OMC

OMC

OPERATION & MAINTENANCE MANUAL

ENGLISH

213029

200/225

Welcome Aboard!

Thank you for your confidence in *Outboard Marine Corporation* and our products. We believe you've made the very best choice in outboards.

Your new outboard has the full backing of *Outboard Marine Corporation* and its worldwide network of dealers. Your selling dealer has a special interest in your satisfaction and should be consulted if you have any concerns about this product. If you are boating away from home, you can locate the nearest *Johnson®* or *Evinrude®* servicing dealer by dialing 1-800-345-2446.

Your outboard is designed and manufactured to provide outstanding performance and reliability. *Evinrude®* and *Johnson®* brand TC-W3™ lubricants are formulated to enhance that reliability.

Read this manual to understand all the engine features and to ensure maximum boating pleasure.

Thank you!

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Read this manual carefully before attempting to operate your motor.

PRINTED IN USA

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GENERAL INFORMATION

Modifications

The warranty in this manual applies to your motor only when the motor is used for its intended purpose. READ THE WARRANTY STATEMENT CAREFULLY.

If you modify your motor to increase performance, or if you use it in sanctioned racing, your motor has NO WARRANTY.

Safety

This manual contains information that can help prevent personal injury and damage to equipment. Understand the following symbols before proceeding:

⚠ **Safety Warning**	Alerts you to the possibility of danger and identifies information that will help prevent injuries.
Note	Information that will help prevent damage to machinery.
Important	Appears next to information that controls correct assembly and operation of the product.

Product References, Illustrations and Specifications

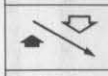
⚠ **Safety Warning: When replacement parts are required, use genuine OMC parts, or parts with equivalent characteristics, including type, strength and material. Using substandard parts could result in product failure and personal injury.**

Outboard Marine Corporation reserves the right to make changes at any time, without notice, to features, specifications, and model availability. The right is also reserved to change any specification or part at any time without incurring any obligation to update older models. The information in this manual is based on the latest specifications available at the time of publication.

Photographs and illustrations used in this manual may not depict actual models or equipment, but are intended as representative views for reference only. The continuing accuracy of this manual cannot be guaranteed.

Certain features or systems discussed in this manual might not be found on all models in all marketing areas.

Illustration Symbols

1 6 10	Refer to the photo or drawing described by that paragraph.
Ⓐ Ⓑ Ⓒ	Refer to specific items or features described in the text and illustrated in the photo.
	Refer to the general subject of the text.
	Refer to an item or feature that is not clearly visible in the photo.

Review the meanings of the pictoral symbols used on your motor and throughout this manual. Symbols and their definitions are listed in the Maintenance Section.

Technical Literature

Outboard Marine Corporation offers technical literature written specifically for your motor. A service manual, a parts catalog, or an extra operator's manual can be purchased from your selling DEALER.

For the name and location of the nearest **OMC** DEALER, call 1-800-345-2446.

Extended Service Protection

An **OMC** *Extend*™ Service Contract is available through your DEALER in certain marketing areas. The contract offers protection against major repair bills after the engine's factory warranty period.

The contract must be purchased during your engine's factory warranty period. For information about the **OMC** *Extend*™ Service Contract, ask your DEALER or call 1-800-228-0662.

Boater's Responsibilities

The operator is responsible for the correct operation of the boat and for the safety of its passengers. Make sure:

- one of the passengers knows how to handle your boat in case of emergency.
- all operators read this manual before operating the boat.
- all passengers know the location of emergency equipment and how to use it.
- your safety equipment and personal flotation devices are in good condition and suitable for your type of boat. Always comply with the regulations that apply to your boat.

Basic Safety Rules of Boating

- Shut off the engine when your boat is near people who are in the water.
- Avoid standing up or shifting weight suddenly in small, lightweight boats.
- Keep your passengers seated in seats. The boat's bow, gunwale, transom, and seat backs are not intended for use as seats.
- Insist on the use of life preservers by all passengers when boating conditions are hazardous, and by children and non-swimmers at all times.
- Know the marine traffic laws and obey them.
- Prevent explosion and fire by maintaining your fuel delivery system in top condition. Fuel vapor is volatile; handle fuel with care.
- Keep your boat and equipment neat and in top operating condition. Carry a selection of spare parts for the engine.
- DO NOT OPERATE A BOAT IF YOU ARE UNDER THE INFLUENCE OF DRUGS OR ALCOHOL.

Boat Horsepower Capacity

⚠ **Safety Warning: Do not overpower your boat by using an engine that exceeds the horsepower indicated on the boat's capacity plate. Overpowering could result in loss of control. If your boat has no capacity plate, contact your DEALER or the boat's manufacturer.**

Boats designed for remote-steered engines might be overpowered if equipped with a tiller-steered engine of the maximum rated horsepower. If you have any question about the motor's suitability for your boat, ask your DEALER or boat manufacturer.

Owner's Identification

At the time of purchase, your dealer will complete the motor registration forms. The owner's portion provides temporary proof of ownership and date of purchase. **OMC** will send you a permanent Owner ID card within six weeks of receiving the registration. This procedure may be different outside of the United States. Your DEALER or distributor can provide details.

Model and Serial Numbers

The model and serial numbers appear on a plate attached to the stern bracket or swivel bracket. Record your motor's:

Model Number_____

Serial Number_____

Purchase Date_____

Ignition Key Number_____

Stolen Motors

If your motor is stolen, report the loss in writing to the **OMC** Warranty Department, 200 Sea Horse Drive, Waukegan, Illinois 60085. Include the engine's model number, serial number, and purchase date in your report. Also, contact your insurance agent and the local authorities.

Motor Installation

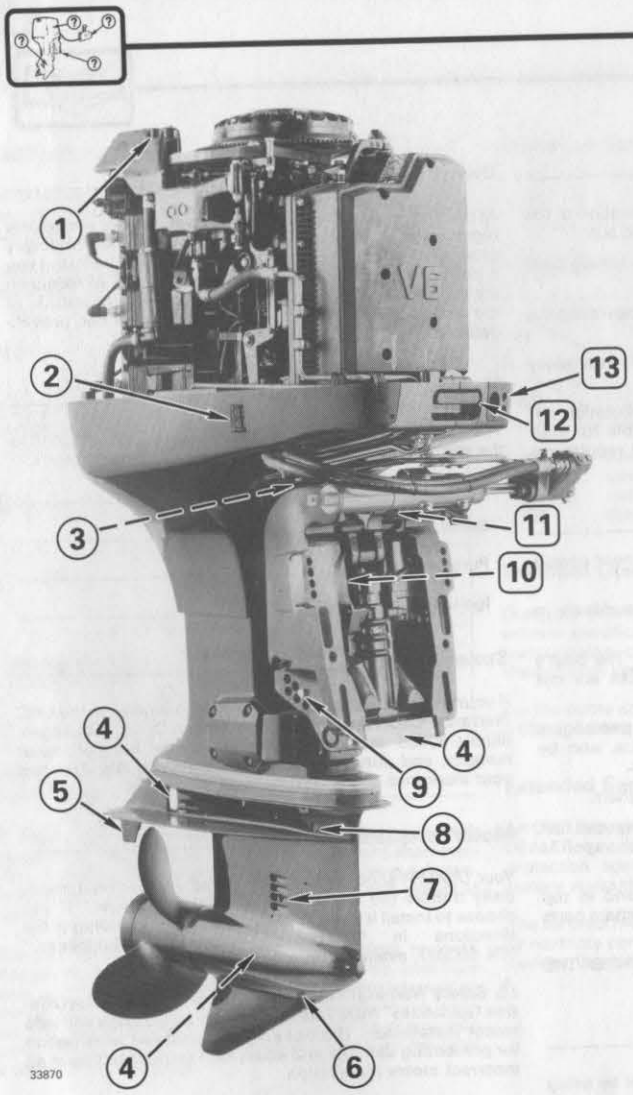
Your DEALER should install the motor on your boat, especially motors too big to be considered "portable." If you choose to install it yourself, you must do so according to the directions in **"Outboard Installation Guidelines,"** P/N 500897, available from your **OMC** DEALER.

⚠ **Safety Warning: The instructions in "Outboard Installation Guidelines" MUST be followed for an accurate and safe motor installation. The booklet also contains information for preventing damage and injury that could result from an incorrect motor installation.**

High Performance Boating

High performance boats have a high power-to-weight ratio. If you are not experienced in the operation of a high performance boat, do not attempt to operate one at, or near, its top speed until you have gained that experience.

For more information, see your **OMC** DEALER for a copy of **"Introduction to High Performance Boating,"** P/N 335763.



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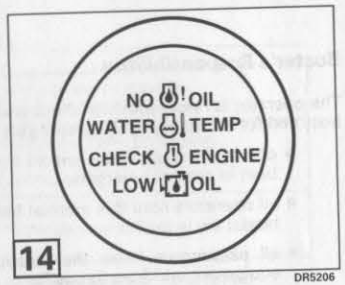
Item	Description	Page
①	Power Steering Reservoir	31
②	Trailering Tilt Switch	21
③	Tilt Support Lever	19
④	Anticorrosion Anode	34
⑤	Trim Tab	27
⑥	Lubricant Drain/Fill Plug	28
⑦	Water Intakes	22
⑧	Lubricant Level Plug	28



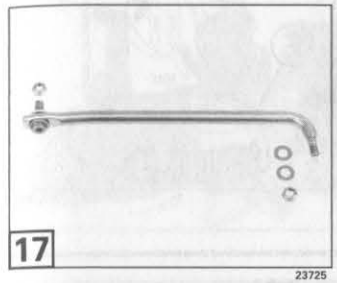
14 DR5206

15 28278

16 22148

Item	Description	Page
⑨	Trim Limiter Rod	18
⑩	Power Trim/Tilt Reservoir	28
⑪	Tilt Limit Switch	27
⑫	Engine Cover Latch	•
⑬	Fuel/Oil Hose Inlet	12,14
⑭	*System Check*™ Gauge *	9
⑮	Battery Cables	25
⑯	Oil Tank Kit *	12

* Not supplied in all marketing areas.



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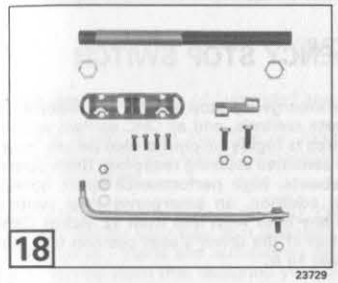

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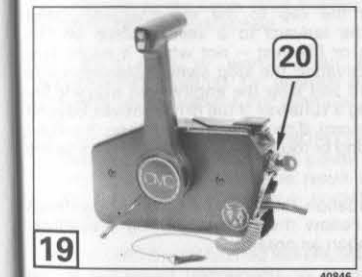

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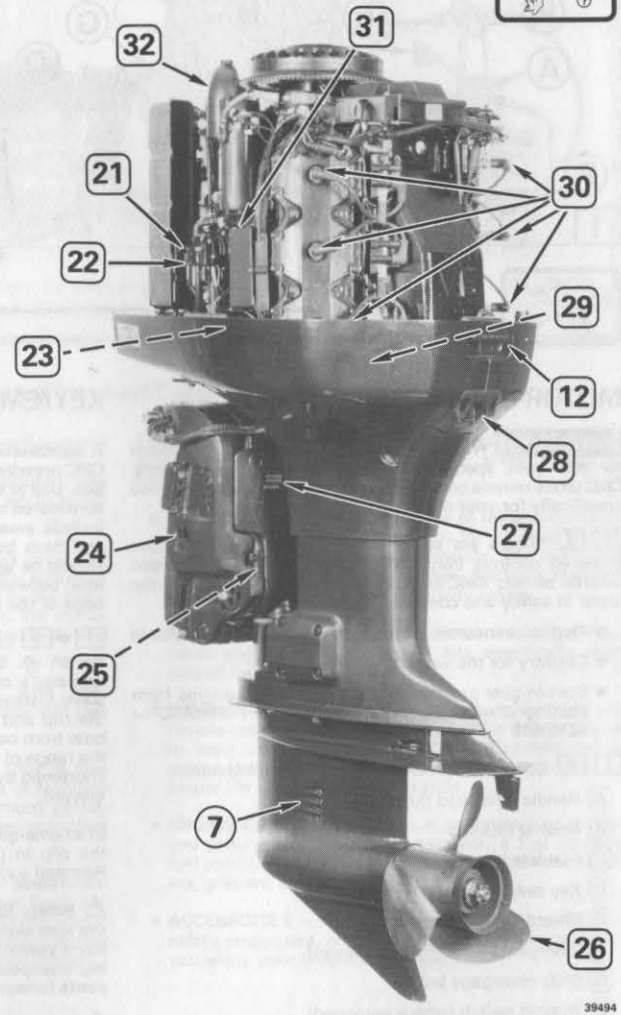

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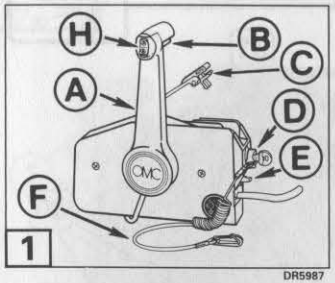
Item	Description	Page
⑰	Steering Connector Kit	•
⑱	Steering Connector Kit (STL Model)	•
⑲	Remote Control *	6
⑳	Clip and Lanyard *	6
㉑	Primer Solenoid	14
㉒	Fuel Pump	12
㉓	Fuel Line Filter	35
㉔	Power Trim/Tilt Manual Release	19

Item	Description	Page
㉕	Trailering Bracket	21
㉖	Propeller *	23,32
㉗	Model and Serial Number Plate	3
㉘	Water Pump Indicator/Flushing Port	22,33
㉙	Water Pressure Tap	35
㉚	Spark Plugs	34
㉛	Fuse/Spare Fuse Holder	35
㉜	Starter Motor	28

* Not supplied in all marketing areas.



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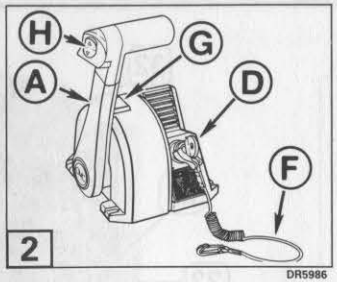

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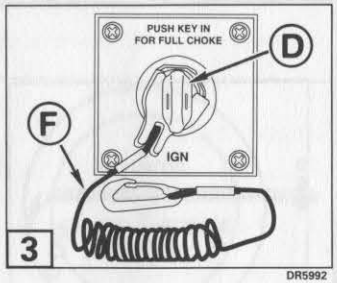

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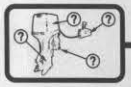

MOTOR CONTROLS

Important When selecting the remote control system for your boat, specify OMC *SysteMatched*™ components. OMC offers remote controls, cables, and wiring kits designed specifically for your motor.

1 2 Shown are surface mount and binnacle mount prewired controls from OMC. They provide the shift and throttle strokes OMC engines require and incorporate the latest in safety and convenience features, such as:

- Plug-in connectors for the OMC modular wiring system
- Circuitry for the warning system self-test
- Start-in-gear prevention that prevents the engine from starting when the control handle is in FORWARD or REVERSE

1 2 Other OMC prewired remote control features:

- (A) Handle (shift and throttle)
- (B) Neutral lock tab
- (C) Fast idle lever
- (D) Key switch/emergency stop/primer
- (E) Throttle friction control
- (F) Emergency stop clip and lanyard
- (G) Shift disengage button
- (H) Trim/tilt switch (where equipped)

⚠ Safety Warning: If you choose a non-OMC remote control, it must have start-in-gear prevention. This feature can prevent injuries resulting from unexpected boat movement upon engine start-up.

KEY/EMERGENCY STOP SWITCH

A combination key/emergency stop switch is a feature of OMC prewired remote controls, and all OMC control wiring kits. Use of the switch is highly recommended on any boat considered to have sensitive steering response. Such boats include small runabouts, high performance sport boats, and bass boats. In addition, an emergency stop switch should be used on any boat with less than 12 inches (305 mm) between the top of the driver's seat cushion and the edge of the boat next to it.

1 → 3 Connect the clip to the key/emergency stop switch (A). Snap the lanyard to a **secure** place on the operator's clothing or life vest – not where it might tear away instead of activating the stop switch. Disconnecting the clip and lanyard will stop the engine and prevent the boat from becoming a runaway if the driver moves beyond the range of the lanyard. If the lanyard is too long, it can be shortened by knotting or looping it. DO NOT cut or retie the lanyard.

In an emergency situation, the motor can be started without the clip in place. Follow the normal starting procedure. Reinstall a clip as soon as possible.

⚠ Safety Warning: Avoid knocking or pulling the clip off the stop switch during normal boating. Avoid bumping the key if operating without the clip on the switch. The resulting unexpected loss of forward motion can throw occupants forward, causing injury.

⚠ Safety Warning: Your emergency stop switch can be effective only when in good working condition.

- **Keep the lanyard free from obstructions and entanglements.**
- **Each month, test the system's operation. With the engine running, remove the clip from the switch by pulling the lanyard. If the engine does not stop running, see your DEALER.**
- **Each month, inspect both clip and lanyard for cuts, breaks, or wear. Replace worn or damaged parts.**

36513

OMC *SysteMatched*™ Accessories

Welcome to the world of *Evinrude*® and *Johnson*® boating!

As the owner of an *Evinrude* or *Johnson* outboard, you know why *Outboard Marine Corporation* is the world leader in marine power.

To optimize your outboard boating, OMC offers parts and accessories for your boat that integrate perfectly with your OMC power – parts and accessories designed by the same engineering team that designed your outboard. We manufacture them to the same strict engineering standards and call them OMC *SysteMatched*.

You don't have to worry about quality with OMC *SysteMatched* products. Or, whether or not they will perform with your outboard. For example . . .

- Take OMC *SysteMatched* **PROPELLERS** – They're specially designed to match the power curves of *Evinrude* and *Johnson* engines. The result is optimum performance and fuel economy – unmatched by any other brand of propeller.
- Take OMC *SysteMatched* **INSTRUMENTS** – Several distinct lines of instruments to monitor your boat and engine systems are OMC *SysteMatched*. These instruments combine superior accuracy and state-of-the-art features to give you precise, dependable information.

Since only OMC dealers are authorized to carry OMC *SysteMatched* products, you always know where to find . . .

- **OIL** – OMC has developed blends of mineral-oil-based stock and high-quality ingredients for superior lubrication in 2-cycle and 4-cycle outboards. The *Evinrude*® and *Johnson*® 2-cycle oils exceed NMMA's stringent *TC-W3*™ performance and durability rating.
- **FUEL** – Fuel system and oil injection system components and optional equipment kits specifically engineered for your outboard.
- **STEERING AND CONTROLS** – Steering system kits and remote controls specifically designed for your outboard to keep you in control. OMC *SysteMatched* control cables feature a patented liner lubrication process for longer life and smoother operation.
- **ENGINE CARE PRODUCTS** – A complete line to help you protect your boating investment: a fuel additive, fuel conditioner, engine tuner, fogging oil, paints, cleaners, greases, and more.
- **ACCESSORIES** – Optional equipment kits, water skis, safety equipment, and performance products will help you enjoy your time on the water.

Get maximum performance from your OMC-powered boat. Specify OMC *SysteMatched* parts and accessories.
Anything else is MISmatched!

WARNING SIGNALS

Your engine's warning systems consist of circuitry to activate:

- a warning horn
- the *S.L.O.W.*™ warning system

Note Refer to the chart below for your engine's warning signals and how to respond to them.

The *S.L.O.W.* warning system will alert you to an engine overheat when operating your engine above ½ throttle. Under these conditions, the *S.L.O.W.* warning system will sound the warning horn and limit engine speed to ½ throttle. If the throttle is set above ½, this feature will cause noticeable engine vibration. Once the *S.L.O.W.* warning system has alerted you, it must be reset before resuming normal engine operation. Refer to **NOTE #1.**

The warning horn is included with OMC wiring harnesses and controls. **Make sure your boat is equipped with a horn.**

Important Each time you turn the key switch from OFF to ON, the warning horn will beep once as a self-test. If it does not beep, see your DEALER.

SIGNAL	PROBLEM	IMMEDIATE ACTION	REFER TO
Horn sounds continuously and engine will not exceed 2500 RPM	Engine overheat	Reduce engine to IDLE speed and return control handle to NEUTRAL position	**NOTE #1**
Horn sounds continuously at any throttle setting	Low oil level in oil tank	Refill oil tank	**NOTE #2**
Horn sounds continuously at or near full throttle, but horn stops when throttle is reduced	Fuel restriction	Reduce engine to IDLE speed	**NOTE #3**
Horn sounds rapid, short tones	No oil flow from pump	Reduce engine to IDLE speed	**NOTE #4**

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NOTE #1

The engine is overheating. Serious engine damage can occur quickly. The overheat problem must be corrected and the *S.L.O.W.* warning system must be reset.

For information about evaluating the overheat problem and possible "on-the-water" fixes, refer to Operation Section, **ENGINE OVERHEATING.**

After the engine has cooled and the warning horn stops, **shut off the engine to reset the *S.L.O.W.* warning system.** Restart the engine for normal operation.

Note If the engine overheats repeatedly, see your DEALER. After an engine overheat, have your DEALER torque the engine's cylinder head screws and exhaust cover screws, if equipped.

NOTE #2

Oil is at reserve level in oil tank (approximately ¼ full). Avoid operating engine on oil reserve. Refill oil tank with recommended oil as soon as possible. Refer to Fuel and Oil Section, **Filling the Oil Tank.**

Note Failure to refill the tank could result in serious engine damage. If oil tank is run dry, the oil hose must be purged of air. Refer to Fuel and Oil Section, **Oil Hose Installation.**

NOTE #3

If the warning horn signal stops as engine RPM is reduced, a fuel restriction is indicated. The engine can be operated at a reduced throttle setting to return to harbor.

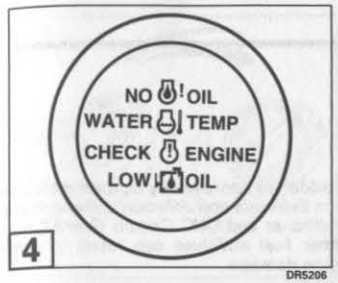
Inspect fuel filter for contamination and clean as necessary. Refer to Maintenance Section, **FUEL LINE FILTER.** Continued warning signals could indicate a problem with the boat's fuel supply system. See your DEALER for service.

If the warning horn **does not** stop when engine RPM is reduced, an engine overheat is indicated. Refer to **NOTE #1.**

NOTE #4

DO NOT operate the engine above 1500 RPM if the oil pump is not working. See your DEALER for service.

Note When the warning horn signal indicates no oil flow from the pump, operating above 1500 RPM can result in serious engine damage. If you must operate the engine above 1500 RPM to return to harbor, you must mix oil with the gasoline at a **50:1 (2% oil)** fuel/oil ratio. Refer to Fuel and Oil Section, **MIXING FUEL AND OIL.**



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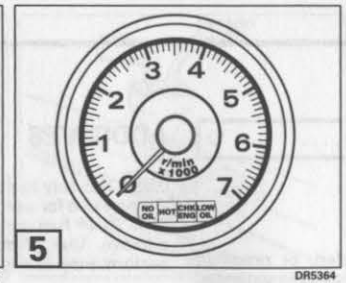

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SYSTEM CHECK™ ENGINE MONITOR

4 5 When you turn the key switch ON, the *System Check* horn self-tests by sounding a ½-second beep. The gauge self-tests by turning the warning lights on, and then off in sequence. The self-test routine might occur more than once during engine start-up.

Note During engine start-up, pause with the key switch in the ON position to observe the gauge self-test. If the self-test does not happen as stated, or if the gauge self-tests during normal engine operation, see your DEALER.

4 5 The *System Check* engine monitor alerts the operator with a 10-second beep of the horn and a warning light on the gauge when certain engine problems occur. The appropriate warning light will stay on **until** the problem is corrected or the key switch is turned OFF.

Engine functions monitored can include:

NO OIL

There is an oil delivery problem. Serious engine damage can occur quickly.

IF you must operate the engine to reach safety, do not exceed 1500 RPM.

IF you want to continue to operate the engine before repairs are made, check the oil tank for contents and condition:

- If the oil tank is **empty**, add the recommended oil.
- If the oil tank is **not empty**, add oil to the fuel tank at the correct ratio. Refer to **MIXING FUEL AND OIL** in the Fuel and Oil Section.

Have your DEALER check the condition of your engine's oil injection system. He will check for air and oil leaks, damaged components, or a clogged oil filter. Your DEALER should purge the oil injection system and verify oil supply before returning the engine to normal operation.

WATER TEMP

The engine is overheating. Serious engine damage can occur quickly.

Note Refer immediately to **ENGINE OVERHEATING** in the Operation Section. Follow the directions to evaluate and possibly correct the problem.

CHECK ENGINE

Fuel supply is being restricted. Reduce speed to idle. If the warning light goes off as speed is reduced, operate at the reduced speed until you can:

- Inspect all fuel system parts for kinks or blockage.
- Clean or replace the fuel filter(s). Refer to **FUEL FILTER** in the Maintenance Section.

Note If the warning light glows even at idle, shut off the engine and perform the tasks listed above. If you cannot restore fuel flow, do not run the engine – see your DEALER.

LOW OIL

Oil in the oil tank is at "reserve" level (about ¼ full). Fill the oil tank with recommended oil as soon as possible to avoid emptying the tank. Refer to **Filling the Oil Tank** in the Fuel and Oil Section.

Note Serious engine damage will occur if you continue to operate the engine after the oil supply is exhausted.

FUEL

Use any regular unleaded, regular leaded, or premium unleaded automotive gasoline that has not been extended with alcohol.

Use of alcohol extended fuels is acceptable **ONLY** if the alcohol content does not exceed:

- 10% ethanol by volume
- 5% methanol with 5% cosolvents by volume

Minimum Octane

Inside the U.S.	87 (R+M)/2 AKI
Outside the U.S.	90 RON

OMC products have been designed to operate using the above fuels; however, be aware of the following:

- The boat's fuel system may have different requirements regarding the use of alcohol fuels. Refer to the boat's owner manual.
- Alcohol attracts and holds moisture that can cause corrosion of metallic parts in the fuel system.
- Alcohol blended fuel can cause engine performance problems.
- All parts in the fuel system should be inspected frequently and replaced if signs of deterioration or leakage are found. Inspect at least annually.

⚠ **Safety Warning: Fuel leakage can contribute to a fire or explosion.**

OIL

Your outboard is a two-stroke engine. You must mix oil with the gasoline as specified in **FUEL/OIL RATIO.**

You must use an *NMMA*-certified *TC-W3™* oil. *Evinrude®* and *Johnson®* brand oils are formulated by OMC to give best engine performance while controlling piston and combustion chamber deposits, providing superior lubrication, and ensuring maximum spark plug life.

Note Failure to follow this recommendation could void the engine warranty if a lubrication-related failure occurs.

ADDITIVES

Note The only fuel additives approved by *Outboard Marine Corporation* for use in *Evinrude* and *Johnson* outboards are OMC *2+4®* fuel conditioner and OMC *Carbon Guard™* fuel additive. Use of other fuel additives can result in poor performance or engine damage.

OMC *2+4* fuel conditioner will help prevent gum and varnish deposits from forming in fuel system components and will remove moisture from the fuel system. It can be used continuously and should be used during any period when your engine isn't being operated on a regular basis. Its use will reduce spark plug fouling, carburetor icing, and fuel system component deterioration.

OMC *Carbon Guard* fuel additive minimizes carbon deposit buildup in marine engines, when used as directed. Adding OMC *Carbon Guard* fuel additive to your engine's fuel will:

- Reduce piston ring sticking
- Provide better overall engine performance
- Contribute to increased engine life

Note **Engines with over 100 hours of service** – Decarbonize with OMC *Engine Tuner* before using OMC *Carbon Guard* additive in the fuel. See your DEALER.

FUEL/OIL RATIO

New Engine

During break-in, you must use a **50:1 (2% oil)** fuel/oil ratio in your fuel tank **in addition** to the operation of the oil injection system. Refer to Starting Section, **BREAK-IN.**

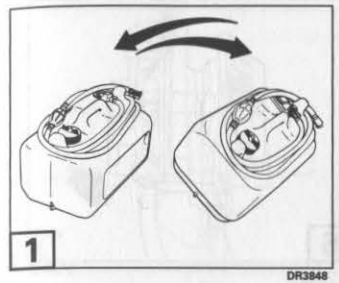
Normal Operation

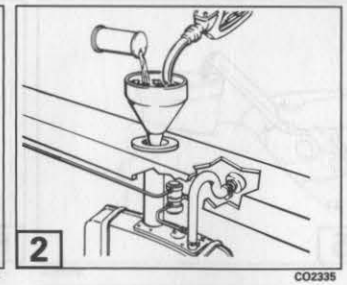
Your motor is equipped with an oil injection system to automatically mix oil with the fuel.

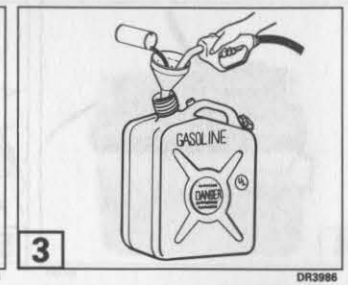
Note Operating this motor without the oil injection system requires modification that must be performed by your DEALER.

High Performance

During high performance operation you must use a **50:1 (2% oil)** fuel/oil ratio in your fuel tank **in addition** to the operation of the oil injection system.







MIXING FUEL AND OIL

To provide your engine with extra oil, use the following chart and these guidelines to mix oil with the engine's fuel. Refer also to **FUEL/OIL RATIO.** Otherwise, keeping oil in the oil tank is all you need to do to satisfy the engine's oiling requirements.

⚠ **Safety Warning: Gasoline is extremely flammable and highly explosive under certain conditions . . .**

- **Always stop motor before refueling**
- **Remove portable fuel tanks from boat to fill**
- **Always mix fuel outdoors, never indoors**
- **Never smoke or allow open flame or sparks nearby when mixing or refueling**
- **Prevent electrostatic spark by maintaining contact between fuel nozzle and fuel tank or metal funnel while refueling. Do not use a plastic funnel.**

Ratio	Fuel		
	6 U.S. gallons	3 U.S. gallons	1 litre
50:1	16 fl. oz. **oil**	8 fl. oz. **oil**	20 ml **oil**
25:1	32 fl. oz. **oil**	16 fl. oz. **oil**	40 ml **oil**

PCE0103

1 **Portable Tank** - Above and below 32° F (0° C), add one gallon of fuel. Pour in required amount of oil. Add remaining fuel. Install filler cap and tip tank gently to distribute oil.

2 3 **Permanently Installed Tank** - Above 32° F (0° C), pour oil slowly with the fuel as tank is filled. Below 32° F (0° C), add one gallon of fuel to a separate container. Pour in required amount of oil. Install filler cap and tip container gently to distribute oil. Slowly pour oil/fuel mixture into tank with fuel as tank is filled.

FUEL SYSTEMS

Portable

OMC portable fuel tanks and fuel hose assemblies are designed to provide correct fuel flow for your engine's requirements.

Built-In

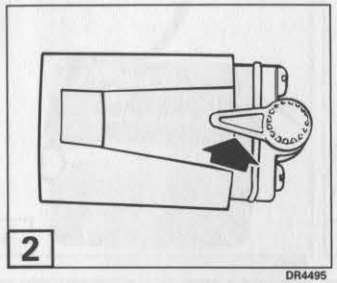
Fuel distribution hoses in the boat must deliver fuel at the rate of flow needed by the engine. Minimum inside diameter of fuel hoses must be:

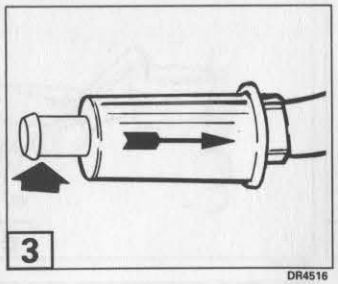
- V4 Models and smaller – 5/16 in. (8 mm)
- V6 Models – 3/8 in. (9 mm)

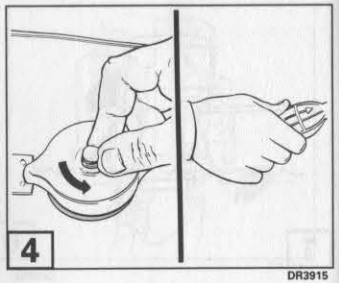
Note Fuel systems with built-in tanks, particularly those that include antisiphon valves and filter/primer units, may have restrictions that will not allow the engine fuel pump to deliver sufficient fuel under all conditions. This can result in a loss of performance and possible engine damage. If a performance problem exists, see your DEALER.

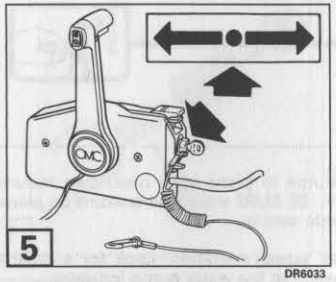
⚠ **Safety Warning: If your motor is equipped with a quick-disconnect fuel hose, disconnect the fuel hose from the motor and from the fuel tank when the motor is not being used for any period of time. Disconnecting the hose will avert fuel leaks in the hose or at the engine.**

Note To avoid difficulty when restarting, never run the engine with the fuel hose disconnected or run the engine out of fuel.









STARTING

Important **BEFORE cranking your engine, connect the battery as instructed in Maintenance Section, BATTERY.** If you start and run your engine without a battery connected, the electrical system will be damaged.

Note Failure to follow the **BREAK-IN** procedure can result in serious engine damage.

Note DO NOT operate motor out of water. Water pump can be damaged or engine can overheat.

Lower motor to the RUN position. Refer to Operation Section, **POWER TRIM AND TILT** or **Tilting.**

2 Make sure the lever on the primer solenoid is at RUN position.

⚠ **Safety Warning: To avoid explosion and fire hazard, the lever on the primer solenoid must be set at RUN position. With a pressurized fuel tank connected and the lever not at RUN position, fuel could leak through the carburetor's air inlet.**

3 If the fuel hose is not connected – feed it through the fuel/oil hose inlet in the lower engine cover, then onto the fuel filter nipple. Secure with clamp provided in owner's kit.

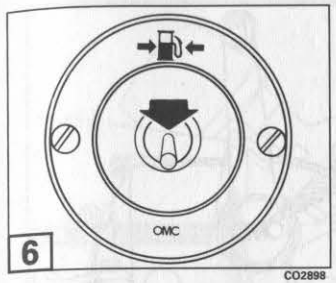
4 If equipped, open vent screw on fuel tank filler cap. Squeeze primer bulb, outlet end up, until firm.

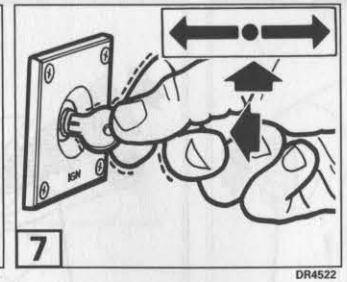
5 Attach clip and lanyard assembly to the emergency stop switch and to a secure place on your clothing.

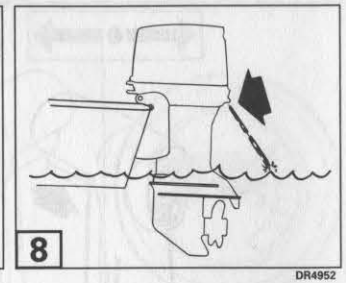
5 Move remote control handle to NEUTRAL.

Note To avoid engine damage after start-up:

- DO NOT exceed 2500 RPM in NEUTRAL.
- DO NOT exceed 1500 RPM in NEUTRAL for extended periods of time.







Cold Engine

Important **DO NOT** raise the fast idle lever unless you need to clear a flooded engine. Raising the fast idle lever overrides the *QuikStart™* electronic starting system. After the cold engine starts, this system will hold the engine at fast idle until warm, then will automatically reduce it to normal idle speed.

Note Each time the key switch is turned from OFF to ON, the warning system will self-test. If it does not, see your DEALER.

Important Each time the key switch is turned from OFF to ON, the warning system will self-test. If the warning system fails to self-test, see your DEALER.

6 If the boat's fuel system is equipped with an **OMC** electric primer pump, activate the pump for 20 to 30 seconds.

7 Turn key switch clockwise to the START position, then push and hold key IN to prime. Crank the engine no longer than 10 seconds. Release the key after start-up.

Note Electric starter motor can be damaged if operated continuously for more than 10 seconds.

⚠ **Safety Warning: DO NOT attempt to shift the motor into gear when the engine is running at fast idle. Shifting under this condition can cause gear damage, and the resulting sudden boat movement could cause injury.**

If the engine did not start, release the key momentarily, then try again.

Note Overpriming will cause the engine to flood. If the engine floods or does not start, refer to Maintenance Section, **TROUBLE CHECK CHART.**

After Engine Starts

7 If the engine starts but needs more fuel to prevent stalling, briefly push key IN several times until the engine warms and runs smoothly.

8 Check the water pump indicator. A steady stream of water indicates the water pump is working. Direct the water stream so it can be seen from the helm. With dual engines, direct each stream so both can be seen. Refer to Maintenance Section, **FRESHWATER FLUSHING.**

Note If a steady stream of water **is not visible,** stop the engine and refer to Operation Section, **ENGINE OVERHEATING.**

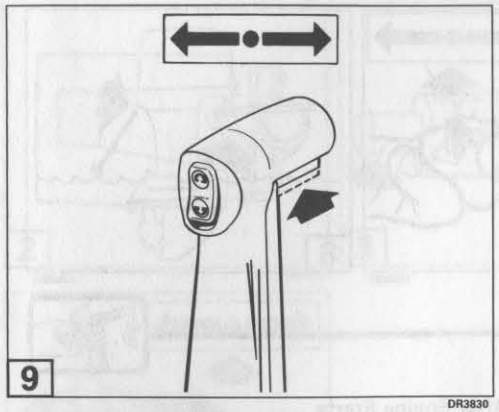
Note DO NOT turn the key switch to the START position while the engine is running. Damage to the starter and flywheel will result.

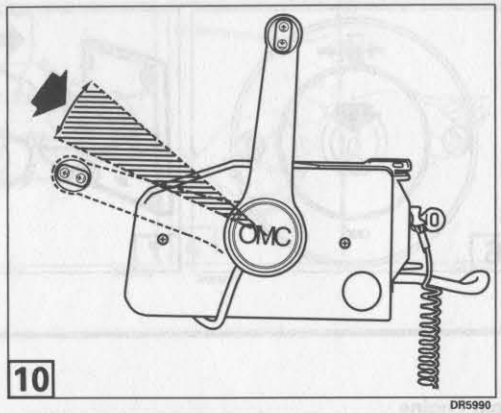
Warm Engine

Follow **Cold Engine** procedure **except** warm engines do not normally require priming. If your engine fails to start, then prime.

Important Immediately after the warm engine starts, the *QuikStart™* electronic starting system will hold the engine at fast idle for about 5 seconds, then will automatically reduce it to normal idle speed.

⚠ **Safety Warning: DO NOT attempt to shift the motor into gear when the engine is running at fast idle. Shifting under this condition can cause gear damage, and the resulting sudden boat movement could cause injury.**





SHIFTING and SPEED CONTROL

Note Carefully check the function of all control and engine systems before leaving the dock.

Note DO NOT shift motor into FORWARD or REVERSE when the engine is NOT running.

9 With the engine running, lift neutral lockout tab on control handle and move handle briskly to FORWARD or REVERSE.

After shifting, continue to move the handle slowly in the same direction to increase speed.

Note When shifting from FORWARD to REVERSE or from REVERSE to FORWARD, pause at NEUTRAL until motor is at idle speed and boat has slowed.

STOPPING ENGINE

Move control handle to NEUTRAL position.

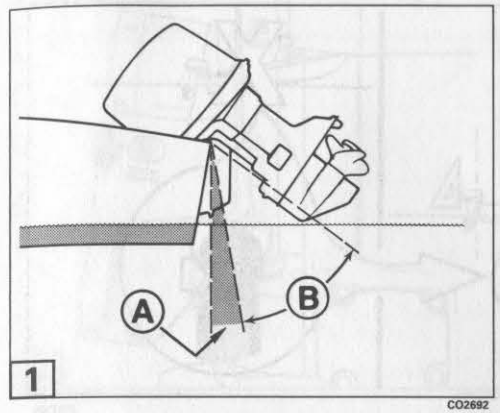
Turn key switch counterclockwise to the OFF position.

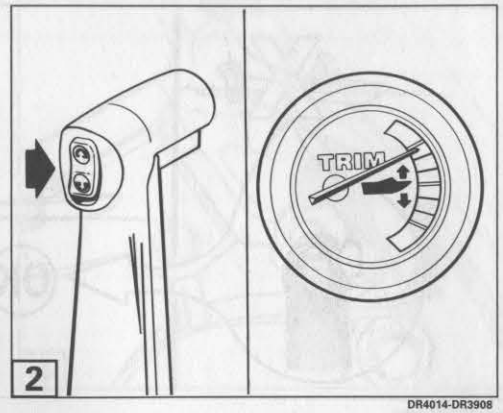
Important Leave the key switch in the OFF position when the motor is not running to prevent battery from discharging. Remove key when boat is unattended.

Note To avoid difficulty when restarting, never run the engine with the fuel hose disconnected or run the engine out of fuel.

FUEL ECONOMY

10 The economy throttle range can save fuel, depending on boat load and hull design. When boat reaches top speed, throttle back from FULL SPEED to the economy throttle range. You will save fuel without a noticeable loss of speed.





POWER TRIM AND TILT

⚠ **Safety Warning: Any malfunction of the power trim and tilt unit could result in loss of shock absorber protection if an underwater obstruction is hit. Malfunction can also result in loss of reverse thrust capability.**

1 Your motor's power trim and tilt system features a trim range Ⓐ of 21°:

- Move the motor to any position within this range while underway and at any boat speed.
- The power trim is normally used to improve acceleration, speed, and ride quality and to adjust for changing water conditions.

1 Your motor's power trim and tilt system will tilt your motor an additional 54°:

- While positioned within the tilt range Ⓑ, DO NOT run the engine faster than idle speed. If idling a tilted engine, keep its water intakes submerged at all times.
- The power tilt is normally used to tilt the motor for clearance when beaching, launching from a trailer, or mooring.

Tilting

2 To operate the power tilt, push and hold the trim/tilt switch in the bow-up ⊕ or bow-down ⊖ position. The motor will tilt up or down until the switch is released or the motor reaches the end of its travel.

If the tilted engine's cover contacts the boat's motor well, limit the maximum tilt by following the procedures in Maintenance Section, **ADJUSTMENTS, Tilt Limit Switch.**

Trimming

2 To operate the power trim, push and hold the trim/tilt switch in the desired bow direction, either bow-up ⊕ or bow-down ⊖. The motor will move until the switch is released or the motor reaches its maximum position.

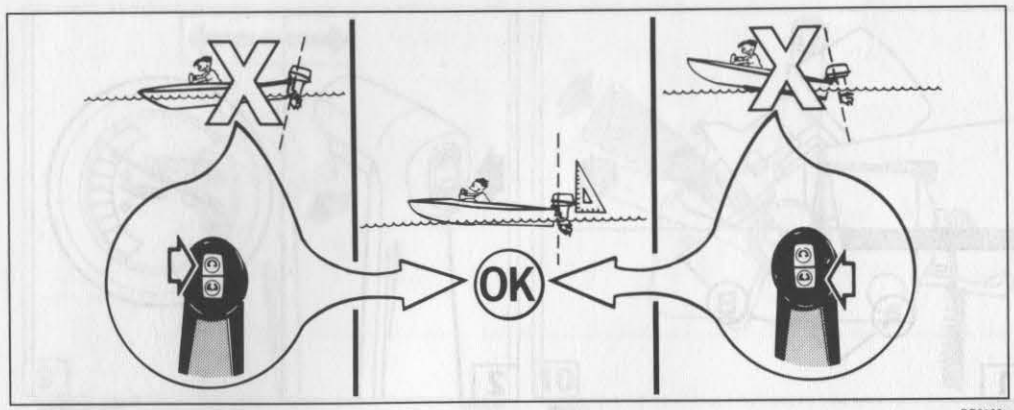
The boat will be properly trimmed when the trim angle provides a bow position that results in the best boat performance for your operating conditions.

You must use a speedometer and tachometer to determine boat and motor performance at different trim positions.

To familiarize yourself with power trim, make test runs with the boat's bow at various positions. Note the time it takes for the boat to plane, the tachometer and speedometer readings, and the ride and action of the boat.

Trim Gauge

2 The trim gauge indicates the bow position that is achieved by the trim angle of your motor.



DR3100

Bow-Up

BOW-UP position will give the best fuel economy and highest top speed.

Operating Conditions:

- In the bow-up position, your boat may tend to pull to the left. If this condition exists, correct it by applying a clockwise force with the steering wheel to keep on a straight path. The trim tab can also be adjusted to compensate for steering wheel torque, but adjust the trim tab only if bow-up is commonly used. Refer to Maintenance Section, **Trim Tab.**
- When the motor is trimmed to full bow-up position, the boat's bow will tend to rise above the water.
- Excessive bow-up trim may cause propeller ventilation, resulting in propeller slippage.

⚠ **Safety Warning: When operating in rough water or crossing a wake, excessive bow-up trim may result in the boat's bow suddenly rising skyward; possibly ejecting occupants.**

⚠ **Safety Warning: Some boat/motor/propeller combinations may encounter boat instability and/or high steering torque when operated at high speed at or near the motor's trim range limits (full bow-up or bow-down). Boat stability and steering torque can also vary due to changing water conditions. If any adverse conditions occur, reduce throttle and/or adjust trim angle to maintain control. If you experience boat instability and/or high steering torque, see your DEALER to correct these conditions.**

Bow-Down

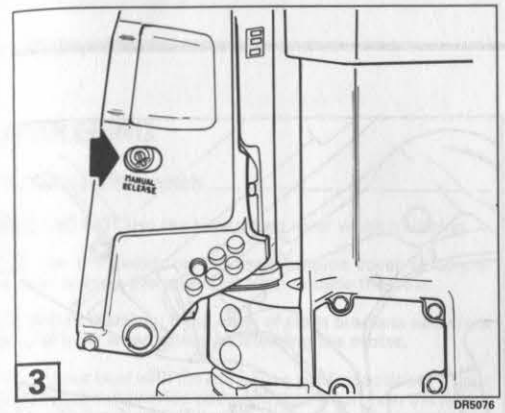
BOW-DOWN position will give the best acceleration onto plane and the best towing power for skiing. The bow-down position is normally used for accelerating from a standing start or from idle speed.

Operating Conditions:

- In the bow-down position, your boat may tend to pull to the right. If this condition exists, correct it by applying a counterclockwise force with the steering wheel to keep on a straight path. The trim tab can also be adjusted to compensate for this steering wheel torque, but adjust the trim tab only if bow-down is commonly used. Refer to Maintenance Section, **Trim Tab.**
- When the motor is trimmed to full bow-down position, the boat's bow will tend to go deeper into the water (plow).

Important Some boats plow, or are difficult to plane, when operated in the trim's lowest position. If your boat handles unsuitably when trimmed fully bow-down, set the angle adjusting rod or trim limiter rod to limit the travel of the power trim. If your motor is not equipped with this rod, purchase one from your DEALER.

⚠ **Safety Warning: If the bow of the boat plows the water at high speeds, the boat may bow steer or spin suddenly; possibly ejecting occupants.**



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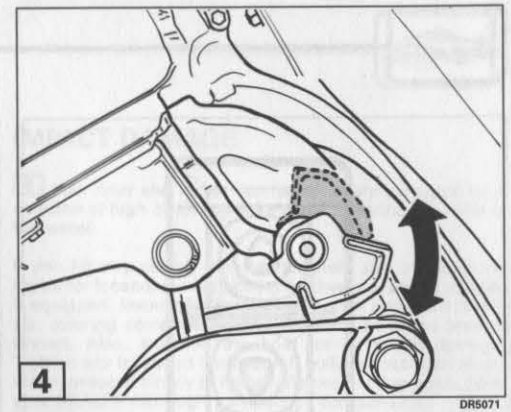

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Power Trim/Tilt Manual Release

3 If necessary, the motor will tilt up or down manually:

- Turn the manual release screw counterclockwise, slowly, until it **lightly** contacts its retaining ring – about 3½ turns.
- Reposition the motor.
- Tighten the manual release screw to hold the motor in its new position.

⚠ **Safety Warning: Keep everyone clear of a tilted motor when backing out the manual release screw. The motor could drop suddenly and forcibly. Be sure to tighten the manual release screw after manually repositioning the motor. Tightening the screw also reactivates the motor's shock absorber protection and reverse thrust capability.**

If you lower the motor to its full bow-down position, be sure to operate it in a suitable manner. Refer to **Bow-Down.**

MOORING

You may moor your boat with the motor's gearcase out of the water by using its tilt feature. Depending on the model, refer to **TILTING** or **POWER TRIM AND TILT.**

Also, refer to **TILT SUPPORT.**

TILT SUPPORT

4 **Engage** the tilt support lever if you intend to leave the motor tilted for a period of time:

- Tilt the motor fully. Refer to **Tilting.**
- Flip the tilt support lever down.
- Lower the motor until the tilt support lever rests solidly on the stern brackets.

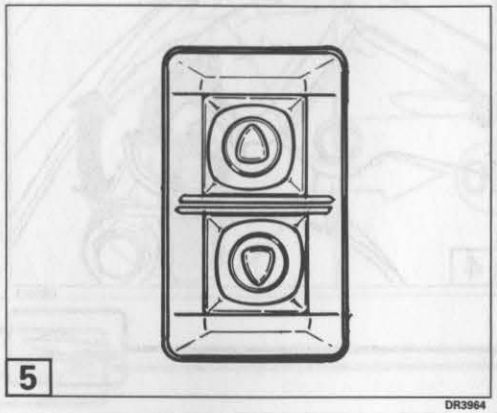
4 **Disengage** the tilt support lever:

- Tilt the motor fully.

⚠ **Safety Warning: Always use the power tilt to lift and support the motor BEFORE you disengage the tilt support lever. If oil pressure is lost while using the tilt support lever, the motor can drop suddenly when the support is disengaged. If the power tilt will not lift the motor, do not attempt to force the tilt support lever from its position on the stern brackets. See your DEALER.**

- Flip the tilt support lever up.
- Lower the motor to operating position.

Note DO NOT use the tilt support lever while trailering. Refer to **TRAILERING.**



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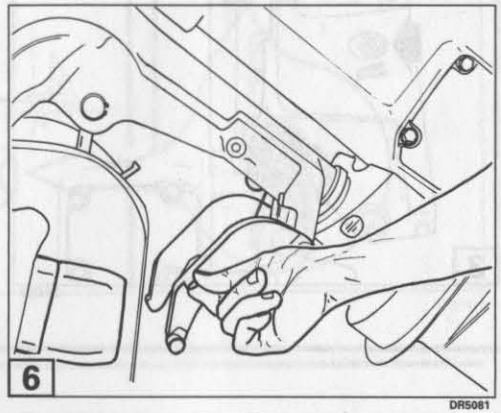

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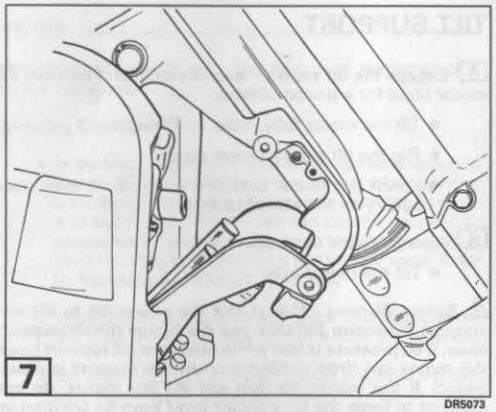

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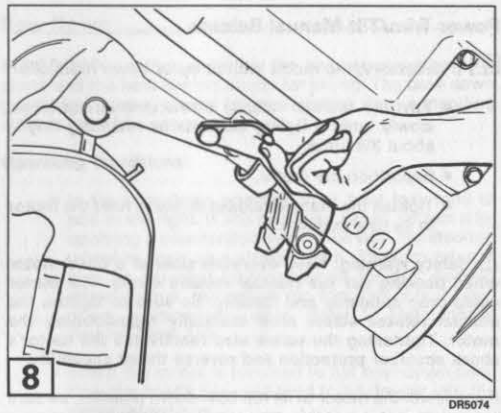

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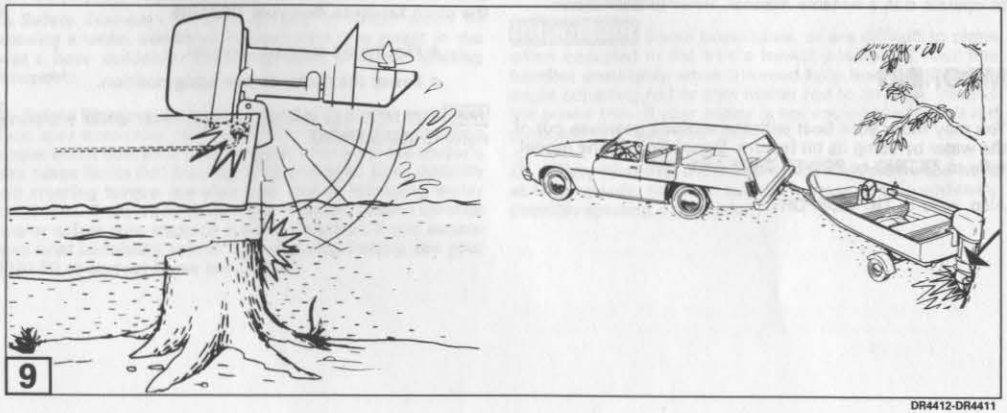

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TRAILERING

Trailering Tilt Switch

Note DO NOT use the tilt support lever when trailering.

5 Use the switch on the lower engine cover to conveniently operate the power tilt from outside the boat.

⚠ **Safety Warning: Keep clear of stern brackets and stern area of boat when tilting or lowering the motor.**

Trailer your boat with the motor in a vertical position. If your trailer does not provide adequate road clearance, the motor can be trailered while tilted by using the motor's trailering bracket.

Trailering Bracket

To engage bracket – Tilt the motor fully using the tilt switch inside the boat or the trailering tilt switch.

6 Pull down the trailering bracket. A detent will hold the bracket in position.

7 Lower the motor until the trailering bracket locks into place in the stern brackets.

To disengage bracket – Tilt the motor fully.

⚠ **Safety Warning: Use the power tilt to lift and support the motor BEFORE disengaging the trailering bracket. If the system has lost oil pressure while on the trailering bracket and will not tilt the motor off of it, manually tilting the motor could allow it to cause injury by dropping suddenly and unexpectedly when the trailering bracket is disengaged.**

8 Return the trailering bracket to its stowed position.

Lower the motor to its vertical position.

IMPACT DAMAGE

9 Your boat and motor can be seriously damaged by a collision at high or low speeds, while trailering, or while in the water.

If you hit any object, stop immediately and examine the motor for loosening of attaching hardware or clamp screws, if equipped. Inspect for damage to swivel and stern brackets, steering components, and components in the area of impact. Also, examine the boat for structural damage. Tighten any loosened hardware. If collision occurred in the water, proceed slowly to harbor. Before boating again, have your DEALER thoroughly inspect all components.

⚠ **Safety Warning: Failure to inspect for damage could result in sudden, unexpected component failure and loss of boat control. Unrepaired damage could reduce your boat and motor's ability to resist future impacts.**

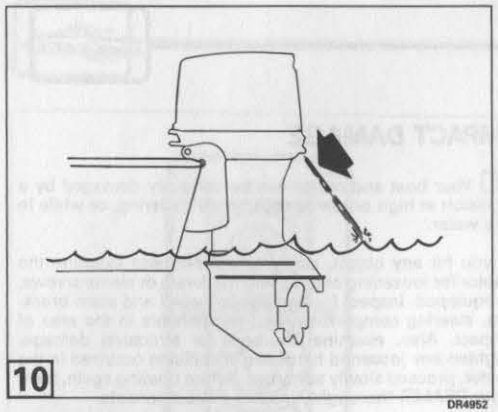
STORAGE

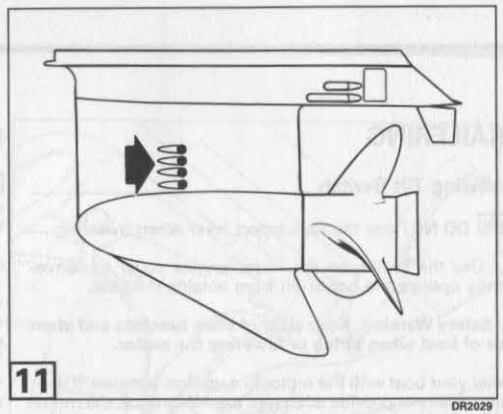
Note To avoid difficulty when restarting, never run the engine with the fuel hose disconnected or run the engine out of fuel.

Note If you must tilt the motor to remove it from the water, lower it and allow the cooling system to drain completely as soon as you clear the launch area.

Between uses, store your motor in a vertical position.

For recommendations on extended periods of storage, refer to Maintenance Section, **OFF-SEASON STORAGE.**





ENGINE OVERHEATING

Note **DO NOT** operate the engine if a steady stream of water is not coming out of the water pump indicator.

If the engine overheats, the *S.L.O.W.™* overheat warning system will automatically limit engine speed to approximately 2500 RPM. The overheat problem must be corrected and the warning system must be reset before you can return to normal operation.

10 **IF** water flow at the water pump indicator stops, becomes intermittent, or the warning system alerts you, reduce engine speed to IDLE and:

- Shift to REVERSE. Operate at slow speed for 15 seconds, then shift back to NEUTRAL. This could clear debris that might be blocking the water intake screens.

IF the water pump indicator is still **not discharging** a steady stream of water, STOP the engine and:

- Remove the emergency stop switch clip and lanyard
- Raise engine to the TILT position
11 - Clean water intake screens and water pump indicator
- Lower engine to RUN position
- Start engine and check water pump indicator. If the water pump indicator is not discharging a steady stream of water, STOP the engine immediately.

Note **DO NOT** operate the engine if a steady stream of water is not coming from the water pump indicator. The engine must be serviced or serious damage will result. See your DEALER.

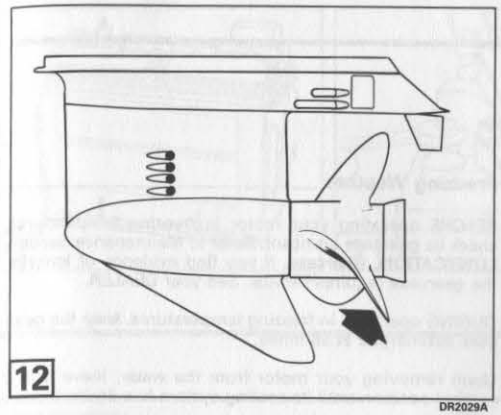
IF the water pump indicator **is discharging** a steady stream of water, run the engine at fast idle in NEUTRAL.

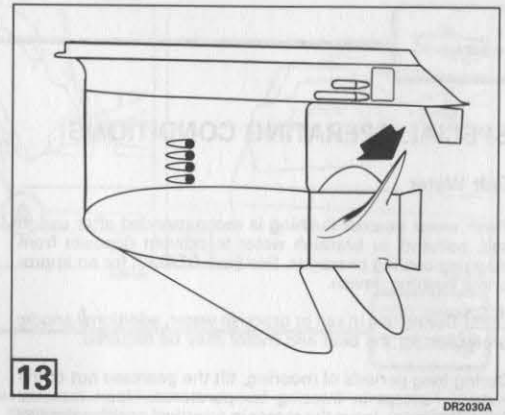
Important You might have to run up to two minutes in NEUTRAL to allow the engine to cool and the signal to stop.

- If the warning signal continues after two minutes, STOP the engine. See your DEALER.

After the engine has cooled and the warning signal stops, **shut off the engine to reset the *S.L.O.W.™* overheat warning system.** Restart the engine for normal operation.

Note If the engine overheats repeatedly, see your DEALER. Have your DEALER torque the cylinder head screws after an engine overheat.





PROPELLER SELECTION

To select the correct propeller for your boating application, your boat and motor MUST be water tested. See your DEALER for assistance.

Refer to Maintenance Section, **PROPELLER**, before removing or installing propeller.

Note The correct propeller for your boat, under normal load conditions, will allow the engine to run near the midpoint of the RPM operating range at full throttle. Refer to Maintenance Section, **SPECIFICATIONS.**

Right-Hand

12 Right-hand propellers are considered standard rotation propellers. When propelling a boat forward, the propeller rotates in a right-hand (clockwise) direction as viewed from the rear.

To identify a right-hand propeller, note the angle of the blade as viewed from the left side.

Left-Hand

13 Left-hand propellers are considered counter-rotation propellers. When propelling a boat forward, the propeller rotates in a left-hand (counterclockwise) direction as viewed from the rear.

To identify a left-hand propeller, note the angle of the blade as viewed from the left side.

⚠ **Safety Warning: If you have a dual engine installation that includes a counter-rotating engine and you remove the propellers, always check to be sure they are installed on the correct engines before aggressively operating your boat. Shift each motor individually into FORWARD or REVERSE, at idle speed only. If the boat moves opposite the direction indicated by the remote control handle, the wrong propeller has been installed on the motor being checked. Install the correct propeller and confirm your installation using the above method before any attempt is made to operate the boat.**

SPECIAL OPERATING CONDITIONS

Salt Water

Fresh water internal flushing is recommended after use in salt, polluted, or brackish water to prevent deposits from clogging cooling passages. See your DEALER for an appropriate flushing device.

Note During use in salt or brackish water, additional anodic protection for the boat and motor may be required.

During long periods of mooring, tilt the gearcase out of the water – except in freezing temperatures. Upon removal from salt water, leave the motor in a vertical position until its cooling system has drained.

Weedy Water

Weeds block water intakes and cause the motor to overheat. Weeds on the propeller create vibration.

Run at slow speeds and in REVERSE frequently to clear weeds from the propeller. Check the water pump indicator often. Remove all weeds before operating at higher speed.

Shallow Water

Note DO NOT operate your motor with its gearcase dragging on the lake bed; damage can occur. Depending on your model, refer to **SHALLOW-WATER DRIVE** or **TILTING** or **POWER TRIM AND TILT.**

Boat's Bottom

The condition of your boat's bottom affects performance. A covering of marine growth reduces speed. For maximum performance, keep the boat's running surface clean by wiping it dry after each use and washing it occasionally.

External Finish

Your motor has a baked enamel finish designed for use in either fresh or salt water.

After operating in **FRESH** water, wipe motor with a dry cloth. Periodically, wash entire motor with soapy water, and apply a coat of automotive wax.

After operating in **SALT** water, rinse motor with fresh water and wipe dry. Apply OMC *Anti-Corrosion Spray* to any surface where corrosion is likely to occur. Periodically, wash entire motor with soapy water, then wax it.

Note Leave engine cover in place when washing motor.

Freezing Weather

BEFORE operating your motor in freezing temperatures, check its gearcase lubricant. Refer to Maintenance Section, **LUBRICATION, Gearcase.** If you find evidence of leakage, the gearcase requires service. See your DEALER.

DURING operation in freezing temperatures, keep the gearcase submerged at all times.

Upon removing your motor from the water, leave it in a vertical position until its cooling system has drained.

Note Water that has leaked into the gearcase, or is left in the cooling system, can freeze when the motor is removed from the lake, causing serious motor damage.

High Altitude

If you boat at altitudes above 3000 ft. (900 m), your motor might benefit from a lower pitched propeller, different carburetor calibration, or both. See your DEALER.

Note To avoid permanent powerhead damage, be sure that an engine modified for high altitude operation is properly identified and returned to original calibration and propeller size if operated below 3000 ft. (900 m).

Submerged Motor

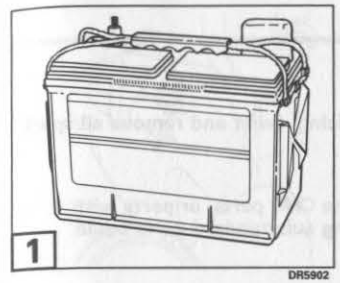
If your motor is submerged, **have it serviced immediately upon recovery.** If immediate service is unavailable, resubmerge the motor in fresh water to avoid prolonged exposure to the atmosphere.

After submersion, all boat and engine electrical, fuel, and oiling systems must be inspected for signs of water intrusion. Your DEALER should perform this service.

Dual Engine Maneuvering

When leaving or approaching the dock, or for any other close maneuvering at slow speed, run both engines. Leave the stand-by engine idling in NEUTRAL, and use the engine with the control closer to you for maneuvering. If the engine you're using stops running, you can go immediately to the stand-by engine.

Note The stand-by engine must be running during maneuvering or water may be forced back through the underwater exhaust outlet, causing serious engine damage.



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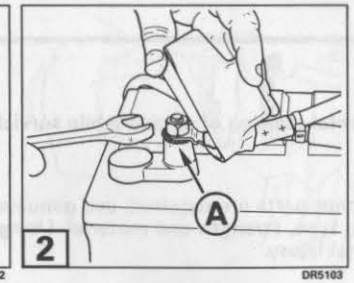

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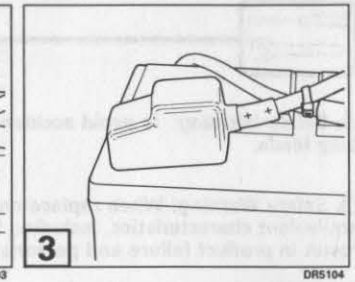

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BATTERY

Batteries, terminals, and restraint systems are not supplied with the motor. See your DEALER.

1 Each motor needs one battery that is:

- 12-volt, heavy-duty, designated "marine"
- Vented/refillable or maintenance-free
- Rated according to the minimum requirements in **SPECIFICATIONS**

Deep-cycle batteries are suitable **IF** they meet or exceed the minimum CCA requirements.

Ask your DEALER about your engine's requirements before installing longer battery cables, a battery switch, or a battery isolator.

Before servicing the battery or the engine, remove both battery cables from the battery, BLACK (negative) cable first. Keep metal objects from contacting either battery post.

Note Service electrical components only while the motor is NOT running. Be careful when identifying positive and negative battery cables and posts. If you touch the wrong post with a battery cable, even briefly, the motor's charging unit will be damaged.

⚠ **Safety Warning: Battery electrolyte is acidic – handle with care. If electrolyte contacts any part of the body, immediately flush with water and seek medical attention.**

Installation

Read and understand the safety information supplied with your battery BEFORE you begin installation.

Important

- Place the battery in a hold-down system and in a location that is easily accessible for frequent checking and recharging.

2 • Place a large-surface star washer Ⓐ over the battery's positive (+) post. Stack cables from accessories (if any) on the star washer, then install the RED battery cable from the motor. Finish the connection with a hex nut and tighten it firmly with a wrench.

- Connect the motor's BLACK battery cable to the battery's negative (–) post in the same manner.

3 • Apply OMC *Triple-Guard®* grease to exposed areas of battery posts and cable ends to prevent corrosion. Cover the connections.

⚠ **Safety Warning: Keep the battery connections clean, tight, and insulated to prevent their shorting or arcing and causing an explosion. If the battery mounting system does not cover the connections, install protective covers. Check often to see that connections stay clean and tight.**

Note DO NOT use wing nuts on battery connections even if they came with the battery. Wing nuts can loosen and cause errant warning signals or electrical system damage.

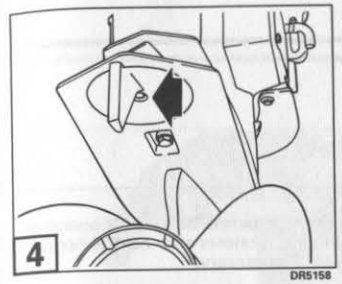
⚠ **Safety Warning: To avoid accidental starting of engine while servicing, twist and remove all spark plug leads.**

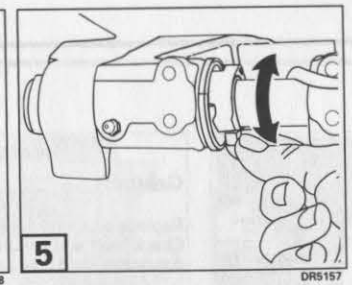
⚠ **Safety Warning: When replacement parts are required, use genuine OMC parts, or parts with equivalent characteristics, including type, strength and material. Using substandard parts could result in product failure and personal injury.**

SPECIFICATIONS

	Specification	Page
Displacement	183 cu. in. (3000 cc)	•
Engine Type	Two-cycle, 6-cylinder, 90° V, loop-charged	•
Full Throttle Operating Range	5000 to 6000 RPM	•
Power ①	**200** – 200 HP (149,2 kw) @ 5500 RPM **225** – 225 HP (167,8 kw) @ 5500 RPM	•
Fuel Requirements	87 pump posted AKI (90 RON) – Refer to ⛽	10
Fuel/Oil Ratio	Supplied by oil injection system	10
Warning Signals	Engine Overheat, Low Oil, Fuel Restriction, and No Oil	8,9
Ignition Features	*S.L.O.W.™* and *QuikStart™*	8,15
Starting	Remote electric	14
Battery, Minimum	12-volt, 500 CCA (620 MCA) with 90 minutes reserve capacity (60 Ampere-Hours)	25
Spark Plug (6) *Champion:* Torque	QL82YC @ 0.030 in. (0,8 mm) gap 18-21 ft. lbs. (24-27 N·m)	34
Fuse	OMC P/N 514021 (automotive 20-amp)	35
Fuel Line Filter	OMC P/N 398319	35
Alternator	35-amp, fully regulated	•
Gearcase – Lubricant Capacity	OMC *Ultra-HPF™* gearcase lube 33 fl. oz. (980 ml)	28
Power Trim/Tilt Fluid Capacity	21 fl. oz. (622 ml)	28
Power Steering Fluid Capacity	37 fl. oz. (1100 ml)	28
Propeller	Refer to Operation Section, **PROPELLER SELECTION**	23
Weight ②	**L Models** – 450 lbs. (204 kg) **X Models** – 455 lbs. (206 kg) **Z Models** – 471 lbs. (214 kg)	•
Transom Height	**L Models** – 19½ to 20 in. (495 to 508 mm) **X Models** – 24½ to 25 in. (622 to 635 mm) **Z Models** – 29½ to 30 in. (749 to 762 mm)	•

① Rated at the propeller shaft according to NMMA and ICOMIA (ISO) standards.
② Add 25 lbs. (12 kg) for power steering models.





ADJUSTMENTS

Trim Tab

⚠ **Safety Warning: Improper trim tab adjustment can cause difficult steering.**

A propeller will generate steering torque when the propeller shaft is not running parallel to the water's surface. The trim tab is adjustable to compensate for this steering torque.

Important A single trim tab adjustment will relieve steering effort under only one set of speed, motor angle, and load conditions. No single adjustment can relieve steering effort under all speed, motor angle, and load conditions.

If the boat pulls to the left or right when its load is evenly distributed, adjust the trim tab as follows:

[4] **With the motor shut OFF,** loosen the trim tab screw. If the boat pulled to the right, move the rear of the trim tab slightly to the right. If the boat pulled to the left, move the rear of the trim tab slightly to the left.

- Tighten the trim tab screw to a torque of 35-40 ft. lbs. (47-54 N·m).
- Test the boat and, if needed, repeat the procedure until steering effort is as equal as possible.

High motor installations – The trim tab might be above the water when the motor is trimmed out. Steering effort might increase. Steering effort will be reduced if you trim the motor in and submerge the trim tab.

Dual standard rotation motors – Move both trim tabs equally and in the same direction.

Dual motors (one counter and one standard rotation) – Set both trim tabs to the center position.

Power steering motor – Set trim tab(s) to the center position.

Tilt Limit Switch

[5] If your motor contacts the boat's motor well while tilting, adjust the tilt limit switch to limit maximum tilt-up:

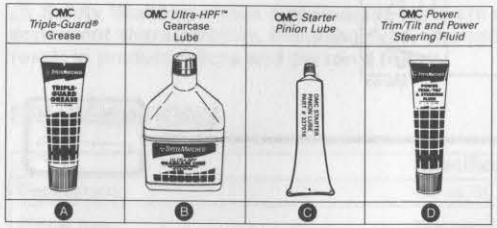
- Place the motor in its normal operating position.
- Rotate the tilt limiter cam clockwise to reduce the motor's maximum tilt capability.
- Check your adjustment – tilt the motor fully and adjust further, if necessary. Return the motor to vertical position for each adjustment, and repeat your check after each adjustment.

⚠ **Safety Warning: Adjusting the tilt limit switch will NOT prevent the motor from tilting fully and contacting the motor well if its gearcase hits an object at high speed. Such impact could damage the motor and boat and injure boat occupants.**

Idle Speed

Idle speed and carburetor adjustments are preset at the factory. If you are experiencing poor running quality, see your DEALER.

LUBRICATION



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Frequency

- At least every 30 days - salt or polluted water
- At least every 60 days - fresh water
- Before a period of storage
- More often, as experience indicates

Note The recommended **OMC** lubricants have been formulated to protect bearings and gears. They must be used to avoid damage caused by improper lubrication.

Figure	Lubrication Point	Lubricant
1	Gearcase*	B
2	Steering*	A
3	Power Trim/Tilt Reservoir	D
4	Starter Pinion Shaft Splines	C
5	Swivel Bracket, Tilt Support	A
6	Tilt Tube	A
7	Throttle & Spark Advance Linkage	A
8	Carburetor Linkage	A
9	Control Cables & Shift Shaft	A

*Recommended Dealer Performed Service.

Gearcase

Replace gearcase lubricant after first 20 hours of operation. Check level and condition of lubricant after next 30 hours of operation. Add lubricant if necessary.

Thereafter, check level and condition of lubricant every 50 hours. Replace lubricant every 100 hours of operation or once each season, whichever occurs first. Refill with **OMC** *Ultra-HPF™* gearcase lube. If not available, use **OMC** *Hi-Vis®* gearcase lube. See your DEALER.

With motor in normal operating position:

1 1. Remove drain/fill plug ① and lubricant level plug ② from side of gearcase and completely drain gearcase of old lubricant.

2. Examine drained lubricant for metal filings, milky appearance, or black color with burnt odor. If old lubricant has any of those characteristics, see your DEALER. If drained lubricant is in good condition, continue.

3. Place tube of lubricant in drain/fill hole and fill slowly until lubricant appears at lubricant level hole. See **SPECIFICATIONS** for gearcase capacity.

1 4. Install lubricant level plug ② before removing tube from drain/fill hole. Drain/fill plug ① can then be installed without loss of lubricant.

5. Securely tighten both plugs.

Steering System

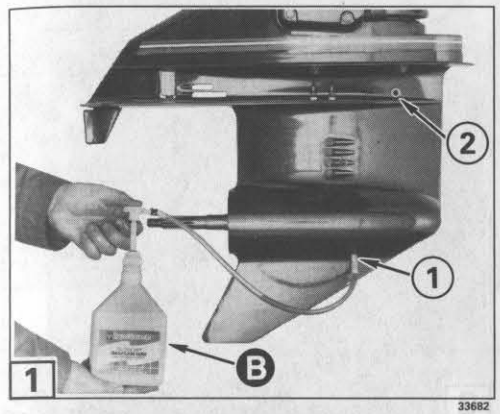
2 The installer was instructed to grease the steering cable ram during installation. Periodic regreasing of the steering cable ram with **OMC** *Triple-Guard®* grease is required. Refer to **Frequency**. Refer to steering system manufacturer's information when servicing boat's steering system.

⚠ Safety Warning: Failure to regrease as recommended could result in steering system corrosion. Corrosion can affect steering effort, making operator control difficult.

Power Trim and Tilt Fluid Reservoir

3 Tilt the motor up and engage the tilt support. Depending on your model, refer to Operation Section, **Tilting** or **TILT SUPPORT**. Remove filler cap and check fluid level. If necessary, add enough **OMC** *Power Trim/Tilt and Power Steering Fluid* to bring the fluid level even with the bottom of the fill cap hole when the unit is at full tilt.

Important Correct fluid level must be maintained to ensure operation of the impact protection built into this unit.



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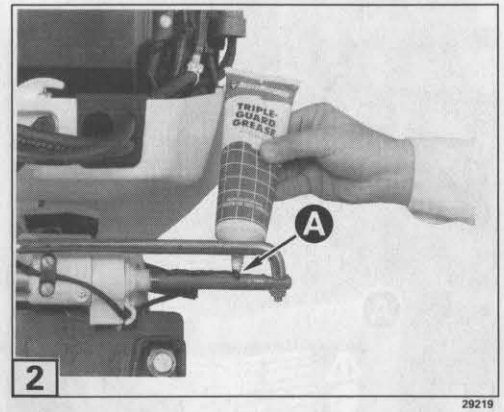

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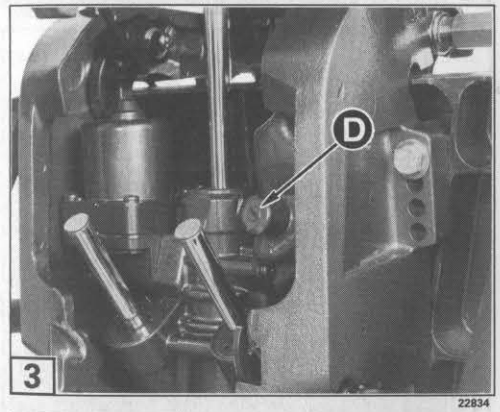

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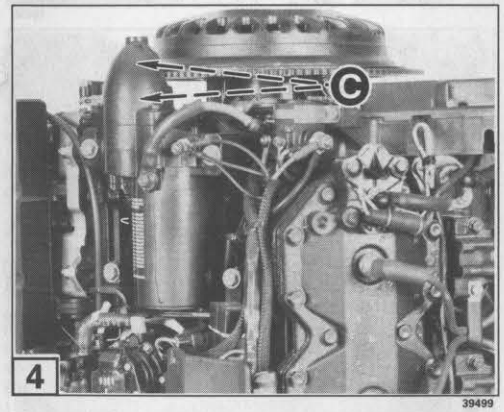

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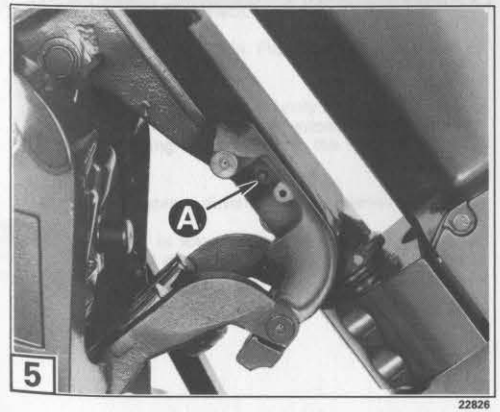

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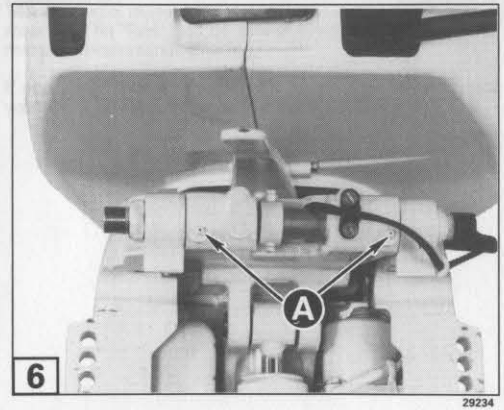

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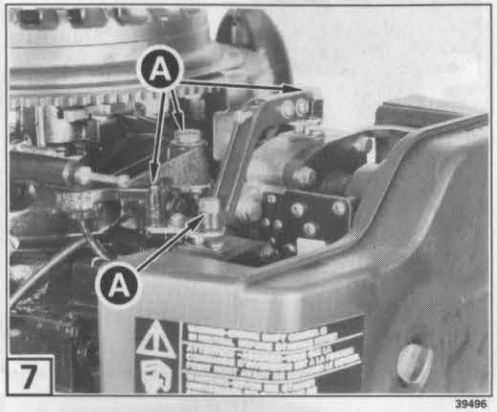

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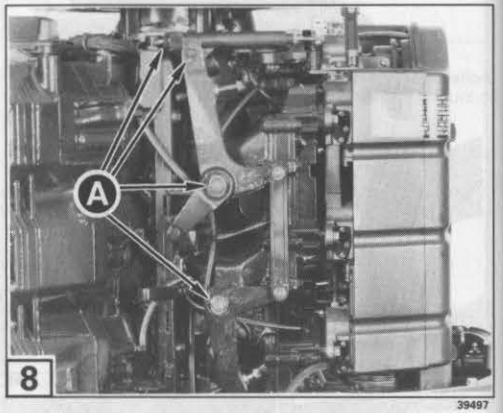

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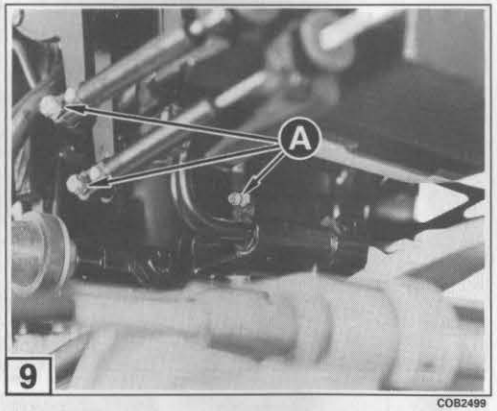

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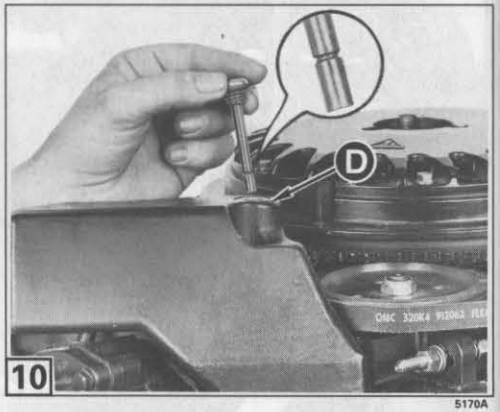

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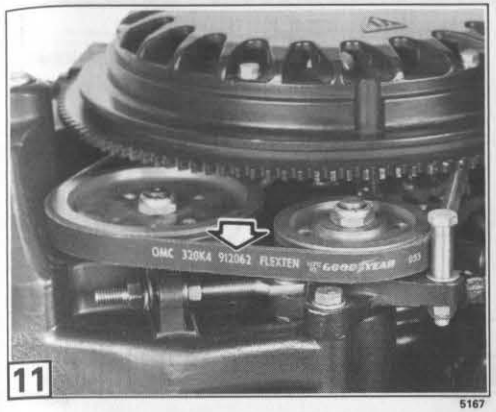

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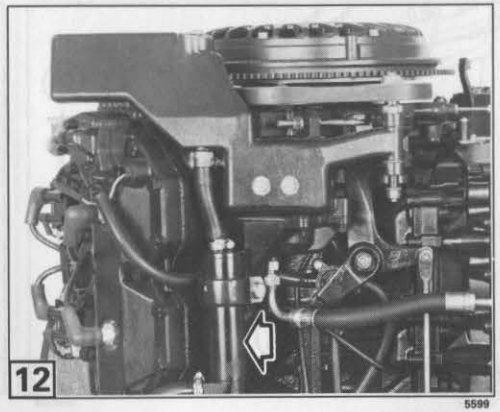
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POWER STEERING

Power Steering Reservoir

10 Fluid level in the power steering reservoir should be checked periodically. Replace fluid every 500 hours.

Note Always check fluid level when the engine is cold to ensure an accurate reading. The dipstick is located on top of the unit for this procedure.

Check the fluid level as follows:

- Place the motor in the normal (vertical) position.

10 Remove dipstick.

- Wipe dipstick clean and place it back into reservoir.

Note For an accurate reading, rest the dipstick on top the hole in the power steering reservoir. DO NOT thread the dipstick into place when checking the fluid level.

- Remove dipstick again. Fluid level should be up to the full mark.
- If the fluid level is low, add only enough OMC *Power Trim/Tilt Fluid* or *Dexron II* (automatic transmission fluid) to bring the level up to the full mark on the dipstick.
- Securely replace dipstick in the reservoir.

Note If fluid level is low, inspect the hydraulic lines for signs of leakage or damage. If any leakage or damage is found, see your DEALER for service as soon as possible.

Power Steering Drive Belt

11 Check the belt for signs of wear or excessive play every time the power steering fluid is checked. Replace the belt every 500 hours.

Note Improper belt adjustment may cause permanent damage to pump or drive belt.

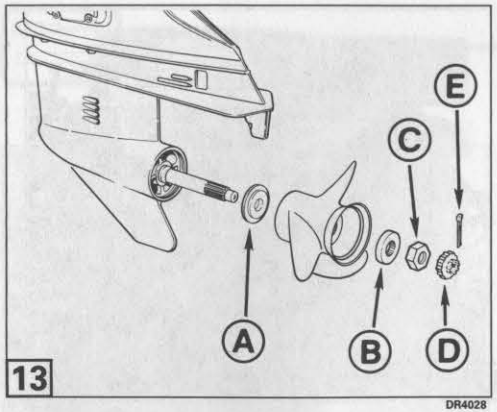
Power Steering Fluid Filter

12 An in-line filter is located below the power steering unit. Replace this filter every 500 hours.

Note If the power steering pump loses pressure or becomes inoperative, remove the belt (by cutting) before continuing. Serious damage to the pump will result if the belt is not removed.

The boat and motor can still be operated without power steering. The "feel" will be similar to operating a boat with manual (mechanical) steering.

If you experience problems with your power steering, see your DEALER for service as soon as possible.



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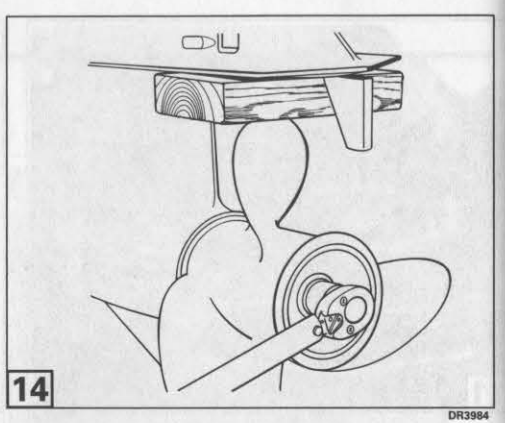
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DR3984

PROPELLER INSTALLATION

⚠ **Safety Warning: To avoid accidental starting of engine while changing propellers, twist and remove all spark plug leads.**

13 To install:

- Apply OMC *Triple-Guard®* grease to full length of propeller shaft.
- Install large propeller thrust bushing Ⓐ onto propeller shaft with shoulder of thrust bushing facing aft.
- Slide propeller onto propeller shaft until it seats on the thrust bushing.
- Install the spacer Ⓑ, engaging the propeller shaft splines.

14

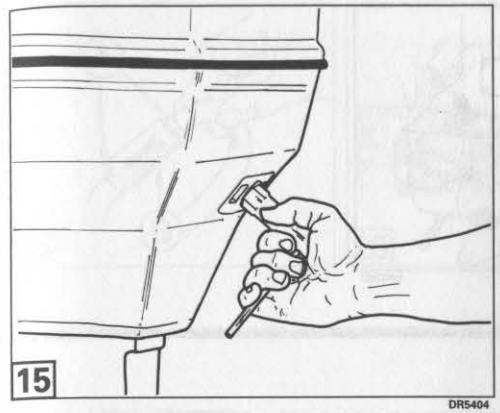
- Wedge a block of wood between the propeller blade and the anti-ventilation plate.
- Install propeller nut Ⓒ and tighten to a torque of 70-80 ft. lbs. (95-108 N·m).
- Index keeper Ⓓ on propeller nut until aligned with cotter pin hole.
- Install new cotter pin Ⓔ. If holes for the cotter pin are not aligned, continue to tighten propeller nut until they are. Then install new cotter pin and bend ends to secure.
- Remove block of wood. Make sure engine is in NEUTRAL; give propeller a spin. It must turn freely.

Repair

If your propeller hits a solid object, the impact is absorbed by the rubber bushing in the hub to help prevent damage to the motor. A strong impact can damage the rubber bushing and propeller blades. Damage to propeller blades can cause unusual and excessive vibration. Damage to the rubber bushing can cause excessive engine RPM with little forward movement.

Note Avoid or limit operation using a damaged propeller. Carry a spare propeller.

Keep your propeller in good condition. Use a file to smooth slight damage to blade edges. See your DEALER for repair of serious damage.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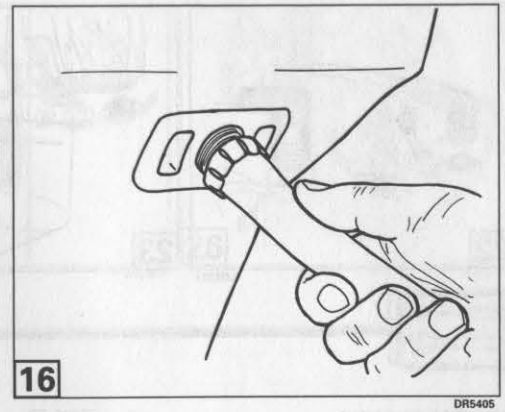
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DR5405

FRESHWATER FLUSHING

You should flush your motor for approximately five minutes after using it in salty, polluted, or brackish water. Flushing with fresh water will minimize the formation of deposits that can clog cooling passages.

15 16 You should flush your motor while it is in the operating (vertical) position. The motor can be running or not running. If you run the motor while flushing, do not start it until:

- Motor is in the operating position (vertical)
- Water supply is on
- Control handle is in NEUTRAL
- Throttle is at slow idle speed
- Propeller has been removed

⚠ **Safety Warning: Prevent injury from accidental contact with rotating propeller – remove it before beginning the flushing procedure.**

Note If you must flush the motor while it is tilted, the motor MUST NOT be running.

To flush your motor

Note Water pressure must be at least 20 psi (140 kPa).

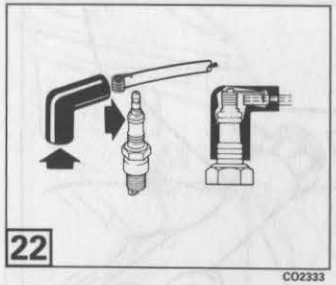
Make sure the motor is in NEUTRAL and the propeller has been removed.

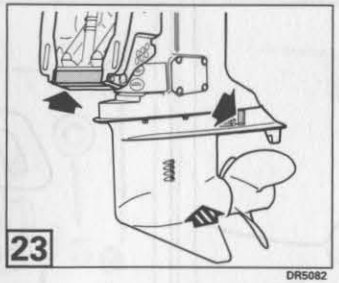
15 Remove the plug from the water pump indicator.

16 Connect a water hose to the flushing port. Turn water on.

Note If you flush a running motor, be sure its speed does not exceed slow idle in NEUTRAL. The volume of water through the flushing port is not sufficient to cool the engine above idle.

When you reinstall the plug, position the water outlet so the stream of water from the water pump indicator is easy to see from the helm during engine operation.





SPARK PLUGS

⚠ Safety Warning: Avoid abusive handling which could crack ceramic portion of spark plug. Damaged spark plugs can emit sparks. Sparks can ignite fuel vapors under the engine cover.

Inspect spark plugs periodically. Replace if electrodes are badly worn, insulators are cracked, or if they are badly fouled.

To remove spark plugs, twist and remove all spark plug leads. Unscrew spark plugs and remove from cylinder head.

To install spark plugs, wipe spark plug seats clean with a clean rag. Install spark plugs finger tight, then tighten to specified torque. Refer to **SPECIFICATIONS.**

Note Avoid engine damage:

- Install spark plugs into COOL cylinder head
- Do not overtighten

22 Before installing the spark plug lead, apply a light coat of OMC *Triple-Guard®* grease to the ribbed portion of the spark plug insulator and the opening of the spark plug cover. This will help prevent corrosion between the spring terminal and the spark plug.

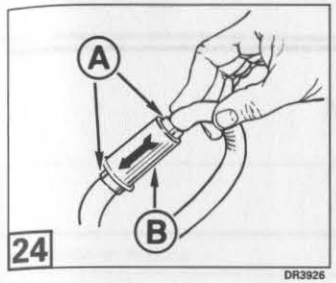
ANTICORROSION ANODES

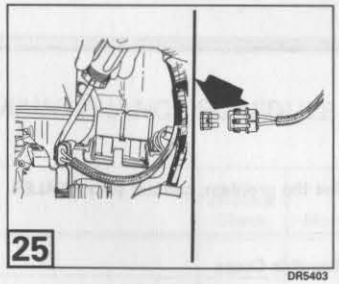
23 Your motor is equipped with one or more anodes that protect it from galvanic corrosion. Refer to Features section for anode location. Disintegration of the anode is normal and indicates it is working. Check each anode periodically. Replace anodes smaller than ⅔ their original size. See your DEALER for replacements.

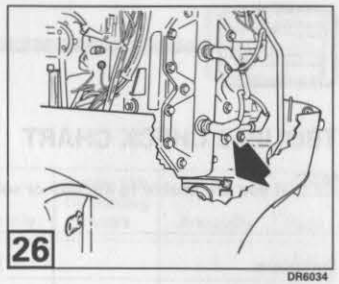
Galvanic corrosion destroys underwater metal parts and can occur in fresh or salt water; however, salt, brackish, and polluted waters will accelerate corrosion.

Metal-based antifouling paint on the boat or motor and the use of improperly installed shore power in the area of your moored boat will also accelerate corrosion.

Note NEVER paint the anode, its fasteners, or its mounting surface. Painting will reduce its corrosion protection.







FUEL LINE FILTER

24 The fuel filter is located in the fuel hose between the motor's fuel connector and the fuel pump. Replace the filter during the **20-HOUR CHECK.**

Thereafter, change the filter seasonally or every 100 hours, whichever comes first, to ensure best motor performance. Refer to **SPECIFICATIONS.**

⚠ Safety Warning: Gasoline is extremely flammable and highly explosive under certain conditions. Do not smoke or allow open flames or sparks near the motor when changing fuel filter.

To change fuel filter, proceed as follows:

- If portable fuel tank is used, disconnect the fuel hose from the motor before changing filter.
- Release the two hose clamps Ⓐ that secure filter to fuel hose. **Note direction of flow arrow on filter. Be sure replacement filter is installed in the same direction.** Pull filter Ⓑ from hose and discard.
- Install new filter and secure hose clamps.
- **Check for leaks** by connecting fuel hose to motor and squeezing primer bulb until firm.

⚠ Safety Warning: Failure to inspect your work could allow fuel leakage to go undetected, becoming a fire or explosion hazard.

FUSE

Note Always carry spare fuses.

Use the spare fuse holder to hold an extra fuse.

25 The fuse is located in the fuse holder. Replace a blown fuse. Refer to **SPECIFICATIONS.**

WATER PRESSURE

An optional water pressure gauge is recommended to monitor cooling system pressures which helps prevent engine overheating.

26 The water pressure gauge must be connected at this point to ensure the most accurate pressure readings. Follow the installation instructions included with the water pressure gauge.

OWNER'S SERVICE RESPONSIBILITY

Routine maintenance and care of your outboard motor is **your** responsibility, but is best performed by your dealer.

Following are examples of routine maintenance situations:

- Carburetor and ignition adjustment and cleaning
- Changing of carburetor jets or propellers to meet altitude requirements
- Spark plug maintenance and replacement
- Thermostat maintenance and replacement
- Piston ring, valve, or cylinder repair due to wear
- Cleaning deposits off pistons, piston rings, combustion chambers, or exhaust systems
- Water pump repair or replacement
- Anti-corrosion anode replacement
- Checking or adding oil to crankcase or gearcase

CUSTOMER SATISFACTION

Thank you for your confidence in OMC power products. Your satisfaction is very important to *Outboard Marine Corporation* and its dealers. Concerns about your OMC product can usually be satisfactorily addressed during your initial service appointment. If not, take these steps:

1) Talk with the dealership's service manager. Be specific about your concerns and expectations. Most problems will be resolved at this level.

2) If you are still not satisfied, contact the general manager or owner of the dealership.

3) If your dealership cannot resolve the problem, write to OMC Customer Service Group at 200 Sea Horse Drive, Waukegan, Illinois, 60085. When you write provide:
   - Model and serial numbers of your OMC product
   - A complete description of your concern
   - The name of your OMC dealership
   - Your daytime phone number

We will all work toward a satisfactory solution!

WARRANTY SERVICE

A copy of your engine's 1-year Limited Warranty is at the end of this manual. Read its terms and conditions carefully. Contact your DEALER if you have a question.

If repairs are necessary during the warranty period, they must be made by an **authorized** *Evinrude* or *Johnson* dealer.

The warranty protects you from expense caused by defects in material or workmanship. **NOT covered is damage caused by such things as:**

- Incorrect engine installation, operation, or maintenance
- Cosmetic or paint changes due to exposure to the elements
- Cooling system blockage by foreign materials
- Water entry through the carburetor or exhaust system or from submersion
- Using parts or accessories that adversely affect operation, performance, or durability
- Alterations or modifications that affect operation, performance, durability, or intended use

Also not covered by warranty are extra expenses such as:

- Transporting the product to and from the dealer
- In and out of water costs

20-HOUR CHECK

After 20 hours of operation, your new engine will be "broken in" and its mechanical parts will have "seated." At that time all systems should be checked and any adjustments needed should be made.

Your DEALER will perform this 20-hour check at your request and expense, based on local rates, according to what your engine model needs – refer to **MAINTENANCE SCHEDULE, 20-Hour Check.**

Follow a consistent preventive maintenance schedule by having your DEALER check your engine every six months or after each 100 hours of operation, whichever comes first.

Date	Hours	Maintenance Performed

THE UNITED STATES AND CANADA

WARRANTY

LIMITED ONE (1) YEAR WARRANTY

Outboard Marine Corporation (**OMC**) warrants this new **OMC** product to be free from defects in material or workmanship for a period of one (1) year.

OUTBOARD MOTORS ARE ELIGIBLE FOR THIS WARRANTY ONLY IF REGISTERED WITH **OMC**. SUBMISSION OF THE ENGINE REGISTRATION CARD IS REQUIRED FOR REGISTRATION. ONLY OUTBOARD MOTORS INTENDED FOR SALE IN THE UNITED STATES OR CANADA ARE ELIGIBLE FOR WARRANTY REGISTRATION IN THE UNITED STATES OR CANADA.

This warranty commences on the date of original retail purchase and extends to original and subsequent retail purchasers. However, in no event shall the duration of this warranty exceed one (1) year, measured from the original retail sale.

Any part of this **OMC** product, manufactured or supplied by **OMC** and found in the reasonable judgment of **OMC** to be defective in material or workmanship, will be repaired or replaced by an authorized *Evinrude*® or *Johnson*® dealer without charge for parts and labor.*

This **OMC** product, including any defective part therein, must be returned to an authorized *Evinrude* or *Johnson* dealer within the warranty period. The **OMC** dealer will then execute the warranty procedures on the owner's behalf. The expense of transporting the **OMC** product to the authorized dealer for warranty service, and the expense of returning it to the owner after repair or replacement, will be paid for by the owner. **OMC's** responsibility in respect to warranty claims is limited to making the required repairs or replacements. No claim of breach of warranty shall be cause for cancellation or recision of the contract of sale of any **OMC** product. Proof of purchase will be required by the authorized *Evinrude* or *Johnson* dealer to substantiate any warranty claim.

This warranty does not cover any **OMC** product that has been subjected to misuse, neglect, or accident, or that has been improperly installed, operated, or maintained. This warranty does not apply to any damage to the **OMC** product that is the result of rust or corrosion. This warranty does not cover any **OMC** product that has been used for racing, has been altered or modified so as to adversely affect its operation, performance or durability, or that has been altered or modified to change its intended use. This warranty does not extend to repairs made necessary by normal wear, or by the use of other parts or accessories, which in the reasonable judgment of **OMC**, are either incompatible with the **OMC** product or adversely affect its operation, performance, or durability.

This warranty does not cover the jet outboard impeller or the impeller liner. It does not cover damage to jet drive bearings caused by improper lubrication.

OMC reserves the right to change or improve the design of any **OMC** product without assuming any obligation to modify any **OMC** product previously manufactured.

ALL IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE ONE (1) YEAR WARRANTY PERIOD.

ALL IMPLIED WARRANTIES, INCLUDING MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR OTHERWISE, ARE DISCLAIMED IN THEIR ENTIRETY AFTER EXPIRATION OF THE APPROPRIATE ONE (1) YEAR WARRANTY PERIOD.

OMC'S OBLIGATION UNDER THIS WARRANTY IS STRICTLY AND EXCLUSIVELY LIMITED TO THE REPAIR OR REPLACEMENT OF DEFECTIVE PARTS, AND **OMC** DOES NOT ASSUME OR AUTHORIZE ANYONE TO ASSUME FOR THEM ANY OTHER OBLIGATION.

SOME JURISDICTIONS DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU.

OMC ASSUMES NO RESPONSIBILITY FOR INCIDENTAL, CONSEQUENTIAL OR OTHER DAMAGES, INCLUDING, BUT NOT LIMITED TO, EXPENSE FOR GASOLINE, EXPENSE OF TRANSPORTING THE **OMC** PRODUCT TO AN AUTHORIZED DEALER AND EXPENSE OF RETURNING THE **OMC** PRODUCT TO THE OWNER, REMOVAL OF THE **OMC** PRODUCT FROM A BOAT AND REINSTALLATION, MECHANIC'S TRAVEL TIME, IN-AND-OUT-OF-WATER CHARGES, TELEPHONE OR TELEGRAM CHARGES, TRAILERING OR TOWING CHARGES, RENTAL OF A LIKE PRODUCT DURING THE TIME WARRANTY SERVICE IS BEING PERFORMED, TRAVEL, LODGING, LOSS OF OR DAMAGE TO PERSONAL PROPERTY, LOSS OF REVENUE, LOSS OF USE OF THE **OMC** PRODUCT, LOSS OF TIME, OR INCONVENIENCE.

SOME JURISDICTIONS DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU.

This warranty gives you specific legal rights, and you may also have other rights which vary from jurisdiction to jurisdiction.

Any **OMC** products sold outside the United States or Canada are warranted by the affiliated marketing company of Outboard Marine Corporation.

*In the event that a warranty claim is required outside of the continental United States or Canada, with the exception of Alaska and Hawaii, there may be additional charges not covered under warranty based on local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, any and all other financial charges, including those levied by governments, states, territories, and their respective agencies, which will be the responsibility of the retail purchaser.

OUTSIDE NORTH AMERICA

WARRANTY

Outboard Marine Corporation (**OMC**) warrants this new **OMC** product, provided it is used and serviced in accordance with the product's operator manual, to be free of defects in material or workmanship for a period of 12 months (six months if used commercially) commencing at the date of substantiated original purchase, if such defect is proved to be justified by any of our approved product service dealers.

Such parts will be repaired or replaced, including labor, to the exclusion of any other extraneous costs or liability for incidental, consequential, or other damages.

Where local legislation provides the owner of our product any mandatory rights, such rights will be respected.

The **OMC** product covered by this warranty must be returned to an authorized dealer, who will execute the warranty on the owner's behalf.

LES ÉTATS-UNIS ET LE CANADA

GARANTIE

GARANTIE LIMITÉE À UN (1) AN

Outboard Marine Corporation (**OMC**) garantit que ce nouveau produit **OMC** est exempt de défauts de matériau ou de main d'œuvre, pendant une période d'un (1) an.

LES MOTEURS HORS-BORDS SONT ADMISSIBLES POUR CETTE GARANTIE SEULEMENT S'ILS SONT ENREGISTRÉS AVEC **OMC**. LA SOUMISSION DE LA CARTE D'ENREGISTREMENT DU MOTEUR EST REQUISE POUR L'ENREGISTREMENT. UNIQUEMENT LES MOTEURS HORS-BORDS DESTINÉS À ÊTRE VENDUS AUX ÉTATS-UNIS OU AU CANADA SONT ADMISSIBLES POUR L'ENREGISTREMENT DE GARANTIE DANS LES ÉTATS-UNIS OU LE CANADA.

Cette garantie commences à partir de la date d'achat au détail d'origine, et couvre les acheteurs au détail d'origine et subséquents. Cependant, en aucune façon, la durée de cette garantie n'excédera un (1) an, à compter de la date de vente au détail d'origine.

Quelconque pièce de ce produit **OMC**, fabriquée ou fournie par **OMC**, et déclarée, suivant le jugement raisonnable d'**OMC**, comme présentant un défaut de matériau ou de main d'œuvre, sera réparée ou remplacée par un concessionnaire agréé *Evinrude*® ou *Johnson*®, sans frais de pièces ou de main d'œuvre.*

Ce produit **OMC**, y compris toute pièce défectueuse à cet égard, doit être retourné à un concessionnaire agréé *Evinrude*® ou *Johnson*® dans les limites de la période de garantie. Le concessionnaire **OMC** se chargera alors d'exécuter, au nom du propriétaire, les procédures de garantie. Les frais de transport du produit **OMC** au concessionnaire agréé pour la réparation sous garantie, ainsi que les frais de sa restitution au propriétaire après la réparation ou remplacement, seront à la charge du propriétaire. La responsabilité d'**OMC** en ce qui concerne le fair-valoir de la garantie est limitée aux réparations ou remplacements nécessaires. Aucune rupture de garantie ne pourra être évoquée comme cause d'annulation ou de rescision du contrat de vente de quelconque produit **OMC**. Le concessionnaire agréé *Evinrude* ou *Johnson* demandera une preuve d'achat pour établir tout bien fondé du fair-valoir de la garantie.

Cette garantie ne couvre aucun produit **OMC** qui a fait l'objet d'une mauvaise utilisation, d'un manque de soin, ou d'un accident, ou qui a été installé, utilisé ou entretenu de manière incorrecte. Cette garantie ne s'applique à aucun dommage du produit **OMC** résultant de la rouille ou de la corrosion. Cette garantie ne couvre aucun produit **OMC** qui a été utilisé pour la course, qui a été altéré ou modifié de façon à affecter son fonctionnement, sa performance ou sa durabilité d'une manière adverse, ou qui a été altéré ou modifié afin de changer l'emploi pour lequel il est destiné. Cette garantie n'est pas applicable aux réparations rendues nécessaires par l'usure normale, ou par l'utilisation de pièces ou d'accessoires qui, selon le jugement raisonnable d'**OMC**, sont soit incompatibles avec le produit **OMC** ou affectent son fonctionnement, sa performance, ou sa durabilité, d'une manière adverse.

Cette garantie ne couvre pas la turbine ou le revêtement de la turbine des moteurs hors-bords à réaction. Elle ne couvre pas les dommages aux roulements et l'embase des moteurs à réaction, causés par une lubrification inadéquate.

OMC se réserve le droit de changer ou d'améliorer la conception de quelconque produit **OMC**, sans assumer aucune obligation de modifier quelconque produit **OMC** précédemment construit.

LA DURÉE DE LA VALIDITÉ DE TOUTES LES GARANTIES TACITES SE LIMITE À UNE PÉRIODE D'UN (1) AN.

TOUTES LES GARANTIES TACITES, Y COMPRIS LA SOUMISSION À L'INTÉRÊT COMMERCIAL DU PRODUIT, SON APTITUDE POUR UNE UTILISATION PARTICULIÈRE ET AUTRES, SONT DÉSAVOUÉES DANS LEUR TOTALITÉ APRÈS L'EXPIRATION DE LA PÉRIODE D'UN (1) AN DE LA GARANTIE APPROPRIÉE.

L'OBLIGATION D'**OMC** SOUS CETTE GARANTIE SE LIMITE STRICTEMENT ET EXCLUSIVEMENT À LA RÉPARATION OU LE REMPLACEMENT DES PIÈCES DÉFECTUEUSES, ET **OMC** N'ASSUME PAS OU REFUSE À QUICONQUE LE DROIT DE CONTRACTER TOUTE OBLIGATION EN SON NOM.

CERTAINES JURIDICTIONS NE PERMETTENT PAS DE LIMITATIONS SUR LES DURÉES DE GARANTIE TACITE, IL EST DONC POSSIBLE QUE LA LIMITATION CI-DESSUS NE S'APPLIQUE PAS À VOTRE CAS.

OMC DÉCLINE TOUTE RESPONSABILITÉ POUR LES DOMMAGES FORTUITS, CONSÉQUENTS OU AUTRES, Y COMPRIS, MAIS NON LIMITÉS AUX, FRAIS D'ESSENCE, FRAIS DE TRANSPORT DU PRODUIT **OMC** CHEZ UN CONCESSIONNAIRE AGRÉÉ ET DE RETOUR DU PRODUIT **OMC** AU PROPRIÉTAIRE, FRAIS DE DÉPOSE DU PRODUIT **OMC** DU BATEAU ET SA RÉINSTALLATION, FRAIS DE DÉPLACEMENT DU MÉCANICIEN, FRAIS POUR LA MISE À L'EAU ET LA MISE HORS DE L'EAU, FRAIS DE TÉLÉPHONE OU DE TÉLÉGRAMMES, FRAIS DE REMORQUAGE, FRAIS DE LOCATION D'UN PRODUIT SIMILAIRE PENDANT LA DURÉE DE RÉPARATION SOUS GARANTIE, FRAIS DE VOYAGE, DE LOGEMENT, DE PERTE OU DE DOMMAGE D'EFFETS PERSONNELS, DE PERTE DE REVENU, DE PRIVATION D'UTILISATION DU PRODUIT **OMC**, DE PERTE DE TEMPS, OU D'INCONVÉNIANCE.

CERTAINES JURIDICTIONS NE PERMETTENT PAS L'EXCLUSION OU LA LIMITATION DES DOMMAGES FORTUITS OU CONSÉQUENTS, IL EST DONC POSSIBLE QUE LA LIMITATION OU L'EXCLUSION CI-DESSUS NE S'APPLIQUE PAS À VOTRE CAS.

Cette garantie vous confère des droits légaux spécifiques, auxquels peuvent aussi s'ajouter d'autres droits qui varient d'une juridiction à l'autre.

Tout produit **OMC** vendu en-dehors des États-Unis ou du Canada est garanti par la filiale mercatique de Outboard Marine Corporation.

*Dans le cas où un fair-valoir de garantie est nécessaire en dehors du territoire des États-Unis ou du Canada, à l'exception de l'Alaska et des Îles Hawaii, il peut y avoir des frais supplémentaires non couverts par la garantie et basés sur les pratiques et les conditions locales, tels que, mais non limités aux, frets, assurances, taxes, frais de permis, droits de douane, quelconque et tout autres frais financiers, y compris ceux imposés par les gouvernements, les états, les territoires, et leurs agences respectives, qui seront la responsabilité de l'acheteur au détail.

À L'EXTÉRIEUR DE L'AMÉRIQUE DU NORD

GARANTIE

Outboard Marine Corporation (**OMC**) garantit ce nouveau produit **OMC**, pourvu qu'il soit utilisé et maintenu en accord avec le manuel de l'utilisateur du produit, d'être exempt de défauts de matériau ou de main d'œuvre pendant une durée de 12 mois (six mois s'il est utilisé pour le commerce), commençant à partir de la date établie à l'achat d'origine, si tel défaut est prouvé comme étant justifié par quelconque de nos concessionnaires approuvés pour l'entretien du produit.

De telles pièces seront réparées ou remplacées, y compris la main d'œuvre, à l'exception de quelconque autre coût ou risque étranger, de dommages fortuits, conséquents, ou autres.

Dans les régions où la législation locale pourvoit le propriétaire de notre produit de quelconques droits obligatoires, ces droits seront respectés.

Le produit **OMC** couvert par cette garantie doit être retourné chez un concessionnaire agréé, lequel exécutera la garantie, au nom du propriétaire.