holds the nut while the other turns the bolt. On most fasteners, the nut and bolt are the same size so having two wrenches of the same size comes in handy.

***Although you will typically just need the sizes we specified, there are some exceptions. Occasionally you will find a nut which is larger. For these, you will need to buy ONE expensive wrench or a very large adjustable. Or you can always just convince the spouse that we are talking about safety here and buy a whole (read expensive) large wrench set.**

One extremely valuable type of wrench is the adjustable wrench. An adjustable wrench has a fixed upper jaw and a moveable lower jaw. The lower jaw is moved by turning a threaded drum. The advantage of an adjustable wrench is its ability to be adjusted to just about any size fastener.

The main drawback of an adjustable wrench is the lower jaw's tendency to move slightly under heavy pressure. This can cause the wrench to slip if it is not facing the right way. Pulling on an adjustable wrench in the proper direction will cause the jaws to lock in place. Adjustable wrenches come in a large range of sizes, measured by the wrench length.

PLIERS

◆ See Figure 29

Pliers are simply mechanical fingers. They are, more than anything, an extension of your hand. At least 3 pair of pliers are an absolute necessity — standard, needle nose and channel lock.

In addition to standard pliers there are the slip-joint, multi-position pliers such as ChannelLock[®] pliers and locking pliers, such as Vise Grips[®].

Slip joint pliers are extremely valuable in grasping oddly sized parts and fasteners. Just make sure that you don't use them instead of a wrench too often since they can easily round off a bolt head or nut.

Locking pliers are usually used for gripping bolts or studs that can't be removed conventionally. You can get locking pliers in square jawed, needle-nosed and pipe-jawed. Locking pliers can rank right up behind duct tape as the handy-man's best friend.

SCREWDRIVERS

You can't have too many screwdrivers. They come in 2 basic flavors, either standard or Phillips. Standard blades come in various sizes and thicknesses for all types of slotted fasteners. Phillips screwdrivers come in sizes with number designations from 1 on up, with the lower number designating the smaller size. Screwdrivers can be purchased separately or in sets.

HAMMERS

◆ See Figure 30

You always need a hammer for just about any kind of work. You need a ball-peen hammer for most metal work when using drivers and other like tools. A plastic hammer comes in handy for hitting things safely. A soft-faced dead-blow hammer is used for hitting things safely and hard. Hammers are also VERY useful with non air-powered impact drivers.

Other Common Tools

There are a lot of other tools that every DIYer will eventually need (though not all for basic maintenance). They include:

- Funnel (for adding fluid)
- Chisels
- Punches
- Files
- Hacksaw

2-8 TOOLS AND EQUIPMENT

- Portable Bench Vise
- Tap and Die Set
- Flashlight
- Magnetic Bolt Retriever
- Gasket scraper
- Putty Knife
- Screw/Bolt Extractors
- Prybar

Hacksaws have just one use--cutting things off. You may wonder why you'd need one for something as simple as maintenance, but you never know. Among other things, guide studs to ease parts installation can be made from old bolts with their heads cut off.

A tap and die set might be something you've never needed, but you will eventually. It's a good rule, when everything is apart, to clean-up all threads, on bolts, screws and threaded holes. Also, you'll likely run across a situation in which stripped threads will be encountered. The tap and die set will handle that for you.

Gasket scrapers are just what you'd think, tools made for scraping old gasket material off of parts. You don't absolutely need one. Old gasket material can be removed with a putty knife or single edge razor blade. However, putty knives may not be sharp enough for some really stubborn gaskets and razor blades have a knack of breaking just when you don't want them to, inevitably slicing the nearest body part! As the old saying goes, "always use the proper tool for the job". If you're going to use a razor to scrape a gasket, be sure to always use a blade holder.

Putty knives really do have a use in a repair shop. Just because you remove all the bolts from a component sealed with a gasket doesn't mean it's going to come off. Most of the time, the gasket and sealer will hold it tightly. Lightly driving a putty knife at various points between the two parts will break the seal without damage to the parts.

A small — 8-10 inches (20–25 centimeters) long — prybar is extremely useful for removing stuck parts.

→ Never use a screwdriver as a prybar! Screwdrivers are not meant for prying. Screwdrivers, used for prying, can break, sending the broken shaft flying!

Screw/bolt extractors are used for removing broken bolts or studs that have broke off flush with the surface of the part.

Special Tools

▶ See Figure 31

Almost every marine engine around today requires at least one special tool to perform a certain task. In most cases, these tools are specially designed to overcome some unique problem or to fit on some oddly sized component.

When manufacturers go through the trouble of making a special tool, it is usually necessary to use it to assure that the job will be done right. A special tool might be designed to make a job easier, or it might be used to keep you from damaging or breaking a part.

Don't worry, MOST basic maintenance procedures can either be performed without any special tools OR, because the tools must be used for such basic things, they are commonly available for a reasonable price. It is usually just the low production, highly specialized tools (like a super thin 7-point star-shaped socket capable of 150 ft. lbs (203 Nm) of torque that is used only on the crankshaft nut of the limited production what-dya-call-it engine) that tend to be outrageously expensive and hard to find. Luckily, you will probably never need such a tool.

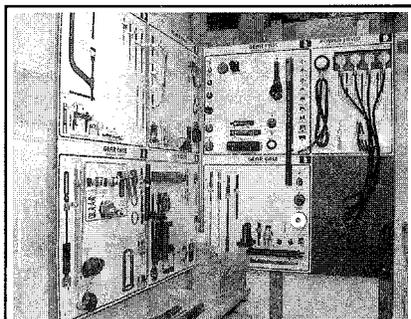


Fig. 31 Almost every outboard requires at least one special tool to perform certain tasks



Fig. 32 The Battery Tender® is more than just a battery charger, when left connected, it keeps your battery fully charged

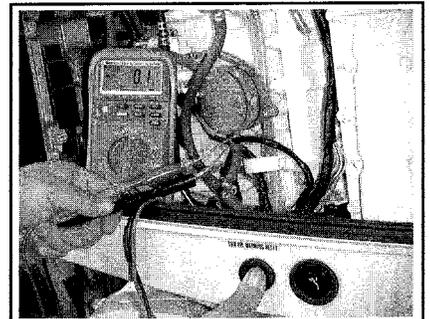


Fig. 33 Multimeters are an extremely useful tool for troubleshooting electrical problems

Special tools can be as inexpensive and simple as an adjustable strap wrench or as complicated as an ignition tester. A few common specialty tools are listed here, but check with your dealer or with other boaters for help in determining if there are any special tools for YOUR particular engine. There is an added advantage in seeking advice from others, chances are they may have already found the special tool you will need, and know how to get it cheaper.

Electronic Tools

Battery Testers

The best way to test a non-sealed battery is using a hydrometer to check the specific gravity of the acid. Luckily, these are usually inexpensive and are available at most parts stores. Just be careful because the larger testers are usually designed for larger batteries and may require more acid than you will be able to draw from the battery cell. Smaller testers (usually a short, squeeze bulb type) will require less acid and should work on most batteries.

Electronic testers are available and are often necessary to tell if a sealed battery is usable. Luckily, many parts stores have them on hand and are willing to test your battery for you.

Battery Chargers

▶ See Figure 32

If you are a weekend boater and take your boat out every week, then you will most likely want to buy a battery charger to keep your battery fresh. There are many types available, from low amperage trickle chargers to electronically controlled battery maintenance tools which monitor the battery voltage to prevent over or undercharging. This last type is especially useful if you store your boat for any length of time (such as during the severe winter months found in many Northern climates).

Even if you use your boat on a regular basis, you will eventually need a battery charger. Remember that most batteries are shipped dry and in a partial charged state. Before a new battery can be put into service it must be filled and properly charged. Failure to properly charge a battery (which was shipped dry) before it is put into service will prevent it from ever reaching a fully charged state.

Digital Volt/Ohm Meter (DVOM)

▶ See Figure 33

Multimeters are an extremely useful tool for troubleshooting electrical problems. They can be purchased in either analog or digital form and have a price range to suit any budget. A multimeter is a voltmeter, ammeter and ohmmeter (along with other features) combined into one instrument. It is often used when testing solid state circuits because of its high input impedance (usually 10 megaohms or more). A brief description of the multimeter main test functions follows:

- Voltmeter — the voltmeter is used to measure voltage at any point in a circuit, or to measure the voltage drop across any part of a circuit. Voltmeters usually have various scales and a selector switch to allow the reading of different voltage ranges. The voltmeter has a positive and a negative lead. To avoid damage to the meter, always connect the negative lead to the negative (-) side of the circuit (to ground or nearest the ground side of the circuit) and connect the positive lead to the positive (+) side of the circuit (to the power source or the nearest power source). Note that the negative voltmeter lead will always be black and

that the positive voltmeter will always be some color other than black (usually red).

- **Ohmmeter**—the ohmmeter is designed to read resistance (measured in ohms) in a circuit or component. Most ohmmeters will have a selector switch which permits the measurement of different ranges of resistance (usually the selector switch allows the multiplication of the meter reading by 10, 100, 1,000 and 10,000). Some ohmmeters are "auto-ranging" which means the meter itself will determine which scale to use. Since the meters are powered by an internal battery, the ohmmeter can be used like a self-powered test light. When the ohmmeter is connected, current from the ohmmeter flows through the circuit or component being tested. Since the ohmmeter's internal resistance and voltage are known values, the amount of current flow through the meter depends on the resistance of the circuit or component being tested. The ohmmeter can also be used to perform a continuity test for suspected open circuits. In using the meter for making continuity checks, do not be concerned with the actual resistance readings. Zero resistance, or any ohm reading, indicates continuity in the circuit. Infinite resistance indicates an opening in the circuit. A high resistance reading where there should be none indicates a problem in the circuit. Checks for short circuits are made in the same manner as checks for open circuits, except that the circuit must be isolated from both power and normal ground. Infinite resistance indicates no continuity, while zero resistance indicates a dead short.

*** WARNING

Never use an ohmmeter to check the resistance of a component or wire while there is voltage applied to the circuit.

- **Ammeter**—an ammeter measures the amount of current flowing through a circuit in units called amperes or amps. At normal operating voltage, most circuits have a characteristic amount of amperes, called "current draw" which can be measured using an ammeter. By referring to a specified current draw rating, then measuring the amperes and comparing the two values, one can determine what is happening within the circuit to aid in diagnosis. An open circuit, for example, will not allow any current to flow, so the ammeter reading will be zero. A damaged component or circuit will have an increased current draw, so the reading will be high. The ammeter is always connected in series with the circuit being tested. All of the current that normally flows through the circuit must also flow through the ammeter; if there is any other path for the current to follow, the ammeter reading will not be accurate. The ammeter itself has very little resistance to current flow and, therefore, will not affect the circuit, but it will measure current draw only when the circuit is closed and electricity is flowing. Excessive current draw can blow fuses and drain the battery, while a reduced current draw can cause motors to run slowly, lights to dim and other components to not operate properly.

Gauges

Compression Gauge

♦ See Figure 34

An important element in checking the overall condition of your engine is to check compression. This becomes increasingly more important on outboards with high hours. Compression gauges are available as screw-in types and hold-in types. The

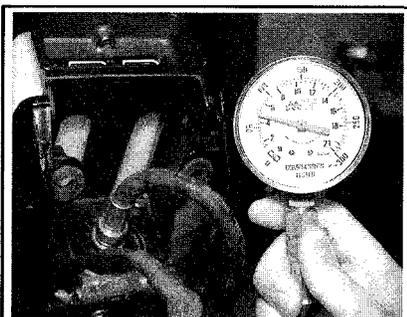


Fig. 34 Cylinder compression test results are extremely valuable indicators of internal engine condition

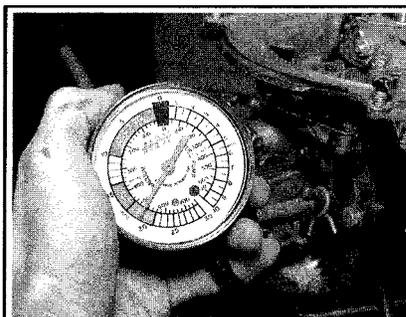


Fig. 35 Vacuum gauges are useful for many diagnostic tasks including testing of some fuel pumps

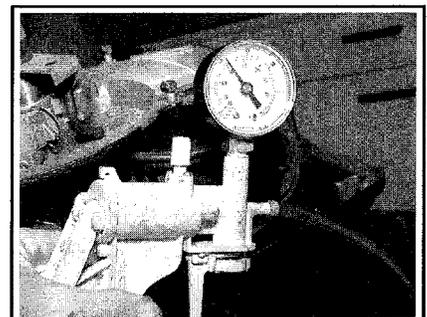


Fig. 36 In a pinch, you can also use the vacuum gauge on a hand operated vacuum pump

screw-in type is slower to use, but eliminates the possibility of a faulty reading due to escaping pressure. A compression reading will uncover many problems that can cause rough running. Normally, these are not the sort of problems that can be cured by a tune-up.

Vacuum Gauge

♦ See Figures 35 and 36

Vacuum gauges are handy for discovering air leaks, late ignition or valve timing, and a number of other problems.

Measuring Tools

Eventually, you are going to have to measure something. To do this, you will need at least a few precision tools in addition to the special tools mentioned earlier.

MICROMETERS & CALIPERS

Micrometers and calipers are devices used to make extremely precise measurements. The simple truth is that you really won't have the need for many of these items just for simple maintenance. You will probably want to have at least one precision tool such as an outside caliper to measure rotors or brake pads, but that should be sufficient to most basic maintenance procedures.

Should you decide on becoming more involved in boat engine mechanics, such as repair or rebuilding, then these tools will become very important. The success of any rebuild is dependent, to a great extent on the ability to check the size and fit of components as specified by the manufacturer. These measurements are made in thousandths and ten-thousandths of an inch.

Micrometers

♦ See Figure 37

A micrometer is an instrument made up of a precisely machined spindle which is rotated in a fixed nut, opening and closing the distance between the end of the spindle and a fixed anvil.

Outside micrometers can be used to check the thickness parts such as shims or the outside diameter of components like the crankshaft journals. They are also used during many rebuild and repair procedures to measure the diameter of components such as the pistons. The most common type of micrometer reads in 1/1000 of an inch. Micrometers that use a vernier scale can estimate to 1/10 of an inch.

Inside micrometers are used to measure the distance between two parallel surfaces. For example, in powerhead rebuilding work, the inside mike measures cylinder bore wear and taper. Inside mikes are graduated the same way as outside mikes and are read the same way as well.

Remember that an inside mike must be absolutely perpendicular to the work being measured. When you measure with an inside mike, rock the mike gently from side to side and tip it back and forth slightly so that you span the widest part of the bore. Just to be on the safe side, take several readings. It takes a certain amount of experience to work any mike with confidence.

Metric micrometers are read in the same way as inch micrometers, except that the measurements are in millimeters. Each line on the main scale equals 1 mm. Each fifth line is stamped 5, 10, 15, and so on. Each line on the thimble scale equals 0.01

2-10 TOOLS AND EQUIPMENT

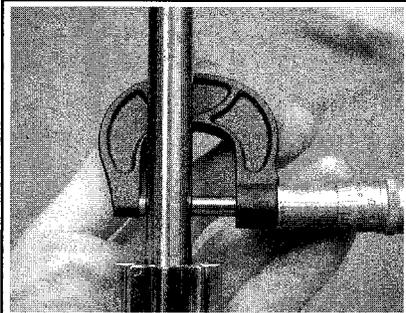


Fig. 37 Outside micrometers can be used to measure the thickness of shims or the outside diameter of a shaft

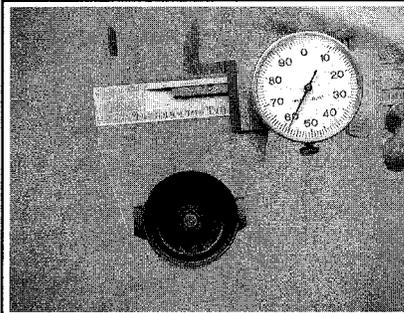


Fig. 38 Calipers, such as this dial caliper, are the fast and easy way to make precise measurements

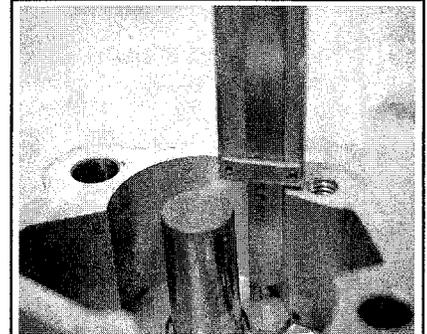


Fig. 39 Calipers can also be used to measure depth . . .

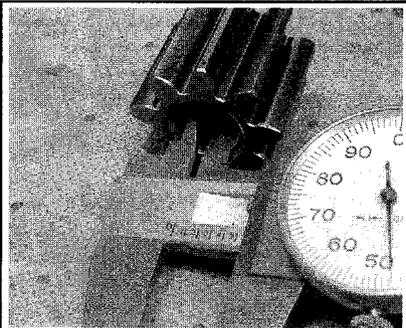


Fig. 40 . . . and inside diameter measurements, usually to 0.001 inch accuracy

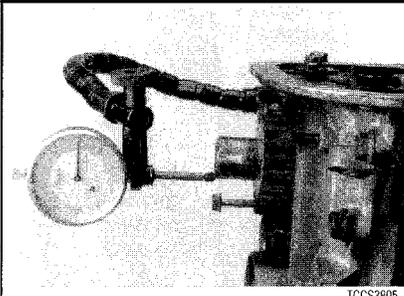


Fig. 41 Here, a dial indicator is used to measure the axial clearance (end play) of a crankshaft during a powerhead rebuilding procedure

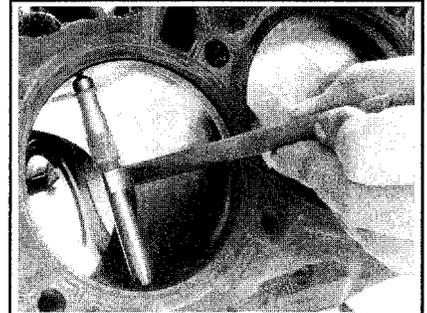


Fig. 42 Telescoping gauges are used during powerhead rebuilding procedures to measure the inside diameter of bores

mm. It will take a little practice, but if you can read an inch mike, you can read a metric mike.

Calipers

◆ See Figures 38, 39 and 40

Inside and outside calipers are useful devices to have if you need to measure something quickly and precise measurement is not necessary. Simply take the reading and then hold the calipers on an accurate steel rule.

DIAL INDICATORS

◆ See Figure 41

A dial indicator is a gauge that utilizes a dial face and a needle to register measurements. There is a movable contact arm on the dial indicator. When the arm moves, the needle rotates on the dial. Dial indicators are calibrated to show readings in thousandths of an inch and typically, are used to measure end-play and runout on various parts.

Dial indicators are quite easy to use, although they are relatively expensive. A variety of mounting devices are available so that the indicator can be used in a number of situations. Make certain that the contact arm is always parallel to the movement of the work being measured.

TELESCOPING GAUGES

◆ See Figure 42

A telescope gauge is used during rebuilding procedures (NOT usually basic maintenance) to measure the inside of bores. It can take the place of an inside mike for some of these jobs. Simply insert the gauge in the hole to be measured and lock the plungers after they have contacted the walls. Remove the tool and measure across the plungers with an outside micrometer.

DEPTH GAUGES

◆ See Figure 43

A depth gauge can be inserted into a bore or other small hole to determine exactly how deep it is. One common use for a depth gauge is measuring the distance the piston sits below the deck of the block at top dead center. Some outside calipers contain a built-in depth gauge so money can be saved by just buying one tool.

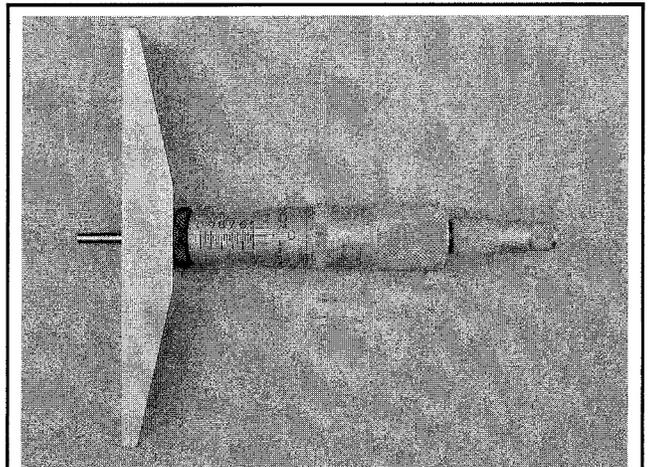


Fig. 43 Depth gauges are used to measure the depth of bore or other small holes

FASTENERS, MEASUREMENTS AND CONVERSIONS

Bolts, Nuts and Other Threaded Retainers

▶ See Figures 44 and 45

Although there are a great variety of fasteners found in the modern boat engine, the most commonly used retainer is the threaded fastener (nuts, bolts, screws, studs, etc). Most threaded retainers may be reused, provided that they are not damaged in use or during the repair.

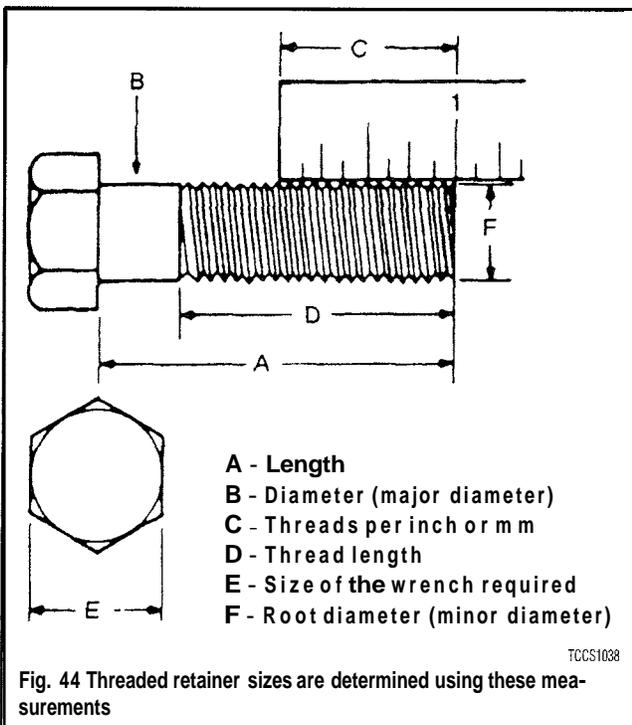
***Some retainers (such as stretch bolts or torque prevailing nuts) are designed to deform when tightened or in use and should not be reused.**

Whenever possible, we will note any special retainers which should be replaced during a procedure. But you should always inspect the condition of a retainer when it is removed and you should replace any that show signs of damage. Check all threads for rust or corrosion which can increase the torque necessary to achieve the desired clamp load for which that fastener was originally selected. Additionally, be sure that the driver surface of the fastener has not been compromised by rounding or other damage. In some cases a driver surface may become only partially rounded, allowing the driver to catch in only one direction. In many of these occurrences, a fastener may be installed and tightened, but the driver would not be able to grip and loosen the fastener again. (This could lead to frustration down the line should that component ever need to be disassembled again).

If you must replace a fastener, whether due to design or damage, you must always be sure to use the proper replacement. In all cases, a retainer of the same design, material and strength should be used. Markings on the heads of most bolts will help determine the proper strength of the fastener. The same material, thread and pitch must be selected to assure proper installation and safe operation of the vehicle afterwards.

Thread gauges are available to help measure a bolt or stud's thread. Most part or hardware stores keep gauges available to help you select the proper size. In a pinch, you can use another nut or bolt for a thread gauge. If the bolt you are replacing is not too badly damaged, you can select a match by finding another bolt which will thread in its place. If you find a nut which threads properly onto the damaged bolt, then use that nut to help select the replacement bolt. If however, the bolt you are replacing is so badly damaged (broken or drilled out) that its threads cannot be used as a gauge, you might start by looking for another bolt (from the same assembly or a similar location) which will thread into the damaged bolt's mounting. If so, the other bolt can be used to select a nut; the nut can then be used to select the replacement bolt.

In all cases, be absolutely sure you have selected the proper replacement. Don't be shy, you can always ask the store clerk for help.



** WARNING

Be aware that when you find a bolt with damaged threads, you may also find the nut or drilled hole it was threaded into has also been damaged. If this is the case, you may have to drill and tap the hole, replace the nut or otherwise repair the threads. NEVER try to force a replacement bolt to fit into the damaged threads.

T

Torque is defined as the measurement of resistance to turning or rotating. It tends to twist a body about an axis of rotation. A common example of this would be tightening a threaded retainer such as a nut, bolt or screw. Measuring torque is one of the most common ways to help assure that a threaded retainer has been properly fastened.

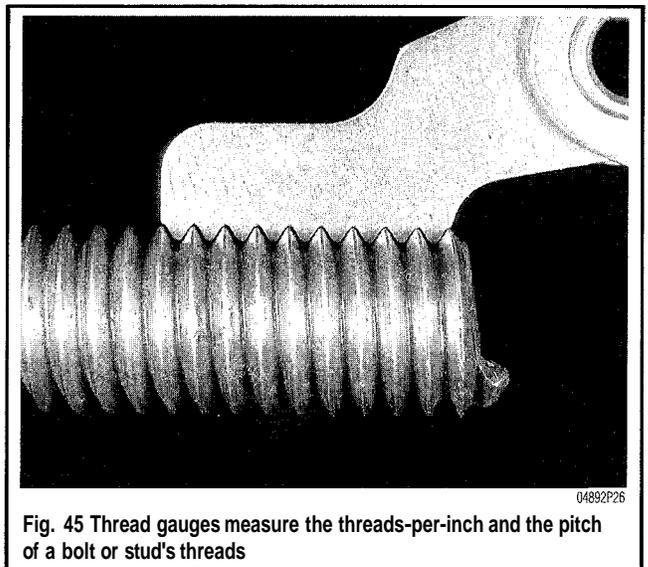
When tightening a threaded fastener, torque is applied in three distinct areas, the head, the bearing surface and the clamp load. About 50 percent of the measured torque is used in overcoming bearing friction. This is the friction between the bearing surface of the bolt head, screw head or nut face and the base material or washer (the surface on which the fastener is rotating). Approximately 40 percent of the applied torque is used in overcoming thread friction. This leaves only about 10 percent of the applied torque to develop a useful clamp load (the force which holds a joint together). This means that friction can account for as much as 90 percent of the applied torque on a fastener.

Standard and Metric Measurements

Specifications are often used to help you determine the condition of various components, or to assist you in their installation. Some of the most common measurements include length (in. or cm/mm), torque (ft. lbs., inch lbs. or Nm) and pressure (psi, in. Hg, kPa or mm Hg).

In some cases, that value may not be conveniently measured with what is available in your toolbox. Luckily, many of the measuring devices which are available today will have two scales so Standard or Metric measurements may easily be taken. If any of the various measuring tools which are available to you do not contain the same scale as listed in your specifications, use the accompanying conversion factors to determine the proper value.

The conversion factor chart is used by taking the given specification and multiplying it by the necessary conversion factor. For instance, looking at the first line, if you have a measurement in inches such as "free-play should be 2 in." but your ruler reads only in millimeters, multiply 2 in. by the conversion factor of 25.4 to get the metric equivalent of 50.8mm. Likewise, if the specification was given only in a Metric measurement, for example in Newton Meters (Nm), then look at the center column first. If the measurement is 100 Nm, multiply it by the conversion factor of 0.738 to get 73.8 ft. lbs.



2-12 TOOLS AND EQUIPMENT

CONVERSION FACTORS

LENGTH-DISTANCE

Inches (in.)	x 25.4	= Millimeters (mm)	x .0394	= Inches
Feet (ft.)	x .305	= Meters (m)	x 3.281	= Feet
Miles	x 1.609	= Kilometers (km)	x .0621	= Miles

VOLUME

Cubic Inches (in ³)	x 16.387	= Cubic Centimeters	x .061	= in ³
IMP Pints (IMP pt.)	x .568	= Liters (L)	x 1.76	= IMP pt.
IMP Quarts (IMP qt.)	x 1.137	= Liters (L)	x .88	= IMP qt.
IMP Gallons (IMP gal.)	x 4.546	= Liters (L)	x .22	= IMP gal.
IMP Quarts (IMP qt.)	x 1.201	= US Quarts (US qt.)	x .833	= IMP qt.
IMP Gallons (IMP gal.)	x 1.201	= US Gallons (US gal.)	x .833	= IMP gal.
Fl. Ounces	x 29.573	= Milliliters	x .034	= Ounces
US Pints (US pt.)	x .473	= Liters (L)	x 2.113	= Pints
US Quarts (US qt.)	x .946	= Liters (L)	x 1.057	= Quarts
US Gallons (US gal.)	x 3.785	= Liters (L)	x .264	= Gallons

MASS-WEIGHT

Ounces (oz.)	x 28.35	= Grams (g)	x .035	= Ounces
Pounds (lb.)	x .454	= Kilograms (kg)	x 2.205	= Pounds

PRESSURE

Pounds Per Sq. In. (psi)	x 6.895	= Kilopascals (kPa)	x .145	= psi
Inches of Mercury (Hg)	x .4912	= psi	x 2.036	= Hg
Inches of Mercury (Hg)	x 3.377	= Kilopascals (kPa)	x .2961	= Hg
Inches of Water (H ₂ O)	x .07355	= Inches of Mercury	x 13.783	= H ₂ O
Inches of Water (H ₂ O)	x .03613	= psi	x 27.684	= H ₂ O
Inches of Water (H ₂ O)	x .248	= Kilopascals (kPa)	x 4.026	= H ₂ O

TORQUE

Pounds-Force Inches (in-lb)	x .113	= Newton Meters (N·m)	x 8.85	= in-lb
Pounds-Force Feet (ft-lb)	x 1.356	= Newton Meters (N·m)	x .738	= ft-lb

VELOCITY

Miles Per Hour (MPH)	x 1.609	= Kilometers Per Hour (KPH)	x .621	= MPH
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POWER

Horsepower (Hp)	x .745	= Kilowatts	x 1.34	= Horsepower
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FUEL CONSUMPTION*

Miles Per Gallon IMP (MPG)	x .354	= Kilometers Per Liter (Km/L)
Kilometers Per Liter (Km/L)	x 2.352	= IMP MPG
Miles Per Gallon US (MPG)	x .425	= Kilometers Per Liter (Km/L)
Kilometers Per Liter (Km/L)	x 2.352	= US MPG

*It is common to convert from miles per gallon (mpg) to liters/100 kilometers (1/100 km), where mpg (IMP) x 1/100 km = 282 and mpg (US) x 1/100 km = 235.

TEMPERATURE

Degree Fahrenheit (°F)	= (°C x 1.8) + 32
Degree Celsius (°C)	= (°F - 32) x .56

ENGINE MAINTENANCE 3-2

SERIAL NUMBER IDENTIFICATION 3-2

2-STROKE OIL 3-2

OIL RECOMMENDATIONS 3-2

FILLING 3-2

LOWER UNIT 3-3

OIL RECOMMENDATIONS 3-3

DRAINING AND FILLING 3-3

FUEL FILTER 3-4

RELIEVING FUEL SYSTEM PRESSURE 3-4

REMOVAL & INSTALLATION 3-5

CLEANING & INSPECTION 3-5

FUEL/WATER SEPARATOR 3-5

SERVICE 3-5

LUBRICATION POINTS 3-6

INSPECTION & LUBRICATION 3-6

PROPELLER 3-6

ANODES (ZINCS) 3-6

SERVICING 3-7

INSPECTION 3-7

BOAT MAINTENANCE 3-8

BATTERIES 3-8

MAINTENANCE 3-8

CLEANING 3-8

TESTING 3-8

STORAGE 3-9

FIBERGLASS HULL 3-9

TUNE-UP 3-10

INTRODUCTION 3-10

COMPRESSION TEST 3-10

PRIMARY COMPRESSION TEST 3-10

SECONDARY COMPRESSION TEST 3-10

SPARK PLUGS 3-11

SPARK PLUG HEAT RANGE 3-11

SPARK PLUG SERVICE 3-11

REMOVAL & INSTALLATION 3-11

READING SPARK PLUGS 3-12

INSPECTION & GAPPING 3-13

SPARK PLUG WIRES 3-14

TESTING 3-14

REMOVAL & INSTALLATION 3-14

IGNITION SYSTEM 3-14

TIMING AND SYNCHRONIZATION 3-14

2.5, 3 AND 3.3 HP 3-15

IGNITION TIMING 3-15

IDLE SPEED 3-15

IDLE MIXTURE 3-15

THROTTLE JET NEEDLE 3-16

4 AND 5 HP 3-16

PRELIMINARY ADJUSTMENTS 3-16

IGNITION TIMING 3-16

IDLE SPEED & MIXTURE 3-17

6, 8, 9.9 AND 15 HP 3-17

PRELIMINARY ADJUSTMENTS 3-17

IGNITION TIMING 3-18

FAST IDLE SPEED 3-18

IDLE SPEED & MIXTURE 3-18

20 AND 25 HP 3-19

PRELIMINARY ADJUSTMENTS 3-19

FULL THROTTLE STOP 3-19

IGNITION TIMING 3-19

IDLE SPEED & MIXTURE 3-20

FAST IDLE SPEED 3-21

STARTER INTERLOCK ADJUSTMENT 3-21

CARBURETOR THROTTLE CAM 3-21

DASHPOT ADJUSTMENT 3-21

30 AND 40 HP (2-CYLINDER) 3-22

PRELIMINARY ADJUSTMENTS 3-22

CAM FOLLOWER 3-22

IGNITION TIMING 3-22

IDLE SPEED & MIXTURE 3-22

OIL PUMP 3-23

40 HP (4-CYLINDER) 3-23

PRELIMINARY ADJUSTMENTS 3-23

CARBURETOR SYNCHRONIZATION 3-23

IGNITION TIMING 3-23

FULL THROTTLE STOP 3-24

IDLE SPEED & MIXTURE 3-24

1990-93 50-60 HP 3-25

PRELIMINARY ADJUSTMENTS 3-25

CARBURETOR SYNCHRONIZATION 3-25

IGNITION TIMING 3-25

IDLE SPEED & MIXTURE 3-25

40 (3-CYLINDER), 1994-00 50 AND

60 HP 3-26

PRELIMINARY ADJUSTMENTS 3-26

CARBURETOR SYNCHRONIZATION 3-26

IGNITION TIMING 3-26

IDLE SPEED & MIXTURE 3-26

THROTTLE CAM 3-26

OIL PUMP 3-27

75 AND 90 HP 3-27

PRELIMINARY ADJUSTMENTS 3-27

CARBURETOR SYNCHRONIZATION 3-27

IGNITION TIMING 3-27

IDLE SPEED & MIXTURE 3-28

THROTTLE CAM 3-28

OIL PUMP 3-28

100-125 HP 3-28

PRELIMINARY ADJUSTMENTS 3-28

CARBURETOR SYNCHRONIZATION 3-28

THROTTLE CAM 3-28

ACCELERATOR PUMP 3-29

IGNITION TIMING 3-29

IDLE SPEED & MIXTURE 3-29

OIL PUMP 3-29

THROTTLE CABLE PRELOAD 3-29

135-225 HP CARBURETED 3-30

PRELIMINARY ADJUSTMENTS 3-30

THROTTLE CAM 3-30

CARBURETOR SYNCHRONIZATION 3-30

FULL THROTTLE STOP 3-30

OIL PUMP 3-30

IGNITION TIMING 3-30

IDLE SPEED & MIXTURE 3-31

THROTTLE CABLE PRELOAD 3-31

225 HP (3.0L) CARBURETED 3-31

IGNITION TIMING 3-32

THROTTLE CAM 3-32

CARBURETOR SYNCHRONIZATION 3-32

OIL PUMP 3-32

THROTTLE POSITION SENSOR (TPS) 3-33

CRANKSHAFT POSITION SENSOR 3-33

IDLE SPEED 3-33

250 AND 275 HP 3-33

IGNITION TIMING 3-33

CARBURETOR SYNCHRONIZATION 3-34

FULL THROTTLE STOP 3-34

OIL PUMP 3-34

IDLE SPEED 3-34

150-200 HP ELECTRONIC FUEL INJECTION

(EFI) 3-35

IGNITION TIMING 3-35

THROTTLE CAM 3-36

FULL THROTTLE STOP 3-36

OIL PUMP 3-36

IDLE SPEED 3-36

THROTTLE POSITION SENSOR (TPS) 3-37

115-225 DIRECT FUEL INJECTION (DFI)

OPTIMAX 3-37

CRANK POSITION SENSOR 3-37

THROTTLE CAM 3-37

FULL THROTTLE STOP 3-37

THROTTLE PLATE SCREW 3-38

WINTER STORAGE CHECKLIST 3-38**SPRING COMMISSIONING****CHECKLIST 3-39****SPECIFICATIONS CHARTS**

GENERAL ENGINE SPECIFICATIONS 3-40

TUNEUP SPECIFICATIONS CHART 3-41

MAINTENANCE INTERVAL CHART 3-42

CAPACITIES 3-42

3

MAINTENANCE

ENGINE MAINTENANCE 3-2

BOAT MAINTENANCE 3-8

TUNE-UP 3-10

WINTER STORAGE CHECKLIST 3-38

SPRING COMMISSIONING

CHECKLIST 3-39

3-2 MAINTENANCE

ENGINE MAINTENANCE

Serial Number Identification

▶ See Figures 1 thru 4

The engine serial numbers are the manufacturer's key to engine changes. These numbers identify the year of manufacture, the horsepower rating and the parts book identification. If any correspondence or parts are required, the engine serial number must be used or proper identification is not possible.

The serial number establishes the year in which the engine was produced and not necessarily the year of first installation. Two serial numbers are used on each of the outboard units covered in this manual. The most accessible location is on the serial/instruction plate on the swivel bracket. The other location is on the engine block.

For more information, refer to the "General Engine Specifications" charts at the end of this section.

2-Stroke Oil

OIL RECOMMENDATIONS

▶ See Figures 5 and 6

Use only Quicksilver Premium Plus TC-W3 two-cycle oil or NMMA (National Marine Manufacturers Association) certified 2-stroke lubricants. These oils are proprietary lubricants designed to ensure optimal engine performance and to minimize combustion chamber deposits, avoid detonation and prolong spark plug life. If certified lubricant is unavailable, use only 2-stroke type outboard oil. Never use automotive motor oil.

▶ **Remember**, it is this oil, mixed with the gasoline, that lubricates the internal parts of the engine. Lack of lubrication due to the wrong mix or wrong type of oil can cause catastrophic powerhead failure.

FILLING

There are two methods of adding 2-stroke oil to an outboard. The first is the pre-mix method used on most low horsepower and on some commercial outboards. The second is the automatic oil injection method which automatically injects the correct quantity of oil into the engine based on throttle position and operating conditions.

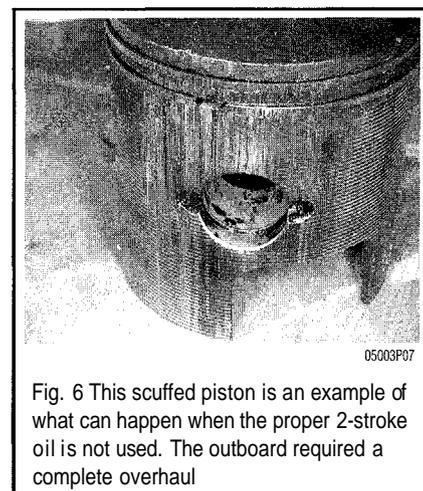
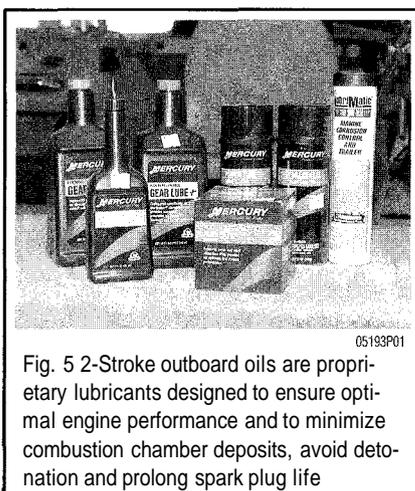
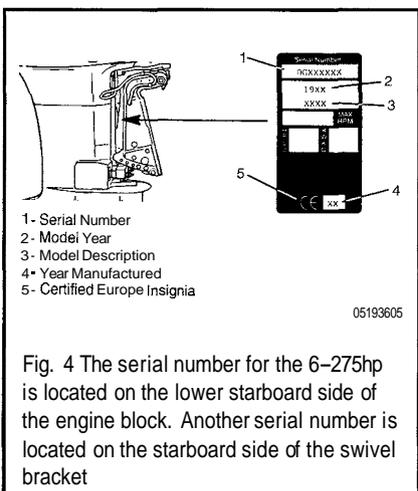
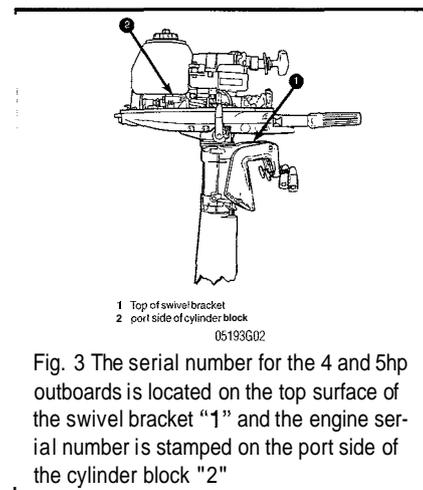
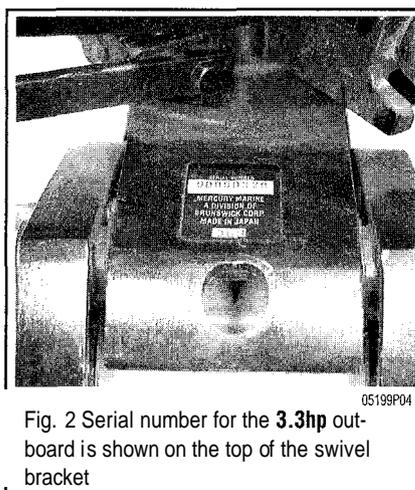
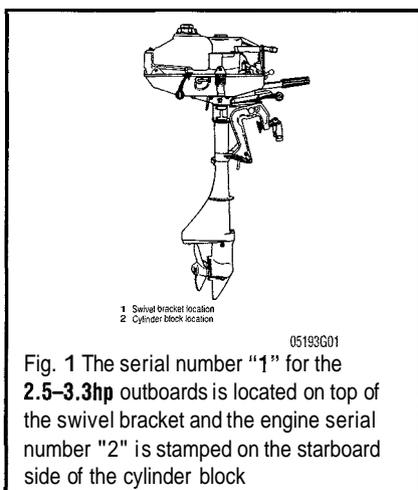
Pre-Mix

Mixing the engine lubricant with gasoline before pouring it into the tank is by far the simplest method of lubrication for 2-stroke outboards. However, this method is the most messy and causes the most amount of harm to our environment.

The most important part of filling a pre-mix system is to determine the proper fuel/oil ratio. Most manufacturers use a 50:1 ratio (that is 50 parts of fuel to 1 part of oil) or a 100:1 ratio. Consult your owner's manual to determine what the appropriate ratio should be for your engine.

The procedure itself is uncomplicated. Simply add the correct amount of lubricant to your fuel tank and then fill the tank with gasoline. The order in which you do this is important because as the gasoline is poured into the fuel tank it will mix with and agitate the oil for a complete blending.

If you are attempting to top off your tank, here is a general guideline to determine how much oil to add. For three gallons of fuel you would add 4 ounces of oil to obtain a 100:1 ratio; 8 ounces of oil to obtain a 50:1 ratio and 16 ounces of oil to obtain a 25:1 ratio.



Oil Injection

Most outboard manufacturers use a mechanically driven oil pump mounted on the engine block that is connected to the throttle by way of a linkage arm. The system is powered by the crankshaft, which drives a gear in the pump, creating oil pressure. As the throttle lever is advanced to increase engine speed, the linkage arm also moves, opening a valve that allows more oil to flow into the oil pump.

Most mechanical-injection systems incorporate low-oil warning alarms that are also connected to an engine-overheating sensor. Also, these systems may have a built-in speed limiter. This sub-system is designed to reduce engine speed automatically when oil problems occur. This important feature goes a long way toward preventing severe engine damage in the event of an oil injection problem.

The procedure for filling these systems is simple. On each powerhead there is an auxiliary oil reservoir which holds the 2-stroke oil. Simply fill the oil take to the proper capacity.

➔ It is highly advisable to carry several spare bottles of 2-stroke oil with you **onboard**.

For more information on the oil injection system refer to the "Lubrication and Cooling" section of this manual.

Lower U

➔ See Figures 7, 8 and 9

Regular maintenance and inspection of the lower unit is critical for proper operation and reliability. A lower unit can quickly fail if it becomes heavily contaminated with water or excessively low on oil. The most common cause of a lower unit failure is water contamination.

Water in the lower unit is usually caused by fishing line or other foreign material, becoming entangled around the propeller shaft and damaging the seal. If the line is not removed, it will eventually cut the propeller shaft seal and allow water to enter the lower unit. Fishing line has also been known to cut a groove in the propeller shaft if left neglected over time. This area should be checked frequently.

OIL RECOMMENDATIONS

➔ See Figure 10

Use only Quicksilver Gear Lube or an equivalent high quality SAE 85-90 weight hypoid gear oil. These oils are proprietary lubricants designed to ensure optimal performance and to minimize corrosion in the lower unit.

➔ **Remember**, it is this lower unit lubricant that prevents corrosion and lubricates the internal parts of the drive gears. Lack of lubrication due to water contamination or the improper type of oil can cause catastrophic lower unit failure.

DRAINING AND FILLING

➔ See Figures 11 and 12

***** CAUTION**

The EPA warns that prolonged contact with used engine oil may cause a number of skin disorders, including cancer! You should make every effort to minimize your exposure to used engine oil. Protective gloves should be worn when changing the oil. Wash your hands and any other exposed skin areas as soon as possible after exposure to used engine oil. Soap and water or waterless hand cleaner should be used.

1. Place a suitable container under the lower unit.
2. Loosen the oil level plug on the lower unit. This step is important! If the oil level plug cannot be loosened or removed, the complete lower unit lubricant service cannot be performed.

*Never remove the vent or filler plugs when the lower unit is hot. Expanded lubricant will be released through the plug hole.

3. Remove the fill plug from the lower end of the gear housing followed by the oil level plug.
4. Allow the lubricant to completely drain from the lower unit.
5. If applicable, check the magnet end of the drain screw for metal particles. Some amount of metal is considered normal wear is to be expected but if there are signs of metal chips or excessive metal particles, the gear case needs to be disassembled and inspected.
6. Inspect the lubricant for the presence of a milky white substance, water or metallic particles. If any of these conditions are present, the lower unit should be serviced immediately.
7. Place the outboard in the proper position for filling the lower unit. The lower unit should not list to either port or starboard and should be completely vertical.
8. Insert the lubricant tube into the oil drain hole at the bottom of the lower unit and inject lubricant until the excess begins to come out the oil level hole.

➔ **The** lubricant must be filled from the bottom to prevent air from being trapped in the lower unit. Air displaces lubricant and can cause a lack of lubrication or a false lubricant level in the lower unit.

9. Oil should be squeezed in using a tube or with the larger quantities, by using a pump kit to fill the gear case through the drain plug.
10. Using new gaskets, (washers) install the oil level and vent plugs first, then install the oil fill plug.
11. Wipe the excess oil from the lower unit and inspect the unit for leaks.
12. Place the used lubricant in a suitable container for transportation to an authorized recycling facility.

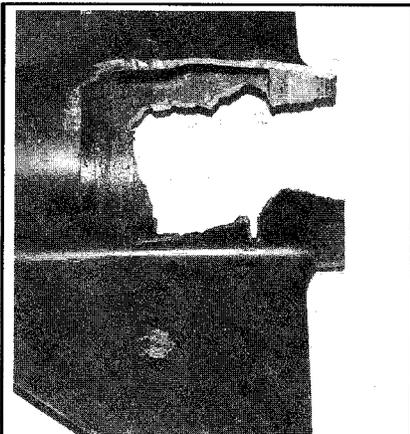


Fig. 7 This lower unit was destroyed because the bearing carrier was frozen due to lack of lubrication

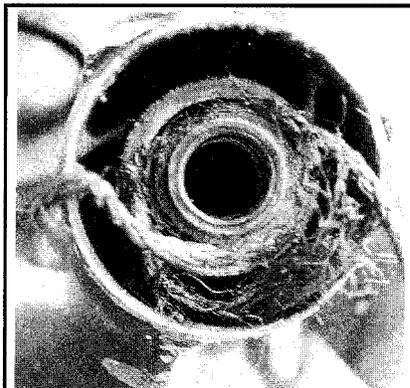


Fig. 8 Excellent view of rope and fishing line entangled behind the propeller. Entangled fishing line can actually cut through the seal, allowing water to enter the lower unit and lubricant to escape

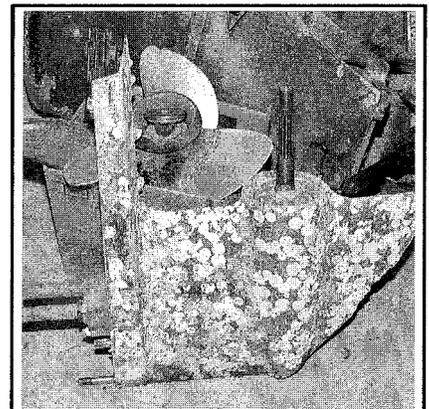


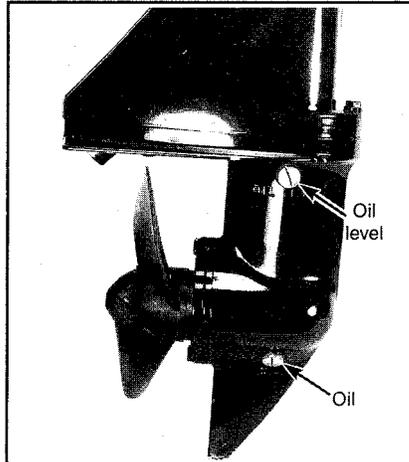
Fig. 9 This lower unit has seen better days. It had been left in the water far too long with very little if any maintenance done to it

3-4 MAINTENANCE



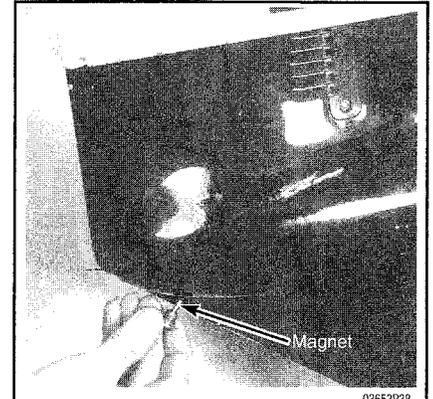
03572P29

Fig. 10 Approved lower unit lubricant. To protect the investment made in the out-board purchase, only the very best products should be used. The small added cost is worth the increased expense many times over



03573P04

Fig. 11 The lower unit is filled through the oil plug and allowed to rise through the case to the oil level plug. This is done to allow any trapped air to escape



03653P38

Fig. 12 Most drain plugs are magnetic to trap any metal floating around in the oil. Some amount of metal is considered normal wear is to be expected but if there are signs of metal chips or excessive metal particles, the gear case needs to be disassembled and inspected

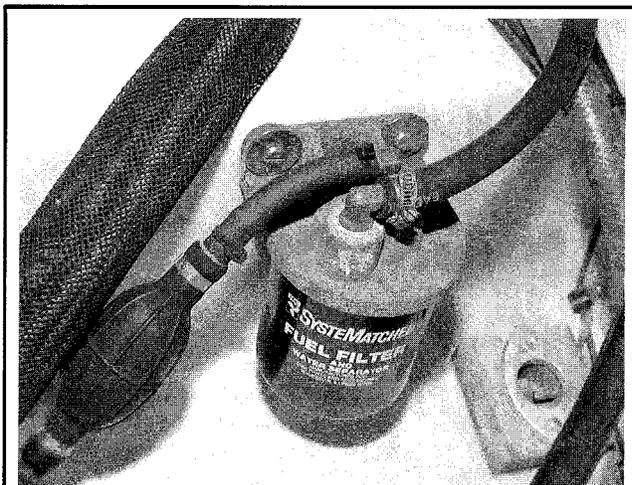
Fuel Filter

▶ See Figure 13

The fuel filter is designed to keep particles of dirt and debris from entering the carburetor(s) and clogging the internal passages. A small speck of dirt or sand can drastically affect the ability of the carburetor(s) to deliver the proper amount of air and fuel to enter the engine. If a filter becomes clogged, the flow of gasoline will be impeded. This could cause lean fuel mixtures, hesitation and stumbling and idle problems.

Regular replacement of the fuel filter will decrease the risk of blocking the flow of fuel to the engine, which could leave you stranded on the water. Fuel filters are usually inexpensive and replacement is a simple task. Change your fuel filter on a regular basis to avoid fuel delivery problems to the carburetor.

In addition to the fuel filter mounted on the engine, a filter is usually found inside or near the fuel tank. Because of the large variety of differences in both portable and fixed fuel tanks, it is impossible to give a detailed procedure for removal and installation. Most in-tank filters are simply a screen on the pick-up line inside the fuel tank. Filters of this type usually only need to be cleaned and returned to service. Fuel filters on the outside of the tank are typically of the inline type and are replaced by simply removing the clamps, disconnecting the hoses and installing a new filter. When installing the new filter, make sure the arrow on the filter points in the direction of fuel flow.



06193P12

Fig. 13 Typical in-line fuel filter installation

RELIEVING FUEL SYSTEM PRESSURE

▶ See Figure 14

On fuel injected engines, always relieve system pressure prior to disconnecting any fuel system component, fitting or fuel line.

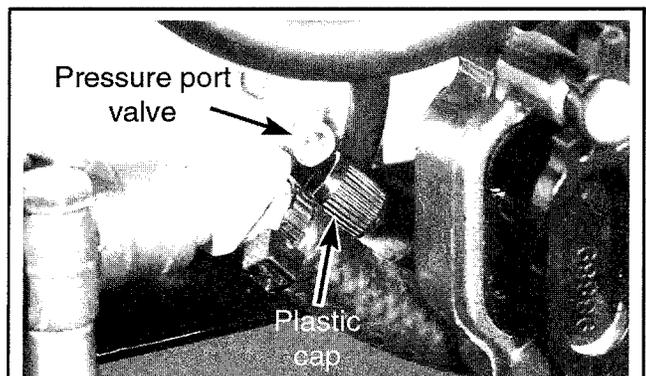
*** CAUTION

Exercise extreme caution whenever relieving fuel system pressure to avoid fuel spray and potential serious bodily injury. Please be advised that fuel under pressure may penetrate the skin or any part of the body it contacts.

To avoid the possibility of fire and personal injury, always disconnect the negative battery cable.

Always place a shop towel or cloth around the fitting or connection prior to loosening to absorb any excess fuel due to spillage. Ensure that all fuel spillage is removed from engine surfaces. Ensure that all fuel soaked clothes or towels in suitable waste container.

1. Remove the plastic cap over the pressure port located portside at the bottom of the intake manifold.
2. A screwdriver is needed to depress the schraeder valve and release the pressure in the system and allow the fuel to drain from the valve.
3. Place the screwdriver tip lightly over the valve tip and wrap a clean shop towel around the valve and screwdriver. This operation is similar to letting air out of a tire



03734P92

Fig. 14 Fuel pressure can be depressurized at the pressure port valve. Always use extreme caution while working around fuel under pressure

REMOVAL & INSTALLATION

**** CAUTION**

Observe all applicable safety precautions when working around fuel. Whenever servicing the fuel system, always work in a **well-ventilated** area. Do not allow fuel spray or vapors to come in contact with a spark or open flame. Do not smoke while working around gasoline. Keep a dry chemical fire extinguisher near the work area. Always keep fuel in a container specifically designed for fuel storage; also, always properly seal fuel containers to avoid the possibility of fire or explosion.

Externally Mounted Primary Fuel Filter

A fuel filter is installed at the base of the pick-up tube in the fuel tank. Another fuel filter is installed at the inlet fitting of the crankcase vacuum operated fuel pump. In some cases, an in-line filter is installed between the fuel tank and the primary pump.

1. Disconnect the fuel hoses each side of the fuel filter.
2. Remove the fuel filter and discard.

To install:

3. Install the replacement filter with the embossed arrow pointing towards the fuel pump.
4. inspect the fuel hoses for swelling, softness or other deterioration. Replace the hoses as necessary.

Engine Mounted Secondary Fuel Filter

♦ See Figures 15 and 16

*Before the secondary fuel filter cover may be removed, the EFI system must be depressurized.

1. Remove the plastic cap over the pressure port located portside at the bottom of the intake manifold. A screwdriver will be used to depress the valve tip to release the pressure and allow fuel to drain from the valve. Place the screwdriver tip lightly over the valve tip and wrap a clean shop towel around the valve and screwdriver. This operation is similar to letting air out of tires! Once all the pressure has been released and the fuel flow ceases, carefully proceed with the next step.

2. Loosen but do not remove the center bolt on the filter cover. It is not necessary to remove the inlet fuel hose from the cover. Pry the cover from the filter. Remove the two O-rings. One large O-ring is located around the circumference of the cover and the other smaller O-ring will be found either inside the cover around the securing bolt or on the filter screen.

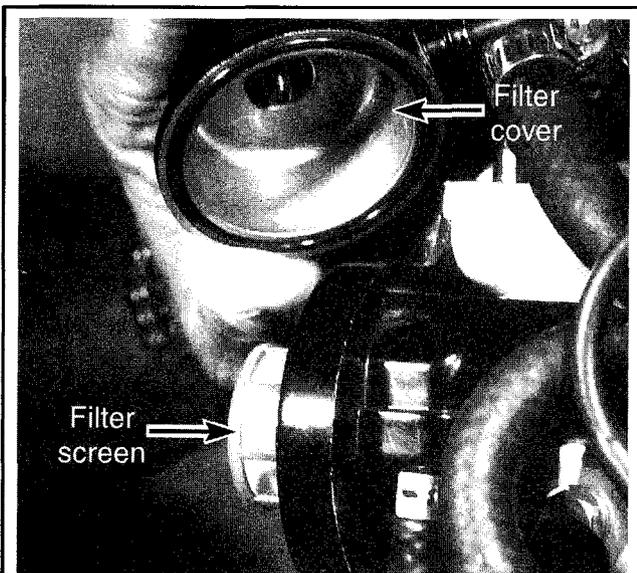


Fig. 15 Pry the cover from the filter and remove the two O-rings. One large O-ring is located around the circumference of the cover and the other smaller O-ring will be found either inside the cover around the securing bolt or on the filter screen

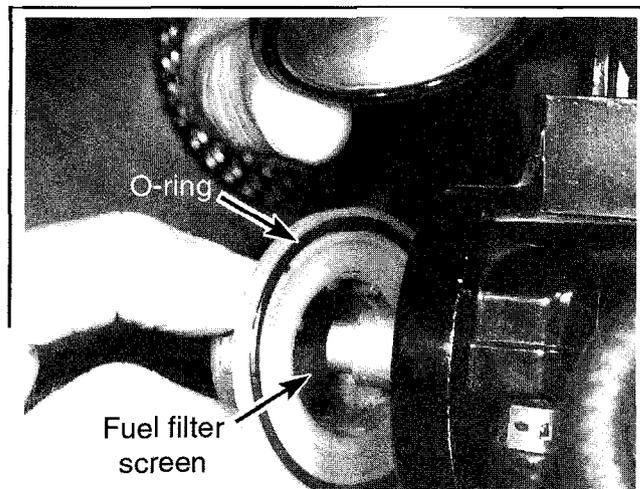


Fig. 16 Remove the filter screen and the large O-ring located around the inner circumference

3. Remove the filter screen and the large O-ring located around the inner circumference.

To install:

4. Position a new O-ring around the inner circumference of the filter screen and then place the screen in the filter housing.
5. Position a new O-ring around the circumference of the filter cover and another O-ring inside the cover around the center bolt. Install the filter cover over the filter screen. Tighten the center bolt to a torque value of 25 inch lbs. (3 Nm).
6. Start the powerhead and check for fuel leaks.

**** WARNING**

The system will be pressurized almost instantly as the powerhead is cranked. Watch for leaks around the cover and the center screw of the secondary fuel filter. Because the system is pressurized, a leak will not appear as drips. Instead, fuel will be sprayed all over the powerhead. Should this occur, shut down the powerhead immediately. do not forget to depressurize the system at the pressure port on the intake manifold before making necessary repairs.

CLEANING & INSPECTION

All three O-rings should be replaced. If they must be used again, they must be subjected to close inspection. If any O-ring appears to have the slightest damage or distortion, the O-ring must be removed, discarded and replaced. These O-rings provide a seal for fuel under pressure.

The screen can be rinsed in solvent and blown dry with compressed air. If the screen is damaged or distorted, the filter must be replaced.

Fuel/Water Separator

SERVICE

Externally Mounted

♦ See Figure 17

In addition to the engine and inline fuel filters, there is usually another filter located in the fuel supply line. The fuel/water separator is used to remove water particles from the fuel prior to entering the engine or inline filter. Water can enter the fuel supply from a variety of sources and can lead to poor engine performance and ultimately, serious engine damage. The presence of water in the fuel will alter the proportion of air/fuel mixture to the "lean" side, resulting in a higher powerhead operating temperature and possible damage to pistons if not corrected.

A water presence sensor is located at the base of the water separating filter. A Tan lead connects the sensor to a water sensor warning module, with an LED indicator warning light to inform the operator of an unacceptable quantity/level of water in the

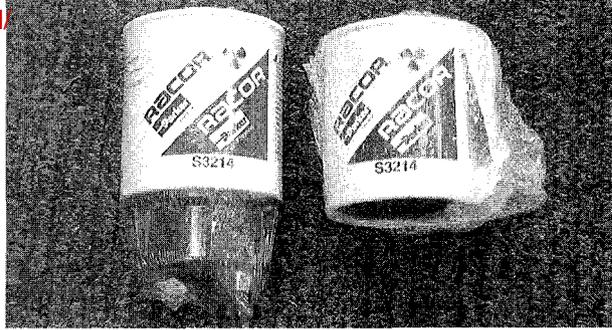


Fig. 17 Typical fuel filter (right) and a water separating fuel filter assembly (left)

fuel. A signal is also transmitted to the Lube Alert Oil Warning Module which houses a horn, sounded at the signal of excess water in the filter.

Because of the large variety of differences in both portable and fixed fuel tanks, it is impossible to give a single procedure to cover all applications. Check with the boat manufacturer or dealership who rigged the boat to get specifics on your particular fuel filtration system.

The filter is drained by opening the drain plug on the bottom and allowing the accumulated moisture and sediment into a suitable container,

Engine Mounted

See Figure 18

This filter removes moisture and also debris from the fuel. If the filter becomes filled with water, the water can be removed. If the filter becomes clogged with debris, the filter must be replaced with a new element.

On some outboards, a warning system will turn on when water in the filter reaches the full level.

1. Turn the ignition key to the **OFF** position.
2. If equipped with a sensor, disconnect the wire at the bottom of the filter.

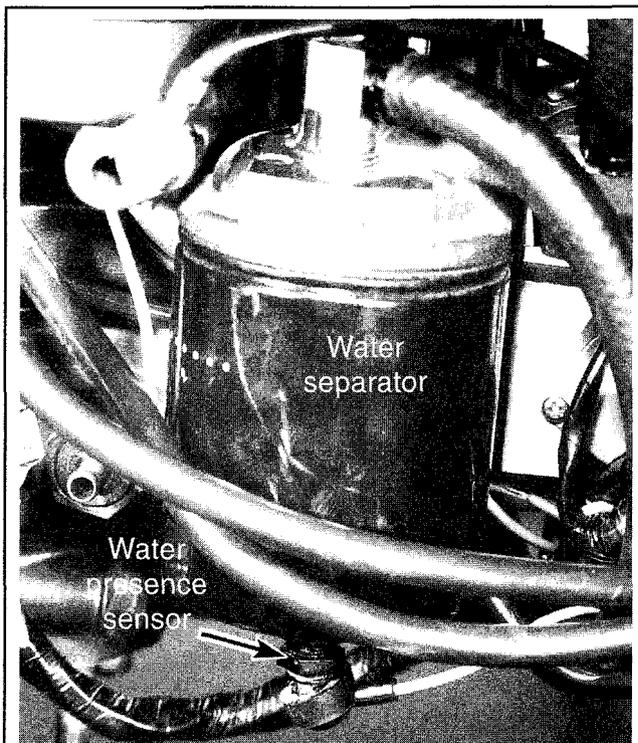


Fig. 18 The EFI water separator is a disposable canister-type filter with a sensor mounted on the filter base

3. Remove the filter by turning the filter clockwise. Tip the filter to drain the fluid into a suitable container.

To install:

4. Lubricate the sealing ring on the filter with a small amount of motor oil. Thread on the filter and tighten the filter securely by hand.
5. If equipped with a sensor, connect the wire to the filter.

CAUTION

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

Lubrication Points

INSPECTION & LUBRICATION

See Figures 19 and 20

As with every type mechanical invention with moving parts, lubrication plays a prominent role in operation, enjoyment and longevity of the unit.

If an outboard unit is operated in salt water the frequency of applying lubricant to fittings is usually cut in half for the same fitting if the unit is used in fresh water. The few minutes involved in moving around the outboard applying lubricant and at the same time making a visual inspection of its general condition will pay in rich rewards with years of continued service.

It is not uncommon to see outboard units well over 20-years of age moving a boat through the water as if the unit had recently been purchased from the current line of models. An inquiry with the proud owner will undoubtedly reveal his main credit for its performance to be regular periodic maintenance.

The steering head and other pivot points on the outboard need periodic lubrication with marine grade grease to provide smooth operation and prevent corrosion. Usually, these pivot points are easily lubricated by simply attaching a grease gun to the fittings.

If the engine is used in salt water, the frequency of applying lubricant is usually doubled in comparison to operation in fresh water. Due to the very corrosive nature of salt water, an anti-seize thread compound should be used on all exposed fasteners outside of the cowling to reduce the chance of them seizing in place and breaking off when you try to remove them.

Rinsing off the engine after each use is a very good habit to get into, not only does it help preserve the appearance of the engine, it virtually eliminates the corrosive effects of operating in salt water.

Always wipe off the grease fitting prior to pumping in the grease and wipe it off again after you are finished. If the fitting is equipped with rubber caps, always use them to cover the fitting.

When pumping in the grease, only pump until the old grease escapes from the component being greased and the new begins to flow. Then wipe off all the excess grease. This grease never fails to get picked up on clothes or shoes and ends up being tracked all over the boat making a mess.

Propeller

See Figure 21

The propeller should be inspected regularly to be sure the blades are in good condition. If any of the blades become bent or nicked, this condition will set up vibrations in the motor. Remove and inspect the propeller. Use a file to trim nicks and burrs. Take care not to remove any more material than is absolutely necessary.

Also, check the rubber and splines inside the propeller hub for damage. If there is damage to either of these, take the propeller to your local marine dealer or a "prop shop". They can evaluate the damaged propeller and determine if it can be saved by rehubbing.

Additionally, the propeller should be removed each time the boat is hauled from the water at the end of the season. Any material entangled behind the propeller should be removed before any damage to the shaft and seals can occur. This may seem like a waste of time but the small amount of time involved in removing the propeller is returned many times by reduced maintenance and repair, including the replacement of expensive parts.

Anodes (Zincs)

The idea behind anodes is simple: When dissimilar metals are dunked in water and a small current is leaked between or amongst them, the less-noble metal (galvanically speaking) is sacrificed.