

**NOTE:** The following applies to CE-marked products only.

## Declaration of Conformity—Mercury MerCruiser

This sterndrive or inboard engine when installed in accordance to Mercury MerCruiser's instructions complies with the requirements of the following directives by meeting the associated standards, as amended:

**Recreational Craft Propulsion Engines with the Requirements of Directive 94/25/EC as amended by 2003/44/EC**

|  |                              |                     |
|--|------------------------------|---------------------|
| <b>Name of engine manufacturer:</b> Mercury Marine   |                              |                     |
| <b>Address:</b> W6250 W. Pioneer Road, P.O. Box 1939 |                              |                     |
| <b>Town:</b> Fond du Lac, WI                         | <b>Post Code:</b> 54936-1939 | <b>Country:</b> USA |

|   |                        |                         |
|---|------------------------|-------------------------|
| <b>Name of Authorized Representative:</b> Brunswick Marine in EMEA Inc. |                        |                         |
| <b>Address:</b> Parc Industriel de Petit-Rechain                        |                        |                         |
| <b>Town:</b> Verviers   | <b>Post Code:</b> 4800 | <b>Country:</b> Belgium |

|   |                        |                        |                        |
|---|------------------------|------------------------|------------------------|
| <b>Name of Notified Body for exhaust emission assessment:</b> Det Norske Veritas AS |                        |                        |                        |
| <b>Address:</b> Veritasveien 1  |                        |                        |                        |
| <b>Town:</b> Hovik  | <b>Post Code:</b> 1322 | <b>Country:</b> Norway | <b>ID Number:</b> 0575 |

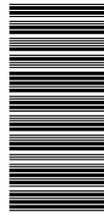
|  |                              |                              |                              |                              |                                       |                                       |
|--|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------------------|---------------------------------------|
| <b>Conformity assessment module used for exhaust emissions:</b>                                | <input type="checkbox"/> B+C | <input type="checkbox"/> B+D | <input type="checkbox"/> B+E | <input type="checkbox"/> B+F | <input type="checkbox"/> G            | <input checked="" type="checkbox"/> H |
| <b>Conformity assessment module used for noise emissions:</b>                                  | <input type="checkbox"/> A   |                              | <input type="checkbox"/> Aa  | <input type="checkbox"/> G   | <input checked="" type="checkbox"/> H |                                       |
| <b>Other Community Directives applied: Electromagnetic Compatibility Directive 2004/108/EC</b> |                              |                              |                              |                              |                                       |                                       |

### Description of Engines and Essential Requirements

| Engine Type   | Fuel Type                                  | Combustion Cycle                             |
|---|--|--|
| <input checked="" type="checkbox"/> z or sterndrive with integral exhaust | <input checked="" type="checkbox"/> Petrol | <input checked="" type="checkbox"/> 4 stroke |

### Identification of Engines Covered by This Declaration of Conformity

| Name of engine family: | Unique engine identification number: starting serial number | EC Module H certificate number: |
|------------------------|---|---------------------------------|
| Vazer 100              | 1A035000  | RCD-H-1                         |
| Vazer 100 ECT          | 1A035000  | RCD-H-1                         |
| 3.0 TKS                | 0W319169  | RCD-H-1                         |
| 3.0 MPI ECT            | 1A300000  | RCD-H-1                         |
| 4.3 TKS                | 0W319169  | RCD-H-1                         |
| 4.3 MPI                | 0W319169  | RCD-H-1                         |
| 4.3 MPI ECT            | 1A300000  | RCD-H-1                         |
| SeaCore 4.3            | 0W319169  | RCD-H-1                         |
| 5.0 MPI                | 0W319169  | RCD-H-1                         |
| SeaCore 5.0            | 0W319169  | RCD-H-1                         |
| 5.0 MPI ECT            | 1A300000  | RCD-H-1                         |
| SeaCore 5.0 ECT        | 1A300000  | RCD-H-1                         |
| 350 MAG                | 0W319169  | RCD-H-1                         |
| SeaCore 350 MAG        | 0W319169  | RCD-H-1                         |
| 350 MAG ECT            | 1A300000  | RCD-H-1                         |
| SeaCore 350 MAG ECT    | 1A300000  | RCD-H-1                         |
| 377 MAG                | 0W319169  | RCD-H-1                         |
| SeaCore 377 MAG        | 0W319169  | RCD-H-1                         |



| Name of engine family:   | Unique engine identification number: starting serial number | EC Module H certificate number: |
|--------------------------|---|---------------------------------|
| 377 MAG ECT              | 1A343300  | RCD-H-1                         |
| 496 MAG                  | 0W319169  | RCD-H-1                         |
| SeaCore 496 MAG          | 0W319169  | RCD-H-1                         |
| 496 MAG H.O.             | 0W319169  | RCD-H-1                         |
| SeaCore 496 MAG H.O.     | 0W319169  | RCD-H-1                         |
| 496 MAG ECT              | 1A300000  | RCD-H-1                         |
| SeaCore 496 MAG ECT      | 1A300000  | RCD-H-1                         |
| 496 MAG H.O. ECT         | 1A300000  | RCD-H-1                         |
| SeaCore 496 MAG H.O. ECT | 1A300000  | RCD-H-1                         |
| 8.2 MAG                  | 1A351489  | RCD-H-1                         |
| SeaCore 8.2 MAG          | 1A351489  | RCD-H-1                         |
| 8.2 MAG ECT              | 1A350340  | RCD-H-1                         |
| SeaCore 8.2 MAG ECT      | 1A350340  | RCD-H-1                         |
| 8.2 MAG H.O.             | 1A351489  | RCD-H-1                         |
| SeaCore 8.2 MAG H.O.     | 1A351489  | RCD-H-1                         |
| 8.2 MAG H.O. ECT         | 1A350340  | RCD-H-1                         |
| SeaCore 8.2 MAG H.O. ECT | 1A350340  | RCD-H-1                         |

| Essential requirements             | Standards                             | Other normative document/<br>method | Technical file                      | Please specify in more detail<br>(* = mandatory standard) |
|------------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|---|
| <b>Annex 1.B—Exhaust Emissions</b> |                                       |                                     |                                     |   |
| B.1 engine identification          | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |   |
| B.2 exhaust emission requirements  | <input checked="" type="checkbox"/> * | <input type="checkbox"/>            | <input type="checkbox"/>            | *EN ISO 8178-1:1996                                       |
| B.3 durability                     | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |   |
| B.4 owner's manual                 | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/>            | ISO 8665:1995   |
| <b>Annex 1.C—Noise Emissions</b>   |                                       |                                     |                                     |   |
| C.1 Noise emission levels          | <input checked="" type="checkbox"/> * | <input type="checkbox"/>            | <input type="checkbox"/>            | *EN ISO 14509   |
| C.2 Owner's manual                 | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Owner's manual  |

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the engine manufacturer that the engine(s) mentioned above complies (comply) with all applicable essential requirements in the way specified.

**Name / function:**

Mark Schwabero, President, Mercury Marine

**Signature and title:**



**Date and place of issue:** February 17, 2012  
Fond du Lac, Wisconsin, USA

Regulatory contact:  
Regulations and Product Safety Department  
Mercury Marine  
W6250 W. Pioneer Road  
Fond du Lac, WI 54936  
USA

## Identification Record

Please record the following information:

|  |                   |                                      |
|--|-------------------|--------------------------------------|
| <b>Engine Model and Horsepower</b>                 |                   | <b>Engine Serial Number</b>          |
|  |                   |                                      |
| <b>Transom Assembly Serial Number (Sterndrive)</b> | <b>Gear Ratio</b> | <b>Sterndrive Unit Serial Number</b> |
|  |                   |                                      |
| <b>Transmission Model (Inboard)</b>                | <b>Gear Ratio</b> | <b>Transmission Serial Number</b>    |
|  |                   |                                      |
| <b>Propeller Number</b>                            | <b>Pitch</b>      | <b>Diameter</b>                      |
|  |                   |                                      |
| <b>Hull Identification Number (HIN)</b>            |                   | <b>Purchase Date</b>                 |
|  |                   |                                      |
| <b>Boat Manufacturer</b>                           | <b>Boat Model</b> | <b>Length</b>                        |
|  |                   |                                      |

The serial numbers are the manufacturer's keys to numerous engineering details that apply to your Mercury MerCruiser® power package. When contacting your Authorized Mercury MerCruiser Dealer about service, always specify model and serial numbers.

The description and specifications contained herein were in effect at the time this guide was approved for printing. Mercury Marine, whose policy is one of continuous improvement, reserves the right to discontinue models at any time, or to change specifications or designs, without notice and without incurring obligation.

Mercury Marine, Fond du Lac, Wisconsin, USA. Printed in USA.

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Alpha, Axius, Bravo One, Bravo Two, Bravo Three, Circle M with Waves Logo, K-planes, Mariner, MerCathode, MerCruiser, Mercury, Mercury with Waves Logo, Mercury Marine, Mercury Precision Parts, Mercury Propellers, Mercury Racing, MotorGuide, OptiMax, Quicksilver, SeaCore, Skyhook, SmartCraft, Sport-Jet, Verado, VesselView, Zero Effort, Zeus, and #1 On the Water are registered trademarks of Brunswick Corporation. Mercury Product Protection is a registered service mark of Brunswick Corporation.

## Welcome

You have selected one of the finest marine power packages available. It incorporates numerous design features to assure operating ease and durability.

With proper care and maintenance, you will thoroughly enjoy using this product for many boating seasons. To ensure maximum performance and carefree use, we ask that you thoroughly read this manual.

The Operation, Maintenance and Warranty Manual contains specific instructions for using and maintaining your product. We suggest that this manual remain with the product for ready reference whenever you are on the water.

Thank you for purchasing one of our Mercury MerCruiser products. We sincerely hope your boating will be pleasant!

Mercury MerCruiser

## Warranty Message

The product you have purchased comes with a **limited warranty** from Mercury Marine; the terms of the warranty are set forth in the Warranty Sections of this manual. The warranty statement contains a description of what is covered, what is not covered, the duration of coverage, how to best obtain warranty coverage, important disclaimers and limitations of damages and other related information. Please review this important information.

Mercury Marine products are designed and manufactured to comply with our own high quality standards, applicable industry standards and regulations, as well as certain emissions regulations. At Mercury Marine every engine is operated and tested before it is boxed for shipment to make sure that the product is ready for use. In addition, certain Mercury Marine products are tested in a controlled and monitored environment, for up to 10 hours of engine run time, in order to verify and make a record of compliance with applicable standards and regulations. All Mercury Marine product, sold as new, receives the applicable limited warranty coverage, whether the engine participated in one of the test programs described above or not.

## Read This Manual Thoroughly

**IMPORTANT:** If you don't understand any portion of this manual, contact your dealer for a demonstration of actual starting and operating procedures.

## Notice

Throughout this publication, and on your power package, dangers, warnings, cautions, and notices, accompanied by the

International Hazard Symbol , may be used to alert the installer/user to special instructions concerning a particular service or operation that may be hazardous if performed incorrectly or carelessly. Observe them carefully.

These safety alerts alone cannot eliminate the hazards they warn of. Strict compliance with these special instructions while performing the service, plus common sense operation, are major accident prevention measures.

### DANGER

Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

### WARNING

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

### CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

### NOTICE

Indicates a situation which, if not avoided, could result in engine or major component failure.

**IMPORTANT:** Identifies information essential to the successful completion of the task.

**NOTE:** Indicates information that helps in the understanding of a particular step or action.

### WARNING

The operator (driver) is responsible for the correct and safe operation of the boat, the equipment aboard and the safety of all occupants aboard. We strongly recommend that the operator read this Operation, Maintenance and Warranty Manual and thoroughly understand the operational instructions for the power package and all related accessories before the boat is used.

### WARNING

The engine exhaust from this product contains chemicals known to the state of California to cause cancer, birth defects or other reproductive harm.

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# Section 1 - Warranty

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## Warranty Registration—United States and Canada

*Outside United States and Canada - Check with your local distributor.*

1. You may change your address on file with Mercury Marine at any time, including at time of warranty claim, by calling Mercury Marine or sending a letter or fax with your name, old address, new address, and engine serial number to Mercury Marine's warranty registration department. Your dealer can also process this change of information.

Mercury Marine

Attn: Warranty Registration Department

W6250 W. Pioneer Road

P.O. Box 1939

Fond du Lac, WI 54936-1939

920-929-5054

Fax +1 920 907 6663

**NOTE:** Registration lists must be maintained by Mercury Marine and any dealer on marine products sold in the United States, should a safety recall notification under the Federal Safety Act be required.

2. To be eligible for warranty coverage, the product must be registered with Mercury Marine. At the time of sale, the dealer should complete the warranty registration and immediately submit it to Mercury Marine via MercNET, E-mail, or mail. Upon receipt of this warranty registration, Mercury Marine will record the registration.
3. Upon processing the warranty registration, Mercury Marine will send registration verification by mail to the purchaser of the product. If this registration verification is not received within 30 days, please contact your selling dealer immediately. Warranty coverage is not effective until your product is registered with Mercury Marine.

## Warranty Registration—Outside the United States and Canada

1. It is important that your selling dealer fills out the warranty registration card completely and mails it to the distributor or Marine Power Service Center responsible for administering the warranty registration and claim program for your area.
2. The warranty registration card identifies your name and address, product model and serial numbers, date of sale, type of use and the selling distributor's and dealer's code number, name and address. The distributor or dealer also certifies that you are the original purchaser and user of the product.
3. A copy of the warranty registration card, designated as the purchaser's copy, must be given to you immediately after the card has been completely filled out by the selling distributor or dealer. This card represents your factory registration identification, and should be retained by you for future use when required. Should you ever require warranty service on this product, your dealer may ask you for the warranty registration card to verify date of purchase and to use the information on the card to prepare the warranty claim forms.
4. In some countries, the Marine Power Service Center will issue you a permanent (plastic) warranty registration card within 30 days after receiving the factory copy of the warranty registration card from your distributor or dealer. If you receive a plastic warranty registration card, you may discard the purchaser's copy that you received from the distributor or dealer when you purchased the product. Ask your distributor or dealer if this plastic card program applies to you.
5. For further information concerning the warranty registration card and its relationship to Warranty Claim processing, refer to the International Warranty. See Table of Contents.

**IMPORTANT: Registration lists must be maintained by the factory and dealer in some countries by law. It is our desire to have ALL products registered at the factory should it ever be necessary to contact you. Make sure your Mercury Marine distributor or Mercury Marine authorized dealer fills out the warranty registration card immediately and sends the factory copy to the Marine Power International Service Center for your area.**

## Transfer of Warranty

The limited warranty is transferable to a subsequent purchaser, but only for the remainder of the unused portion of the limited warranty. This will not apply to products used for commercial applications.

To transfer the warranty to the subsequent owner, send or fax a copy of the Bill of Sale or Purchase Agreement, new owner's name, address, and engine serial number to Mercury Marine's Warranty Registration Department. In the United States and Canada, mail to:

Mercury Marine

Attn: Warranty Registration Department

W6250 W. Pioneer Road

P.O. Box 1939

Fond du Lac, WI 54936-1939

920-929-5054

Fax +1 920 907 6663

Upon processing the transfer of warranty, Mercury Marine will send registration verification to the new owner of the product by mail.

There is no charge for this service.

For products purchased outside the United States and Canada, contact the distributor in your country, or the Marine Power Service Center closest to you.

## Mercury Installation Quality Certification Program



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Mercury MerCruiser products installed by a Mercury Installation Quality Certified Manufacturer are Installation Quality Certified products and may receive an additional one (1) year of limited warranty coverage.

The Installation Quality Certification program was developed to recognize MerCruiser boatbuilder customers who have achieved higher manufacturing standards. It is the first and only comprehensive manufacturer-installation certification program in the industry.

The program has three goals:

1. To enhance overall product quality.
2. To improve the boat ownership experience.
3. To enhance overall customer satisfaction.

The certification process is designed to review all facets of manufacturing and engine installation. The program is composed of design, manufacturing, and installation review stages with which builders must comply. Certification applies leading-edge methodologies to create:

- Efficiencies and best practices specific to engine installation.
- World-class assembly and component specifications.
- Efficient installation processes.
- Industry standard end-of-line test procedures.

Boatbuilders that successfully complete the program and meet all certification requirements earn Installation Quality System Certified Manufacturer status and receive an additional one (1) year of Mercury limited factory warranty coverage on all MerCruiser-powered boats that are registered on and after the boatbuilder's certification date for all worldwide registrations.

Mercury has designated a section of our website to promote the Installation Quality Certification Program and communicate its benefits to consumers. For a current list of MerCruiser-powered boat brands that have earned Installation Quality Certification, visit <http://www.mercurymarine.com/service-and-support/customer-support/warranty/>

## Mercury Product Protection Plan: United States and Canada

**IMPORTANT: Certain performance products, triple engine installations, and commercial applications are excluded from the Mercury Product Protection Plan program.**

The Mercury Product Protection Plan provides coverage against unexpected mechanical and electrical breakdowns that may occur beyond the standard limited warranty. The plan may be purchased up to twelve months after the original engine registration date and is available with terms ranging from one to five years.

The optional Mercury Product Protection Plan is the only factory authorized extended warranty plan available for your engine.

See your participating Mercury MerCruiser dealer for complete program details.

## Mercury MerCruiser Limited Warranty (Gasoline-Fueled Products Only)

Mercury MerCruiser Limited Warranty (Gasoline-Fueled Products Only)

## Section 1 - Warranty

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### What is Covered

Mercury Marine warrants its new products to be free of defects in material and workmanship during the period described following.

### Duration of Coverage

#### Warranty Period for Recreational Use

The warranty period begins on the date the product is first sold to a recreational-use retail purchaser or the date on which the product is first put into service, whichever occurs first. Products installed by an Installation Quality Certified Installer receive one (1) year of additional warranty coverage. The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date. The warranty period is specific to the model covered; see your model for the base coverage period:

#### Coverage for Horizon Inboard Models, and Vazer 100 Sterndrive Models

The Limited Warranty for Horizon Inboard Models and Vazer 100 Models is four (4) years when installed by an Installation Quality Certified Installer or three (3) years for non-certified installations.

#### Coverage for SeaCore Sterndrive Models

The Limited Warranty for SeaCore Sterndrive Models is four (4) years when installed by an Installation Quality Certified Installer or three (3) years for non-certified installations.

#### Coverage for Tow Sports Inboard Models

The Limited Warranty for Tow Sports 5.7 TKS models is two (2) years when installed by an Installation Quality Certified Installer or one (1) year for non-certified installations.

The Limited Warranty for all other Tow Sports Inboard models is three (3) years when installed by an Installation Quality Certified Installer or two (2) years for non-certified installations.

#### Coverage for All Other Models

The Limited Warranty for all other Gasoline Sterndrive and Inboard models except those described above is two (2) years when installed by an Installation Quality Certified Installer or one (1) year for non-certified installations.

#### Warranty Period for Commercial Use

The warranty period begins on the date the product is first sold to a commercial-use retail purchaser or the date on which the product is first put into service, whichever occurs first. Commercial users of these products receive warranty coverage for either one (1) year from the date of first retail sale or the accumulation of 500 hours of operation, whichever occurs first. Commercial use is defined as any work-related or employment-related use of the product, or any use of the product that generates income for any part of the warranty period, even if the product is only occasionally used for such purposes. The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

### Transfer of Coverage

Unexpired warranty coverage can be transferred from one recreational-use customer to a subsequent recreational-use customer upon proper reregistration of the product. Unexpired warranty coverage cannot be transferred either to or from a commercial-use customer.

### Termination of Coverage

Warranty coverage is terminated for used product obtained in any of the following ways:

- Repossession from a retail customer
- Purchase at auction
- Purchase from a salvage yard
- Purchase from an insurance company that obtained the product as a result of an insurance claim

### Conditions That Must Be Met in Order to Obtain Warranty Coverage

Warranty coverage is available only to retail customers that purchase from a dealer authorized by Mercury Marine to distribute the product in the country in which the sale occurred, and then only after the pre-delivery inspection process specified by Mercury Marine is completed and documented. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Inaccurate warranty registration information regarding recreational use or subsequent change of use from recreational to commercial (unless properly reregistered) may void the warranty at the sole discretion of Mercury Marine. Routine maintenance must be performed according to the maintenance schedule in the Operation, Maintenance & Warranty manual in order to obtain warranty coverage. Mercury Marine reserves the right to make any warranty coverage contingent upon proof of proper maintenance.

**What Mercury Marine Will Do**

Mercury Marine's sole and exclusive obligation under this warranty is limited to, at our option, repairing a defective part, replacing such part or parts with new or Mercury Marine certified remanufactured parts, or refunding the purchase price of the Mercury Marine product. Mercury Marine reserves the right to improve or modify products from time to time without assuming an obligation to modify products previously manufactured.

**How to Obtain Warranty Coverage**

The customer must provide Mercury Marine with a reasonable opportunity to repair and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury Marine dealer authorized to service the product. If the purchaser cannot deliver the product to such a dealer, written notice must be given to Mercury Marine. Mercury Marine will then arrange for the inspection and any covered repair. The purchaser in that case shall pay for all related transportation charges and travel time. If the service provided is not covered by this warranty, the purchaser shall pay for all related labor and material and any other expenses associated with that service. The purchaser shall not, unless requested by Mercury Marine, ship the product or parts of the product directly to Mercury Marine. Proof of registered ownership must be presented to the dealer at the time warranty service is requested in order to obtain coverage.

**What Is Not Covered**

This limited warranty does not cover the following:

- Routine maintenance items
- Adjustments
- Normal wear and tear
- Damage caused by abuse
- Abnormal use
- Use of a propeller or gear ratio that does not allow the engine to run in its recommended RPM range (see the Operation, Maintenance & Warranty manual)
- Operation of the product in a manner inconsistent with the recommended operation and duty cycle section of the Operation, Maintenance & Warranty manual
- Neglect
- Accident
- Submersion
- Improper installation (proper installation specifications and techniques are set forth in the installation instructions for the product)
- Improper service
- Use of an accessory or part that was not manufactured or sold by Mercury Marine and that damages the Mercury product
- Jet pump impellers and liners
- Operation with fuels, oils, or lubricants that are not suitable for use with the product (see the Operation, Maintenance & Warranty manual)
- Alteration or removal of parts
- Water entering the engine through the fuel intake, air intake, or exhaust system or damage to the product from insufficient cooling water caused by blockage of the cooling system by a foreign body
- Running the engine out of water
- Mounting the engine too high on the transom
- Operating the boat with the engine over trimmed

Use of the product for racing or other competitive activity, or operating with a racing-type lower unit at any point, even by a previous owner of the product, voids the warranty. Expenses related to haul-out, launch, towing, storage, telephone, rental, inconvenience, slip fees, insurance coverage, loan payments, loss of time, loss of income, or any other type of incidental or consequential damages are not covered by this warranty. Also, expenses associated with the removal or replacement of boat partitions or other material in order to gain access to the product are not covered by this warranty. No individual or entity, including Mercury Marine authorized dealers, has been given authority by Mercury Marine to make any affirmation, representation, or warranty regarding the product, other than those contained in this limited warranty. If such affirmation, representation, or warranty is made, it shall not be enforceable against Mercury Marine.

## Section 1 - Warranty

### DISCLAIMERS AND LIMITATIONS

THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/COUNTRIES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE. AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH VARY FROM STATE TO STATE AND COUNTRY TO COUNTRY.

## 3-Year Limited Warranty Against Corrosion

### 3-YEAR LIMITED WARRANTY AGAINST CORROSION

#### What Is Covered

Mercury Marine warrants that each new Mercury, Mariner, Mercury Racing, Sport Jet, M<sup>2</sup> Jet Drive, Tracker by Mercury Marine Outboard, MerCruiser Inboard or Sterndrive engine (Product) will not be rendered inoperative as a direct result of corrosion for the period of time described below.

#### Duration of Coverage

This limited corrosion warranty provides coverage for three (3) years from either the date the product is first sold, or the date on which the product is first put into service, whichever occurs first. The repair and replacement of parts, or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred to subsequent (noncommercial use) purchaser upon proper re-registration of the product. Warranty coverage is terminated for used product repossessed from a retail customer, purchased at auction, from a salvage yard, or from an insurance company that obtained the product as a result of an insurance claim.

#### Condition That Must Be Met in Order to Obtain Warranty Coverage

Warranty coverage is available only to retail customers that purchase from a dealer authorized by Mercury Marine to distribute the product in the country in which the sale occurred, and then only after the Mercury Marine specified pre-delivery inspection process is completed and documented. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Corrosion prevention devices specified in the Operation, Maintenance & Warranty manual must be in use on the boat, and routine maintenance outlined in the Operation, Maintenance & Warranty manual must be timely performed (including without limitation the replacement of sacrificial anodes, use of specified lubricants, and touch-up of nicks and scratches) in order to maintain warranty coverage. Mercury Marine reserves the right to make warranty coverage contingent upon proof of proper maintenance.

#### What Mercury Will Do

Mercury's sole and exclusive obligation under this warranty is limited to, at our option, repairing a corroded part, replacing such part or parts with new or Mercury Marine certified re-manufactured parts, or refunding the purchase price of the Mercury product. Mercury reserves the right to improve or modify products from time to time without assuming an obligation to modify products previously manufactured.

#### How to Obtain Warranty Coverage

The customer must provide Mercury with a reasonable opportunity to repair, and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury dealer authorized to service the product. If purchaser cannot deliver the product to such a dealer, written notice must be given to Mercury. We will then arrange for the inspection and any covered repair. Purchaser in that case shall pay for all related transportation charges and/or travel time. If the service provided is not covered by this warranty, purchaser shall pay for all related labor and material, and any other expenses associated with that service. Purchaser shall not, unless requested by Mercury, ship the product or parts of the product directly to Mercury. Proof of registered ownership must be presented to the dealer at the time warranty service is requested in order to obtain coverage.

#### What Is Not Covered

This limited warranty does not cover electrical system corrosion; corrosion resulting from damage, corrosion which causes purely cosmetic damage, abuse or improper service; corrosion to accessories, instruments, steering systems; corrosion to factory installed jet drive unit; damage due to marine growth; product sold with less than a one year limited Product warranty; replacement parts (parts purchased by the Customer); products used in a commercial application. Commercial use is defined as any work or employment related use of the product, or any use of the product which generates income, for any part of warranty period, even if the product is only occasionally used for such purposes.

## 4-Year Limited Corrosion Warranty: SeaCore Sterndrive Models with Gas Engines

### 4-YEAR LIMITED CORROSION WARRANTY: SEACORE STERNDRIVE MODELS WITH GAS ENGINES

#### What Is Covered

Mercury Marine warrants that each new MerCruiser SeaCore engine, transom, and sterndrive package will not be rendered inoperative as a direct result of corrosion for the period of time described below.

#### Duration of Coverage

This limited corrosion warranty provides coverage for four (4) years from either the date on which the MerCruiser SeaCore engine, transom, and sterndrive package is first sold or the date on which it is first put into service, whichever occurs first. The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred to a subsequent (noncommercial-use) purchaser upon proper reregistration of the product. Warranty coverage is terminated for used product obtained in any of the following ways:

- Repossession from a retail customer
- Purchase at auction
- Purchase from a salvage yard
- Purchase from an insurance company that obtained the product as a result of an insurance claim

#### Condition That Must Be Met in Order to Obtain Warranty Coverage

Warranty coverage is available only to retail customers that purchase from a dealer authorized by Mercury Marine to distribute the product in the country in which the sale occurred, and then only after the pre-delivery inspection process specified by Mercury Marine is completed and documented. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Corrosion-prevention devices specified in the Operation, Maintenance & Warranty manual must be in use on the boat, and routine maintenance outlined in the Operation, Maintenance & Warranty manual must be performed according to the maintenance schedule in the Operation, Maintenance & Warranty manual (including without limitation the replacement of sacrificial anodes, use of specified lubricants, and touch-up of nicks and scratches) in order to maintain warranty coverage. Mercury Marine reserves the right to make warranty coverage contingent upon proof of proper maintenance.

#### What Mercury Marine Will Do

Mercury's sole and exclusive obligation under this warranty is limited to, at our option, repairing a corroded part, replacing such part or parts with new or Mercury Marine certified remanufactured parts, or refunding the purchase price of the Mercury product. Mercury reserves the right to improve or modify products from time to time without assuming an obligation to modify products previously manufactured.

#### How to Obtain Warranty Coverage

The customer must provide Mercury Marine with a reasonable opportunity to repair and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury Marine dealer authorized to service the product. If the purchaser cannot deliver the product to such a dealer, written notice must be given to Mercury Marine. Mercury Marine will then arrange for the inspection and any covered repair. The purchaser in that case shall pay for all related transportation charges and/or travel time. If the service provided is not covered by this warranty, the purchaser shall pay for all related labor and material, and any other expenses associated with that service. The purchaser shall not, unless requested by Mercury Marine, ship the product or parts of the product directly to Mercury Marine. Proof of registered ownership must be presented to the dealer at the time warranty service is requested in order to obtain coverage.

#### What Is Not Covered

## Section 1 - Warranty

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This limited warranty does not cover the following:

- Electrical system corrosion
- Corrosion resulting from damage
- Corrosion that causes purely cosmetic damage
- Abuse or improper service
- Corrosion to accessories, instruments, and steering systems
- Corrosion to a factory-installed jet drive unit
- Damage due to marine growth
- Replacement parts (parts purchased by the customer)
- Product sold with less than a one-year limited product warranty
- Products used in a commercial application. Commercial use is defined as any work or employment related use of the product, or any use of the product which generates income, for any part of warranty period, even if the product is only occasionally used for such purposes.

## Warranty Policy—Australia and New Zealand

### MerCruiser Limited Warranty—Australia and New Zealand Policy

This Limited Warranty is given by Marine Power International Pty Ltd ACN 003 100 007 of 41–71 Bessemer Drive, Dandenong South, Victoria 3175 Australia (telephone (61) (3) 9791 5822), e-mail: [merc\\_info@mercmarine.com](mailto:merc_info@mercmarine.com).

#### What is Covered

Mercury Marine warrants its new products to be free of defects in material and workmanship during the period described below. The benefits to the consumer given by the warranty are in addition to other rights and remedies of the consumer under a law in relation to the goods or services to which the warranty relates.

#### Guarantees Under Australian Consumer Law

Your goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

#### Duration of Coverage for This Limited Warranty

You are only entitled to claim this Limited Warranty for defects which appear during the relevant warranty period (see the following). Your claim must also be received by us before the warranty period expires.

##### MerCruiser Petrol Sterndrive and Inboard Engines

- 2-year product warranty
- 3-year corrosion warranty
- 1-year/500 hours product warranty light commercial

##### MerCruiser SeaCore

- 3-year product warranty
- 4-year corrosion warranty
- 1-year/500 hours product warranty light commercial

##### MerCruiser Tow Sport Engines

- 3-year product warranty
- 3-year corrosion warranty
- 1-year/500 hours product warranty light commercial

**MerCruiser Diesel**

- 2-year product warranty
- 3-year corrosion warranty
- 1-year/500 hours product warranty light commercial

**Warranty Period for Recreational Use**

The warranty period begins on the date the product is first sold to a recreational use retail purchaser or the date on which the product is first put into service, whichever occurs first. The repair or replacement of parts or the performance of service under this warranty does not extend the life of this limited warranty beyond its original expiration date. The warranty period is specific to the model covered. Refer to your model for the base coverage period.

**Warranty Period for Commercial Use**

The warranty period begins on the date the product is first sold to a commercial use retail purchaser or the date on which the product is first put into service, whichever occurs first. Commercial users of these products receive warranty coverage for either one (1) year from the date of first retail sale or the accumulation of 500 hours of operation, whichever occurs first. Commercial use is defined as any work related or employment related use of the product, or any use of the product that generates income for any part of the warranty period, even if the product is only occasionally used for such purposes. The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

**Transfer of Coverage**

Unexpired warranty coverage can be transferred to a subsequent recreational use customer upon proper registration of the product. Unexpired warranty coverage cannot be transferred either to or from a commercial use customer.

**Termination of Coverage**

Warranty coverage under this Limited Warranty is terminated for used product obtained in any of the following ways:

- Purchased from an insurance company that obtained the product as a result of an insurance claim
- Purchased from a salvage yard
- Repossession from a retail customer
- Purchased at an auction

**Conditions That Must Be Met to Obtain Warranty Coverage**

Warranty coverage under this Limited Warranty is available only to retail customers that purchase from a dealer authorized by Mercury Marine to distribute the product in the country in which the sale occurred, and then only after the predelivery inspection process specified by Mercury Marine is completed and documented. Warranty coverage becomes available upon proper registration of the product by the authorized dealer. Inaccurate warranty registration information regarding recreational use or subsequent change of use from recreational to commercial (unless properly registered) may void the warranty at the sole discretion of Mercury Marine. Routine maintenance must be performed according to the maintenance schedule in the Operation, Maintenance, and Warranty manual in order to obtain warranty coverage. Mercury Marine reserves the right to make any warranty coverage contingent upon proof of proper maintenance.

**What Mercury Will Do**

Mercury Marine's sole and exclusive obligation under this Limited Warranty is limited to, at our option, repairing a defective part, replacing such part or parts with new or Mercury Marine certified remanufactured parts, or refunding the purchase price of the Mercury Marine product. Mercury Marine reserves the right to improve or modify products from time to time without assuming an obligation to modify products previously manufactured.

**How to Obtain Warranty Coverage Under This Limited Warranty**

The customer must provide Mercury Marine with a reasonable opportunity to repair and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury Marine dealer authorized to service the product. A list of dealers and their contact details is available at <http://www.mercurymarine.com.au/home.aspx>. If the purchaser cannot deliver the product to such a dealer, written notice must be given to Mercury Marine at the address shown above. Mercury Marine will then arrange for the inspection and any covered repair. This Limited Warranty will not cover the purchaser for all related transportation charges and travel time. If the service provided is not covered by this limited warranty, the purchaser shall pay for all related labor and material and any other expenses associated with that service, provided that a consumer will not be obligated to pay where the service has been carried out to remedy a failure of an acceptable quality guarantee which is binding on Mercury Marine under the Australian Consumer Law. The purchaser shall not, unless requested by Mercury Marine, ship the product or parts of the product directly to Mercury Marine. Proof of registered ownership must be presented to the dealer at the time warranty service is requested in order to obtain coverage under this Limited Warranty.

## Section 1 - Warranty

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### What is Not Covered

This limited warranty does not cover the following:

- Operating the boat with the engine over trimmed
- Routine maintenance items
- Adjustments
- Normal wear and tear
- Damage caused by abuse
- Abnormal use
- Use of a propeller or gear ratio that does not allow the engine to run in its recommended RPM range. Refer to the Operation, Maintenance, and Warranty manual.
- Operation of the product in a manner inconsistent with the recommended operation and duty cycle section of the Operation, Maintenance, and Warranty manual.
- Neglect
- Accident
- Submersion
- Improper installation (proper installation specifications and techniques are set forth in the installation instructions for the product)
- Improper service
- Use of an accessory or part that was not manufactured or sold by Mercury Marine that causes damage to the Mercury product
- Jet pump impellers and liners
- Operation with fuels, oils, or lubricants that are not suitable for use with the product. Refer to the Operation, Maintenance, and Warranty manual.
- Alteration or removal of parts
- Water entering the engine through the fuel intake, air intake, or exhaust system or damage to the product from insufficient cooling water caused by blockage of the cooling system by a foreign body
- Running the engine out of water
- Mounting the engine too high on the transom

Use of the product for racing or other competitive activity, or operating with a racing-type lower unit at any point, even by a previous owner of the product, voids this limited warranty. Expenses related to haul-out, launch, towing, storage, telephone, rental, inconvenience, slip fees, insurance coverage, loan payments, loss of time, loss of income, or any other type of incidental or consequential damages are not covered by this limited warranty. Also, expenses associated with the removal or replacement of boat partitions or other material in order to gain access to the product are not covered by this limited warranty. No individual or entity, including Mercury Marine authorized dealers, has been given authority by Mercury Marine to make any affirmation, representation, or warranty regarding the product, other than those contained in this limited warranty. If such affirmation, representation, or warranty is made, it shall not be enforceable against Mercury Marine.

### Expense of Claiming This Limited Warranty

This Limited Warranty does not cover any expenses you may incur claiming the warranty.

#### DISCLAIMERS AND LIMITATIONS

**EXCEPT FOR APPLICABLE GUARANTEES AND OTHER RIGHTS AND REMEDIES THAT A CONSUMER MAY HAVE UNDER THE AUSTRALIAN CONSUMER LAW OR OTHER LAW IN RELATION TO WHICH THE PRODUCTS RELATE, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS LIMITED WARRANTY.**

## Transfer of Warranty—Australia and New Zealand Policy

The limited warranty is transferable to a subsequent purchaser, but only for the remainder of the unused portion of the limited warranty. This will not apply to products used for commercial applications.

To transfer the warranty to the subsequent owner, send or fax a copy of the Bill of Sale or Purchase Agreement, new owner's name, address, and hull identification number (HIN) to Mercury Marine's Warranty Registration Department. In Australia and New Zealand, mail to:

Mercury Marine  
 Attn: Warranty Registration Department  
 Brunswick Asia Pacific Group  
 Private Bag 1420  
 Dandenong South, Victoria 3164  
 Australia

Upon processing the transfer of warranty, Mercury Marine will send registration verification to the new owner of the product by mail. There is no charge for this service.

You may change your address at any time, including at the time of the warranty claim, by calling Mercury Marine or sending a letter or fax with your name, old address, new address, and hull identification number (HIN) to Mercury Marine's Warranty Registration Department.

## Global Warranty Application Charts (4.3L, 5.0L MPI ECT)

### MPI Sterndrive Series with Emissions Control Technology (Recreational Use)

| Recreational Application: Standard Limited Warranty by Region and Boat Manufacturer |  |  |
|---|--|--|
| All Engines (MPI)   |  |  |
| Region  | Non-Installation Quality Certified Boat Manufacturer | Installation Quality Certified Boat Manufacturer |
| Americas<br>(Excluding Brazil)  | 1 Year   | 2 Years  |
| Latin America   | 1 Year   | 2 Years  |
| Brazil  | 2 Years  | 2 Years  |
| Europe, CIS, South Africa   | 2 Years  | 3 Years  |
| Middle East, Africa   | 1 Year   | 2 Years  |
| Australia, New Zealand  | 2 Years  | 2 Years  |
| Japan   | 2 Years<br>Starting 01/01/2013                       | 2 Years<br>Starting 01/01/2013                   |
| South Pacific   | 2 Years  | 2 Years  |
| Other Asian Regions   | 1 Year   | 1 Year   |

**MPI Sterndrive Series with Emissions Control Technology (Commercial Use)**

| Commercial Application: Standard Limited Warranty by Region and Boat Manufacturer |  |  |
|---|--|--|
| All Engines (MPI)   |  |  |
| Region  | Non-Installation Quality Certified Boat Manufacturer | Installation Quality Certified Boat Manufacturer |
| Americas (Excluding Brazil)   | 1 Year   | 1 Year   |
| Latin America   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Brazil  | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Europe, CIS, South Africa   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Middle East, Africa   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Australia, New Zealand  | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Japan   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| South Pacific   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Other Asian Regions   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |

**MPI Sterndrive Series with Emissions Control Technology (Government Use)**

| Government Application: Standard Limited Warranty by Region and Boat Manufacturer |  |  |
|---|--|--|
| All Engines (MPI)   |  |  |
| Region  | Non-Installation Quality Certified Boat Manufacturer | Installation Quality Certified Boat Manufacturer |
| Americas (Excluding Brazil)   | 1 Year   | 1 Year   |
| Latin America   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Brazil  | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Europe, CIS, South Africa   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Middle East, Africa   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Australia, New Zealand  | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Japan   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| South Pacific   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Other Asian Regions   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |

### MPI Sterndrive Series with Emissions Control Technology (Recreational Use—Corrosion)

| Recreational Application: Standard Limited Corrosion Warranty by Region for All Boat Manufacturers |                                |
|--|--------------------------------|
| Region   | All Engines (MPI)              |
| Americas<br>(Excluding Brazil)   | 3 Years                        |
| Latin America  | 3 years                        |
| Brazil   | 2 Years                        |
| Europe, CIS, South Africa  | 3 Years                        |
| Middle East, Africa  | 3 Years                        |
| Australia, New Zealand   | 3 Years                        |
| Japan  | 2 Years<br>Starting 01/01/2013 |
| South Pacific  | 2 Years                        |
| Other Asian Regions  | 1 Year                         |

### MPI Sterndrive Series with Emissions Control Technology (Commercial Use—Corrosion)

| Commercial Application: Standard Limited Corrosion Warranty by Region for All Boat Manufacturers |                     |
|--|---------------------|
| Region   | All Engines (MPI)   |
| Americas<br>(Excluding Brazil)   | 1 Year              |
| Latin America  | 1 Year or 500 Hours |
| Brazil   | 1 Year or 500 Hours |
| Europe, CIS, South Africa  | 1 Year or 500 Hours |
| Middle East, Africa  | 1 Year or 500 Hours |
| Australia, New Zealand   | 1 Year or 500 Hours |
| Japan  | 1 Year or 500 Hours |
| South Pacific  | 1 Year or 500 Hours |
| Other Asian Regions  | 1 Year or 500 Hours |

**Section 1 - Warranty**

**MPI Sterndrive Series with Emissions Control Technology (Government Use—Corrosion)**

| <b>Government Application: Standard Limited Corrosion Warranty by Region for All Boat Manufacturers</b> |                          |
|---|--------------------------|
| <b>Region</b>   | <b>All Engines (MPI)</b> |
| Americas<br>(Excluding Brazil)  | 3 Years                  |
| Latin America   | 1 Year or 500 Hours      |
| Brazil  | 1 Year or 500 Hours      |
| Europe, CIS, South Africa   | 1 Year or 500 Hours      |
| Middle East, Africa   | 1 Year or 500 Hours      |
| Australia, New Zealand  | 1 Year or 500 Hours      |
| Japan   | 1 Year or 500 Hours      |
| South Pacific   | 1 Year or 500 Hours      |
| Other Asian Regions   | 1 Year or 500 Hours      |

**Global Warranty Application Charts (SeaCore 4.3L, 5.0L MPI ECT)**

**SeaCore Sterndrive Series with Emissions Control Technology (Recreational Use)**

| <b>Recreational Application: Standard Limited Warranty by Region and Boat Manufacturer</b> |   |   |
|--|---|---|
| <b>All Engines (MPI, MAG, High Output)</b>   |   |   |
| <b>Region</b>  | <b>Non-Installation Quality Certified Boat Manufacturer</b> | <b>Installation Quality Certified Boat Manufacturer</b> |
| Americas<br>(Excluding Brazil)   | 3 Years   | 4 Years   |
| Latin America  | 3 Years   | 4 Years   |
| Brazil   | 2 Years   | 2 Years   |
| Europe, CIS, South Africa  | 3 Years   | 4 Years   |
| Middle East, Africa  | 2 Years   | 3 Years   |
| Australia, New Zealand   | 3 Years   | 3 Years   |
| Japan  | 2 Years<br>Starting 01/01/2013                              | 2 Years<br>Starting 01/01/2013                          |
| South Pacific  | 2 Years   | 2 Years   |
| Other Asian Regions  | 1 Year  | 1 Year  |

## SeaCore Sterndrive Series with Emissions Control Technology (Commercial Use)

| Commercial Application: Standard Limited Warranty by Region and Boat Manufacturer |  |  |
|---|--|--|
| All Engines (MPI, MAG, High Output)   |  |  |
| Region  | Non-Installation Quality Certified Boat Manufacturer | Installation Quality Certified Boat Manufacturer |
| Americas (Excluding Brazil)   | 1 Year   | 1 Year   |
| Latin America   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Brazil  | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Europe, CIS, South Africa   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Middle East, Africa   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Australia, New Zealand  | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Japan   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| South Pacific   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |
| Other Asian Regions   | 1 Year or 500 Hours                                  | 1 Year or 500 Hours                              |

## SeaCore Sterndrive Series with Emissions Control Technology (Recreational Use—Corrosion)

| Recreational Application: Standard Limited Corrosion Warranty by Region for All Boat Manufacturers |                                     |
|--|-------------------------------------|
| Region   | All Engines (MPI, MAG, High Output) |
| Americas (Excluding Brazil)  | 4 Years                             |
| Latin America  | 4 Years                             |
| Brazil   | 2 Years                             |
| Europe, CIS, South Africa  | 4 Years                             |
| Middle East, Africa  | 4 Years                             |
| Australia, New Zealand   | 4 Years                             |
| Japan  | 2 Years<br>Starting 01/01/2013      |
| South Pacific  | 2 Years                             |
| Other Asian Regions  | 1 Year                              |

## Section 1 - Warranty

### SeaCore Sterndrive Series with Emissions Control Technology (Commercial Use—Corrosion)

| Commercial Application: Standard Limited Corrosion Warranty by Region for All Boat Manufacturers |                                     |
|--|-------------------------------------|
| Region   | All Engines (MPI, MAG, High Output) |
| Americas (Excluding Brazil)  | 1 Year                              |
| Latin America  | 1 Year or 500 Hours                 |
| Brazil   | 1 Year or 500 Hours                 |
| Europe, CIS, South Africa  | 1 Year or 500 Hours                 |
| Middle East, Africa  | 1 Year or 500 Hours                 |
| Australia, New Zealand   | 1 Year or 500 Hours                 |
| Japan  | 1 Year or 500 Hours                 |
| South Pacific  | 1 Year or 500 Hours                 |
| Other Asian Regions  | 1 Year or 500 Hours                 |

### SeaCore Sterndrive Series with Emissions Control Technology (Government Use—Corrosion)

| Government Application: Standard Limited Corrosion Warranty by Region for All Boat Manufacturers |                                     |
|--|-------------------------------------|
| Region   | All Engines (MPI, MAG, High Output) |
| Americas (Excluding Brazil)  | 3 Years                             |
| Latin America  | 1 Year or 500 Hours                 |
| Brazil   | 1 Year or 500 Hours                 |
| Europe, CIS, South Africa  | 1 Year or 500 Hours                 |
| Middle East, Africa  | 1 Year or 500 Hours                 |
| Australia, New Zealand   | 1 Year or 500 Hours                 |
| Japan  | 1 Year or 500 Hours                 |
| South Pacific  | 1 Year or 500 Hours                 |
| Other Asian Regions  | 1 Year or 500 Hours                 |

## Emission Control Warranty Information

### Important Information

To identify the applicable emission control warranty coverage for a particular product, refer to the **Emission Control Information** label affixed to the engine.

Engines designated as exempt from either Federal EPA or California emission control regulations are not covered by a separate emission control component warranty. The product's Mercury MerCruiser manufacturer's warranty is not affected by the engine's designation under Federal EPA or California emission control regulations.

For a list of typical emission control related engine components, refer to **Emission Control System Components** in the warranty section of your owner's manual.

## Emission Control Information Label

A tamper-resistant emission control information (ECI) label is affixed to the engine in a visible location at the time of manufacture by Mercury MerCruiser. Please note that the low emissions certification will not affect the fit, function, or performance of the engine. Boatbuilders and dealers may not remove the label or the part it is affixed to before sale. If modifications are necessary, contact Mercury MerCruiser about the availability of replacement decals before proceeding. In addition to the required emissions statement, the label lists the engine serial number, family, applicable emission standard, date of manufacture (month, year), and engine displacement.

|   |                                    |  |  |          |
|---|------------------------------------|--|--|----------|
|                            |                                    | EMISSION CONTROL INFORMATION   |  | ECIEPACA |
| THIS ENGINE CONFORMS TO 2009 CALIFORNIA AND U.S. EPA EMISSION REGULATIONS FOR SPARK IGNITION MARINE ENGINES |                                    |  |  |          |
| REFER TO THE OWNER'S MANUAL FOR MAINTENANCE SPECIFICATIONS AND ADJUSTMENTS                                  |                                    |  |  |          |
| SERIAL #: XXXXXXXX <b>b</b>   | DOM: MMM YYYY <b>e</b>             | <br>05/75 |  | ECIEPACA |
| FAMILY: XXXXXXXXXXXX <b>c</b>   | DISP: X.XL POWER : XXX kW <b>f</b> |  |  |          |
| HC+NOx FEL : XX.X g/kWh <b>d</b>  | CO FEL : XXX g/kWh <b>g</b>        |  |  |          |
| 43500   |                                    |  |  |          |

- a** - Applicable standard
- b** - Engine serial number
- c** - Engine family name
- d** - Hydrocarbons plus oxides of nitrogen family emission limit
- e** - Date of manufacture
- f** - Engine displacement, engine power
- g** - Carbon monoxide family emission limit

**IMPORTANT:** A CE mark in the lower right corner of the Emission Control Information label indicates that an EU Declaration of Conformance applies. Refer to the front page of this manual for further information.

**IMPORTANT:** Engines designated as exempt from either Federal EPA or California emission control regulations are not covered by a separate emission control component warranty. The product's Mercury MerCruiser manufacturer's warranty is not affected by the engine's designation under Federal EPA or California emission control regulations.

| ECI Label  | Standard of Compliance    |  |  |                      |                           |                         |                    |  |
|--|---------------------------|--|--|----------------------|---------------------------|-------------------------|--------------------|--|
|  EMISSION CONTROL INFORMATION<br><b>NOT FOR SALE IN CALIFORNIA</b> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small;">ECIEPACA</div> <p>THIS MARINE ENGINE COMPLIES WITH U.S. EPA EXHAUST REGULATIONS FOR 2009</p> <p>REFER TO THE OWNER'S MANUAL FOR MAINTENANCE SPECIFICATIONS AND ADJUSTMENTS</p> <table border="1" style="width: 100%;"> <tr> <td>SERIAL #: XXXXXXXX</td> <td>DOM: MMM YYYY</td> <td rowspan="3" style="text-align: center;"> <br/>                     05/75                 </td> </tr> <tr> <td>FAMILY: XXXXXXXXXXXX</td> <td>DISP: X.XL POWER : XXX kW</td> </tr> <tr> <td>HC+NOx FEL : XX.X g/kWh</td> <td>CO FEL : XXX g/kWh</td> </tr> </table> <p style="text-align: right; font-size: small;">43518</p>   | SERIAL #: XXXXXXXX        | DOM: MMM YYYY  | <br>05/75 | FAMILY: XXXXXXXXXXXX | DISP: X.XL POWER : XXX kW | HC+NOx FEL : XX.X g/kWh | CO FEL : XXX g/kWh | Indicates a marine engine compliant with United States EPA exhaust emission regulations for 2009.<br>This marine engine is not for sale in California. |
| SERIAL #: XXXXXXXX   | DOM: MMM YYYY             | <br>05/75 |  |                      |                           |                         |                    |  |
| FAMILY: XXXXXXXXXXXX   | DISP: X.XL POWER : XXX kW |  |  |                      |                           |                         |                    |  |
| HC+NOx FEL : XX.X g/kWh  | CO FEL : XXX g/kWh        |  |  |                      |                           |                         |                    |  |
|  EMISSION CONTROL INFORMATION <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small;">ECICARB</div> <p>THIS ENGINE CONFORMS TO 2009 CALIFORNIA EMISSION REGULATIONS FOR SPARK IGNITION MARINE ENGINES</p> <p>REFER TO THE OWNER'S MANUAL FOR MAINTENANCE SPECIFICATIONS AND ADJUSTMENTS</p> <table border="1" style="width: 100%;"> <tr> <td>SERIAL #: XXXXXXXX</td> <td>DOM: MMM YYYY</td> <td rowspan="3" style="text-align: center;"> <br/>                     05/75                 </td> </tr> <tr> <td>FAMILY: XXXXXXXXXXXX</td> <td>DISP: X.XL POWER : XXX kW</td> </tr> <tr> <td>HC+NOx FEL : XX.X g/kWh</td> <td>CO FEL : XXX g/kWh</td> </tr> </table> <p style="text-align: right; font-size: small;">43519</p>               | SERIAL #: XXXXXXXX        | DOM: MMM YYYY  | <br>05/75 | FAMILY: XXXXXXXXXXXX | DISP: X.XL POWER : XXX kW | HC+NOx FEL : XX.X g/kWh | CO FEL : XXX g/kWh | Indicates a marine engine compliant with California CARB exhaust emission regulations for 2009.  |
| SERIAL #: XXXXXXXX   | DOM: MMM YYYY             | <br>05/75 |  |                      |                           |                         |                    |  |
| FAMILY: XXXXXXXXXXXX   | DISP: X.XL POWER : XXX kW |  |  |                      |                           |                         |                    |  |
| HC+NOx FEL : XX.X g/kWh  | CO FEL : XXX g/kWh        |  |  |                      |                           |                         |                    |  |
|  EMISSION CONTROL INFORMATION <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small;">ECIEPACA</div> <p>THIS ENGINE CONFORMS TO 2009 CALIFORNIA AND U.S. EPA EMISSION REGULATIONS FOR SPARK IGNITION MARINE ENGINES</p> <p>REFER TO THE OWNER'S MANUAL FOR MAINTENANCE SPECIFICATIONS AND ADJUSTMENTS</p> <table border="1" style="width: 100%;"> <tr> <td>SERIAL #: XXXXXXXX</td> <td>DOM: MMM YYYY</td> <td rowspan="3" style="text-align: center;"> <br/>                     05/75                 </td> </tr> <tr> <td>FAMILY: XXXXXXXXXXXX</td> <td>DISP: X.XL POWER : XXX kW</td> </tr> <tr> <td>HC+NOx FEL : XX.X g/kWh</td> <td>CO FEL : XXX g/kWh</td> </tr> </table> <p style="text-align: right; font-size: small;">43520</p> | SERIAL #: XXXXXXXX        | DOM: MMM YYYY  | <br>05/75 | FAMILY: XXXXXXXXXXXX | DISP: X.XL POWER : XXX kW | HC+NOx FEL : XX.X g/kWh | CO FEL : XXX g/kWh | Indicates a marine engine compliant with California CARB and U.S. EPA regulations for 2009.  |
| SERIAL #: XXXXXXXX   | DOM: MMM YYYY             | <br>05/75 |  |                      |                           |                         |                    |  |
| FAMILY: XXXXXXXXXXXX   | DISP: X.XL POWER : XXX kW |  |  |                      |                           |                         |                    |  |
| HC+NOx FEL : XX.X g/kWh  | CO FEL : XXX g/kWh        |  |  |                      |                           |                         |                    |  |

**Section 1 - Warranty**

| ECI Label   | Standard of Compliance    |   |   |                       |                           |                         |                    |   |
|---|---------------------------|---|---|-----------------------|---------------------------|-------------------------|--------------------|---|
| <p><b>MERCURY</b><br/>MerCruiser</p> <p><b>EMISSION CONTROL INFORMATION</b><br/>NOT FOR SALE IN CALIFORNIA</p> <p>THIS ENGINE IS EXEMPT UNDER 40 CFR 1068.255 FROM EMISSION STANDARDS AND RELATED REQUIREMENTS</p> <p>REFER TO THE OWNER'S MANUAL FOR MAINTENANCE SPECIFICATIONS AND ADJUSTMENTS</p> <table border="1"> <tr> <td>SERIAL #: XXXXXXXXX</td> <td>DOM: MMM YYYY</td> <td rowspan="3"></td> </tr> <tr> <td>FAMILY: XXXXXXXXXXXXX</td> <td>DISP: X.XL POWER : XXX kW</td> </tr> <tr> <td>HC+NOx FEL : XX.X g/kWh</td> <td>CO FEL : XXX g/kWh</td> </tr> </table> <p>43521</p>  | SERIAL #: XXXXXXXXX       | DOM: MMM YYYY   |    | FAMILY: XXXXXXXXXXXXX | DISP: X.XL POWER : XXX kW | HC+NOx FEL : XX.X g/kWh | CO FEL : XXX g/kWh | <p>Indicates a marine engine exempt under 40 CFR 1068.255 from United States EPA exhaust emission regulations for 2010. This marine engine is not for sale in California.</p> |
| SERIAL #: XXXXXXXXX   | DOM: MMM YYYY             |    |   |                       |                           |                         |                    |   |
| FAMILY: XXXXXXXXXXXXX   | DISP: X.XL POWER : XXX kW |   |   |                       |                           |                         |                    |   |
| HC+NOx FEL : XX.X g/kWh   | CO FEL : XXX g/kWh        |   |   |                       |                           |                         |                    |   |
| <p><b>MERCURY</b><br/>MerCruiser</p> <p><b>EMISSION CONTROL INFORMATION</b></p> <p>THIS ENGINE CONFORMS TO 2010 CALIFORNIA EMISSION REGULATIONS FOR SPARK IGNITION MARINE ENGINES. THIS ENGINE IS EXEMPT UNDER 40 CFR 1068.255 FROM EMISSION STANDARDS AND RELATED REQUIREMENTS. REFER TO THE OWNERS MANUAL FOR MAINTENANCE SPECIFICATIONS AND ADJUSTMENTS.</p> <table border="1"> <tr> <td>SERIAL #: XXXXXXXXX</td> <td>DOM: MMM YYYY</td> <td rowspan="3"></td> </tr> <tr> <td>FAMILY: XXXXXXXXXXXXX</td> <td>DISP: X.XL POWER : XXX kW</td> </tr> <tr> <td>HC+NOx FEL : XX.X g/kWh</td> <td>CO FEL : XXX g/kWh</td> </tr> </table> <p>43522</p> | SERIAL #: XXXXXXXXX       | DOM: MMM YYYY   |    | FAMILY: XXXXXXXXXXXXX | DISP: X.XL POWER : XXX kW | HC+NOx FEL : XX.X g/kWh | CO FEL : XXX g/kWh | <p>Indicates a marine engine compliant with 2010 California emission regulations and exempt under 40 CFR 1068.255 from United States EPA exhaust emission regulations.</p>    |
| SERIAL #: XXXXXXXXX   | DOM: MMM YYYY             |    |   |                       |                           |                         |                    |   |
| FAMILY: XXXXXXXXXXXXX   | DISP: X.XL POWER : XXX kW |   |   |                       |                           |                         |                    |   |
| HC+NOx FEL : XX.X g/kWh   | CO FEL : XXX g/kWh        |   |   |                       |                           |                         |                    |   |
| <p><b>MERCURY</b><br/>MerCruiser</p> <p><b>EMISSION CONTROL INFORMATION</b></p> <p>THIS ENGINE DOES NOT COMPLY WITH U.S. EPA NONROAD EMISSION REQUIREMENTS. SELLING OR INSTALLING THIS ENGINE FOR ANY PURPOSE OTHER THAN TO REPLACE A NONROAD ENGINE BUILT BEFORE JANUARY 1, 2010 MAY BE A VIOLATION OF FEDERAL LAW SUBJECT TO CIVIL PENALTY.</p> <table border="1"> <tr> <td>SERIAL #: XXXXXXXXX</td> <td>DOM: MMM YYYY</td> <td rowspan="3"></td> </tr> <tr> <td>FAMILY: XXXXXXXXXXXXX</td> <td>DISP: X.XL POWER : XXX kW</td> </tr> <tr> <td>HC+NOx FEL : XX.X g/kWh</td> <td>CO FEL : XXX g/kWh</td> </tr> </table> <p>43499</p>             | SERIAL #: XXXXXXXXX       | DOM: MMM YYYY   |  | FAMILY: XXXXXXXXXXXXX | DISP: X.XL POWER : XXX kW | HC+NOx FEL : XX.X g/kWh | CO FEL : XXX g/kWh | <p>Indicates a service marine engine that can replace a marine engine built prior to January 1, 2010.</p>   |
| SERIAL #: XXXXXXXXX   | DOM: MMM YYYY             |  |   |                       |                           |                         |                    |   |
| FAMILY: XXXXXXXXXXXXX   | DISP: X.XL POWER : XXX kW |   |   |                       |                           |                         |                    |   |
| HC+NOx FEL : XX.X g/kWh   | CO FEL : XXX g/kWh        |   |   |                       |                           |                         |                    |   |

**Owner Responsibility**

The operator must have routine engine maintenance performed to maintain emission levels within prescribed certification standards.

The operator may not modify the engine in any manner that alters the horsepower or allows emissions levels to exceed factory specifications.

**California Emissions Limited Warranty**

*NOTE: Mercury Marine does not establish model years for the Mercury MerCruiser product line. In order to comply with CARB warranty regulations, and for that limited purpose only, model year shall have the same meaning as calendar year. As an example, 2003 model year products refers to products manufactured during calendar year 2003.*

The California Air Resources Board has promulgated air emissions regulations for inboard and sterndrive engines. The regulations apply to all inboard and sterndrive engines that were manufactured for the 2003 model year and later. Mercury Marine, in compliance with those regulations, provides this limited warranty for the emission control systems (see the components of the emission control system listed following), and further warrants that the inboard or sterndrive engine was designed, built, and equipped to conform with all applicable regulations adopted by the California Air Resources Board pursuant to its authority in Chapters 1 and 2, Part 5, Division 26 of the Health and Safety Code. For information regarding the limited warranty for the nonemissions related components of the inboard or sterndrive engine, please see the limited warranty statement for your engine.

**What Is Covered**

*NOTE: Your dealer will register your engine for warranty coverage for you. The warranty registration process is not related in any way to the process of obtaining a license, title, or registration from state boating authorities. You should ask your dealer to update your warranty registration information to reflect a change of address or a transfer of ownership. (This change may be made at any time.) Refer to the Warranty Registration information in your owner's manual or to your dealer for more information.*

Mercury Marine warrants the components of the emissions control systems (see the components of the emission control system listed following) of its new, 2003 model year and later California-certified inboard and sterndrive engines, registered to a California resident, to be free from defects in material or workmanship that cause the failure of a warranted part to be identical in all material respects to that part as described in the application of Mercury Marine for certification from the California Air Resources Board, for the period of time, and under the conditions identified below. The cost to diagnose a warranty failure is covered if the warranty claim is approved. Damage to other engine components caused by the failure of a warranted part will also be repaired under warranty.

### **Duration of Coverage**

***NOTE:** Mercury Marine does not establish model years for the Mercury MerCruiser product line. In order to comply with CARB warranty regulations, and for that limited purpose only, model year shall have the same meaning as calendar year. As an example, 2003 model year products refers to products manufactured during calendar year 2003.*

This limited warranty provides coverage for the components of the emissions control systems. Specific emission control related parts on new inboard or sterndrive engines are warranted for 3 years or 480 hours, whichever occurs first, from either the date the product is first sold, or first put into service, whichever occurs first. Emission related normal maintenance items such as spark plugs and filters, that are on the warranted parts list are warranted up to their first required replacement interval only. Refer to **Emission Control System Components** and **Maintenance Schedule**. The repair or replacement of parts, or the performance of service under this warranty, does not extend the life of this warranty beyond its original expiration date. Unexpired warranty coverage can be transferred to a subsequent purchaser. Refer to **Transfer of Warranty**.

### **How to Obtain Warranty Coverage**

The customer must provide Mercury with a reasonable opportunity to repair and reasonable access to the product for warranty service. Warranty claims shall be made by delivering the product for inspection to a Mercury dealer authorized to service the product. If purchaser cannot deliver the product to such a dealer, please notify Mercury Marine and Mercury will then arrange for the inspection and any covered repair. Purchaser in that case shall pay for all related transportation charges and/or travel time. If the service provided is not covered by this warranty, purchaser shall pay for all related labor and material, and any other expenses associated with that service. Purchaser shall not, unless requested by Mercury, ship the product or parts of the product directly to Mercury.

### **What Mercury Will Do**

Mercury Marine's sole and exclusive obligation under this warranty is limited to, at our expense and at our option, repairing or replacing defective parts with new or Mercury Marine certified remanufactured parts, or refunding the purchase price of the Mercury product. Mercury reserves the right to improve or modify products from time to time without assuming an obligation to modify products previously manufactured.

### **What Is Not Covered**

This limited warranty does not cover routine maintenance items, tune ups, adjustments, normal wear and tear, damage caused by abuse, abnormal use, use of a propeller or gear ratio that does not allow the engine to run in its recommended wide-open throttle RPM range (see Specifications), operation of the product in a manner inconsistent with the recommended operation procedures, neglect, accident, submersion, improper installation (proper installation specifications and techniques are set forth in the installation instructions for the product), improper service, jet pump impellers and liners, operation with fuels, oils or lubricants which are not suitable for use with the product (see Specifications), alteration or removal of parts.

Expenses related to haul-out, launch, towing, storage, telephone, rental, inconvenience, slip fees, insurance coverage, loan payments, loss of time, loss of income, or any other type of incidental or consequential damages are not covered by this warranty. Also, expenses associated with the removal and/or replacement of boat partitions or material caused by boat design for access to the product are not covered by this warranty.

Non-warranty maintenance, replacement, or repair of emission control devices and systems may be performed by any marine engine repair establishment or individual. The use of non-Mercury parts for nonwarranty maintenance or repairs will not be grounds for disallowing other warranty work. The use of add-on (as defined at section 1900 (b)(1) and (b)(10) of Title 13 of the California Code of Regulations) or modified parts not exempted by the California Air Resources Board may be grounds for disallowing a warranty claim, at the discretion of Mercury Marine. Failures of warranted parts caused by the use of a nonexempted add-on or modified part will not be covered.

**DISCLAIMERS AND LIMITATIONS**

**THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/COUNTRIES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE. AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH VARY FROM STATE TO STATE AND COUNTRY TO COUNTRY.**

If you have any questions regarding your warranty rights and responsibilities, refer to Owner Service Assistance for contact information.

## California Emission Control Warranty Statement

### Your Warranty Rights and Obligations

***NOTE:** Mercury Marine does not establish model years for the Mercury MerCruiser product line. In order to comply with CARB warranty regulations, and for that limited purpose only, model year shall have the same meaning as calendar year. As an example, 2003 model year products refers to products manufactured during calendar year 2003.*

The California Air Resources Board is pleased to explain the emission control system warranty on your 2003 model year and later inboard or sterndrive engine. In California, new inboard and sterndrive engines must be designed, built, and equipped to meet the State's stringent anti-smog standards. Mercury Marine must warrant the emission control system on your inboard or sterndrive engine for the periods of time listed below provided there has been no abuse, neglect, or improper maintenance of your inboard or sterndrive engine.

Your emission control system may include parts such as the carburetor or fuel injection system, the ignition system, and catalytic converter. Also included may be hoses, belts, connectors, and other emission-related assemblies.

Where a warrantable condition exists, Mercury Marine will repair your inboard or sterndrive engine at no cost to you; including diagnosis, parts, and labor.

### Manufacturer's Warranty Coverage

Select emission control parts from 2009 and later (inboard or sterndrive) engines are warranted for 3 years or 480 hours, whichever occurs first. However, warranty coverage based on the hourly period is only permitted for engines that are equipped with hour meters as defined in s 2441(a)(13) or their equivalent. If any emission-related part on your engine is defective under warranty, the part will be repaired or replaced by Mercury Marine.

### Owner's Warranty Responsibilities

As the inboard or sterndrive engine owner, you are responsible for the performance of the required maintenance listed in your owner's manual. Mercury Marine recommends that you retain all receipts covering maintenance on your inboard or sterndrive engine, but Mercury Marine cannot deny warranty solely for the lack of receipts or your failure to ensure the performance of all scheduled maintenance.

As the inboard or sterndrive engine owner, you should however be aware that Mercury Marine may deny you warranty coverage if your inboard or sterndrive engine or a part has failed due to abuse, neglect, improper maintenance, or unapproved modifications.

You are responsible for presenting your inboard or sterndrive engine to a Mercury Marine dealer authorized to service the product as soon as a problem exists. The warranty repairs will be completed in a reasonable amount of time, not to exceed 30 days.

If you have any questions regarding your warranty rights and responsibilities, refer to Owner Service Assistance for contact information.

## U.S. EPA Emissions Limited Warranty

Consistent with the obligations created by 40 CFR Part 1045, Subpart B, Mercury Marine provides an emission warranty of three years or 480 hours of engine use whichever occurs first to the retail purchaser, that the engine is designed, built, and equipped so as to conform at the time of sale with applicable regulations under section 213 of the Clean Air Act, and that the engine is free from defects in materials and workmanship which cause the engine to fail to conform with applicable regulations.

## Emission Control System Components

The emission-related warranty covers all components whose failure would increase an engine's emission of any regulated component including the following list of components:

1. Fuel metering system

- a. Carburetor and internal parts (or fuel pressure regulator or fuel injection system)
  - b. Air/fuel ratio feedback and control system
  - c. Cold start enrichment system
  - d. Intake valves
2. Air induction system
    - a. Controlled hot air intake system
    - b. Intake manifold
    - c. Air filter
    - d. Turbocharger systems
    - e. Heat riser valve and assembly
3. Ignition system
    - a. Spark plugs
    - b. Magneto or electronic ignition system
    - c. Spark control system
    - d. Ignition coil or control module
    - e. Ignition wires
4. Lubrication system
    - a. Oil pump and internal parts
    - b. Oil injectors
    - c. Oil meter
5. Positive crankcase ventilation (PCV) system
    - a. PCV valve
    - b. Oil filler cap
6. Exhaust system
    - a. Exhaust manifold
    - b. Exhaust elbow
    - c. Intermediate exhaust elbow
    - d. Lower exhaust pipe
    - e. Tailpipe
7. Catalysts or thermal reactor system
    - a. Catalytic converter
    - b. Thermal reactor
    - c. Exhaust manifold
    - d. Exhaust valves
8. Miscellaneous items used in above systems
    - a. Hoses, clamps, fittings, tubing, sealing gaskets or devices, and mounting hardware
    - b. Pulleys, belts, and idlers
    - c. Vacuum, temperature, check and time sensitive valves and switches
    - d. Electronic controls

**NOTE:** The EPA emission-related warranty does not cover components whose failure would not increase an engine's emissions on any regulated pollutant.

## Emission Certification Star Label

Your boat is labeled on the hull with one of the following star labels. The symbol for Cleaner Marine Engines means:

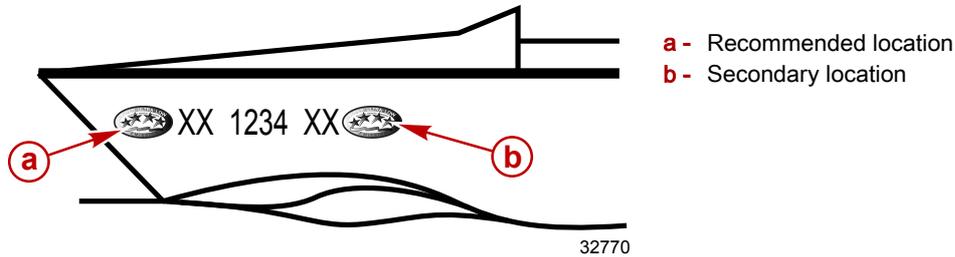
1. Cleaner air and water - for a healthier lifestyle and environment.
2. Better fuel economy - burns up to 30–40 percent less gas and oil than conventional carbureted two-stroke engines, saving money and resources.
3. Longer emission warranty - protects consumer for worry free operation.

Beginning January 1, 2003, one Three-Star or Four-Star label will be included with each factory-certified Mercury MerCruiser engine.

## Section 1 - Warranty

All Mercury MerCruiser engines (500 hp and below) will have a Three-Star Ultra Low Emission rating or Four-Star Super Ultra Low Emission rating. The Star label identifies that these engines meet the California Air Resources Board's sterndrive and inboard marine engine 2007 and later exhaust emission standards. Engines meeting these standards have 65–90% lower emissions than One-Star - Low Emission engines.

The Star label will be affixed on the left side of the hull as shown.

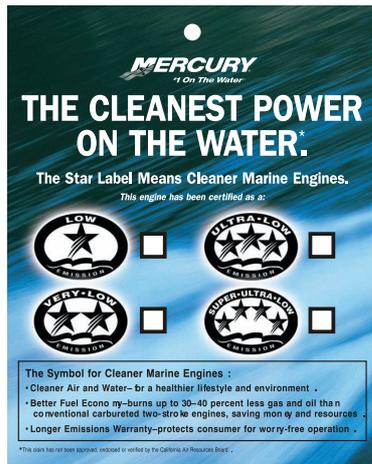


|  |  |
|--|--|
| <b>One Star - Low emission</b>   |  |
|  <p>22531</p>   | <p>The one-star label identifies personal watercraft, outboard, sterndrive and inboard engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2001 exhaust emission standards. Engines meeting these standards have 75% lower emissions than conventional carbureted two-stroke engines. These engines are equivalent to the U.S. EPA's 2006 standards for marine engines.</p> |
| <b>Two Stars - Very Low emission</b>   |  |
|  <p>42537</p>  | <p>The two-star label identifies personal watercraft, outboard, sterndrive and inboard engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2004 exhaust emission standards. Engines meeting these standards have 20% lower emissions than One Star - Low-Emission engines.</p>  |
| <b>Three Stars - Ultra Low emission</b>  |  |
|  <p>42538</p> | <p>The three-star label identifies engines that meet the Air Resources Board's Personal Watercraft and Outboard marine engine 2008 exhaust emission standards or the sterndrive and inboard marine engine 2003 exhaust emission standards. Engines meeting these standards have 65% lower emissions than One Star - Low Emission engines.</p>  |
| <b>Four Stars - Super Ultra Low emission</b>   |  |
|  <p>42539</p> | <p>The Four Star label identifies engines that meet the Air Resources Board's sterndrive and inboard marine engine 2009 exhaust emission standards. Personal Watercraft and Outboard marine engines may also comply with these standards. Engines meeting these standards have 90% lower emissions than One Star - Low Emission engines.</p>   |

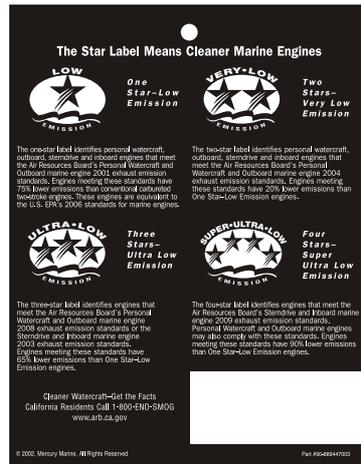
## Hang Tag

The dealer must mark the appropriate box on one hang tag to match the Star label affixed to the boat. The dealer is responsible for displaying the hang tag in a visible location on the boat on display in California. Failure to properly display the hang tag could result in a citation and possible fine to the dealer from the California Air Resources Board.

If in California, the dealer must place the hang tag in a visible location in the boat prior to displaying the boat.



Hang tag front side



Hang tag back side

**Notes:**

# Section 2 - Getting to Know Your Power Package

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## Additional Operation Instructions for Axius Systems

If your boat has DTS engines equipped with an Axius system, refer also to the **Axius Operation Manual** included with the boat.

### Identification

The serial numbers are the manufacturer's keys to numerous engineering details which apply to your MerCruiser power package. When contacting MerCruiser about service, always specify model and serial numbers.

### Engine Serial Number Decal MPI

The serial number decal is located on the engine cover.



25903

### Serial numbers and maintenance color codes decal

The engine serial number is also stamped in the engine block.

### Alpha Sterndrive Decal Identification

The drive serial number is located on the port side of the Alpha sterndrive.

The drive ratio is located on the starboard side of the Alpha sterndrive.



### Alpha sterndrive

- a - Drive gear ratio decal (starboard)
- b - Serial number decal (port)

45286

## Alpha Transom Serial Number

The transom serial number is located on the top of the transom assembly.



25619

Alpha transom assembly serial number

## Bravo Sterndrive Serial Number and Identification

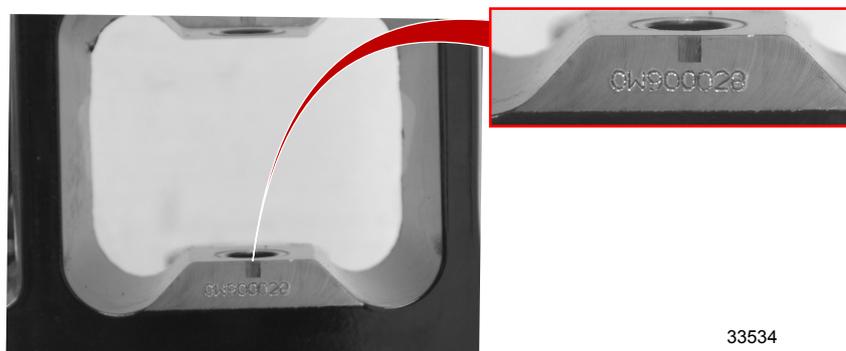
The Bravo sterndrive serial number, gear ratio, model number, and bar code are embedded in the ground plate on the port side of the sterndrive.



33533

Bravo sterndrive information on ground plate

The serial number is also stamped as a permanent reference on the sterndrive casting inside the back cover.



33534

Bravo sterndrive serial number stamping

## Bravo Transom Serial Number

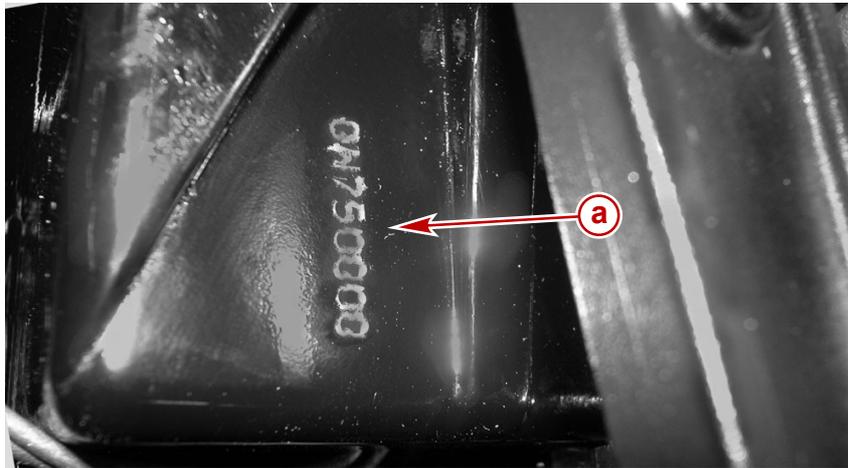
The Bravo transom serial number is stamped in the U-bolt plate of the Bravo transom assembly.



25904

**Bravo transom assembly U-bolt plate**  
**a** - Transom assembly serial number

The serial number is also stamped on the gimbal housing. This is used as a permanent reference for authorized MerCruiser dealers.

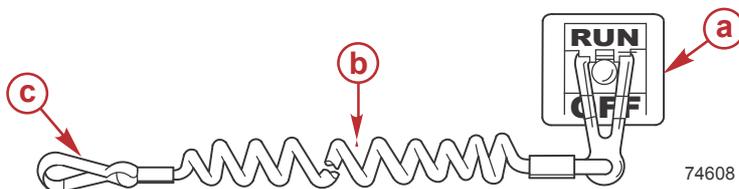


25905

**Gimbal housing with serial number stamping**  
**a** - Transom assembly serial number

## Lanyard Stop Switch

The purpose of a lanyard stop switch is to turn off the engine when the operator moves outside the operator's position (as in accidental ejection from the operator's position).



**a** - Stop switch  
**b** - Lanyard  
**c** - Clips to the operator

Accidental ejections, such as falling overboard, are more likely to occur in:

- low-sided sport boats
- bass boats
- high-performance boats

Accidental ejections can also occur from:

- poor operating practices
- sitting on the seat or gunwale at planing speeds
- standing at planing speeds

- operating at planing speeds in shallow or obstacle infested waters
- releasing your grip on the steering wheel that is pulling in one direction
- consuming alcohol or drugs
- high-speed boating maneuvers

The lanyard is a cord usually between 122 and 152 cm (4 and 5 ft) in length when stretched out, with an element on one end made to be inserted into the switch and a snap on the other end for attaching to the operator. The lanyard is coiled to make its at-rest condition as short as possible to minimize the likelihood of lanyard entanglement with nearby objects. Its stretched-out length is made to minimize the likelihood of accidental activation should the operator choose to move around in an area close to the normal operator's position. If it is desired to have a shorter lanyard, wrap the lanyard around the operator's wrist or leg, or tie a knot in the lanyard.

Activation of the lanyard stop switch will stop the engine immediately, but the boat will continue to coast for some distance depending upon the velocity and degree of any turn at shut down. However, the boat will not complete a full circle. While the boat is coasting, it can cause injury to anyone in the boat's path as seriously as the boat would when under power.

We strongly recommend that other occupants be instructed on proper starting and operating procedures should they be required to operate the engine in an emergency (if the operator is accidentally ejected).

### WARNING

**If the operator falls out of the boat, stop the engine immediately to reduce the possibility of serious injury or death from being struck by the boat. Always properly connect the operator to the stop switch using a lanyard.**

Accidental or unintended activation of the switch during normal operation is also a possibility. This could cause any, or all, of the following potentially hazardous situations:

- Occupants could be thrown forward due to unexpected loss of forward motion, a particular concern for passengers in the front of the boat who could be ejected over the bow and possibly struck by the propulsion or steering components.
- Loss of power and directional control in heavy seas, strong current, or high winds.
- Loss of control when docking.

### WARNING

**Avoid serious injury or death from deceleration forces resulting from accidental or unintended stop switch activation. The boat operator should never leave the operator's station without first disconnecting the stop switch lanyard from the operator.**

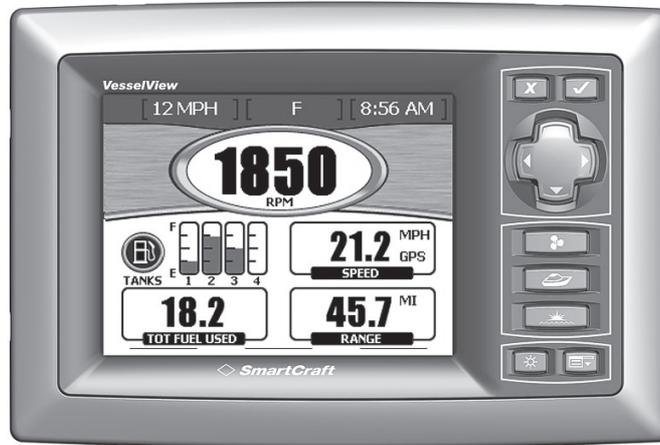
## Instrumentation

### VesselView

Your power package may come equipped with the following system viewer.

## Section 2 - Getting to Know Your Power Package

Your power package may be connected to a SmartCraft VesselView display. This display provides a single, easy-to-use source for real-time information about a variety of vessel systems. The interactive VesselView display continuously monitors and reports information about speed and performance, trim angle, water temperature and depth, and other operating data. When VesselView detects a problem with any connected system, it displays an alarm message to signal the problem to the boat operator.



24797

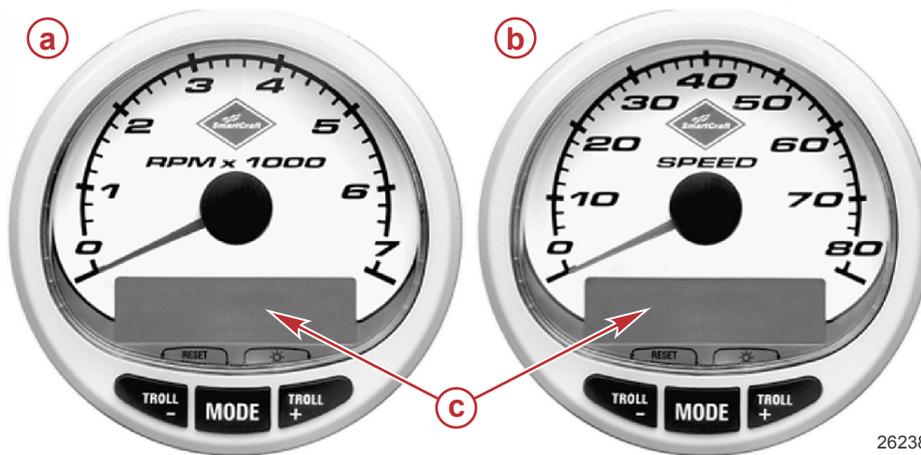
Typical VesselView application

VesselView may also be connected to other vessel systems, such as GPS, generators, and cabin environmental controls. This comprehensive vessel integration allows the operator to monitor and control a wide range of vessel systems from a single, convenient display.

## Digital Gauges

A Mercury SmartCraft System instrument package can be purchased for this product. A few of the functions the instrument package will display are engine RPM, coolant temperature, oil pressure (requires a SmartCraft oil pressure sender kit), battery voltage, fuel consumption, and engine operating hours.

SmartCraft digital gauges also feature troll control. This allows a vessel to maintain a constant speed with an engine speed between 500 and 1200 RPM.



26238

### SmartCraft gauges

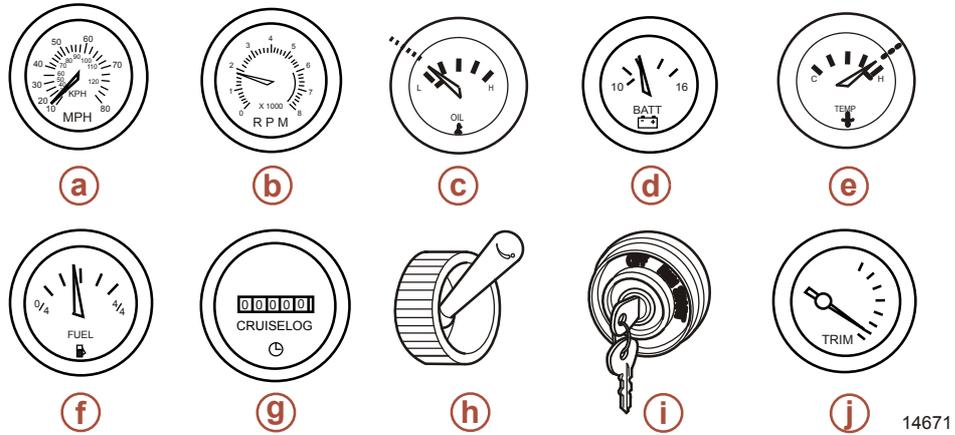
- a - Tachometer
- b - Speedometer
- c - LCD system view display

The SmartCraft instrument package also aids in Engine Guardian diagnostics. The SmartCraft instrument package displays critical engine alarm data and potential problems.

Refer to the manual with your gauge package for the warning functions monitored by and basic operation of the SmartCraft instrument package.

## Analog Gauges

The following is a brief explanation of the instrumentation typically found on some boats. The owner and operator should be familiar with all instruments and their functions. Because of the large variety of instrumentation and manufacturers, you should have your boat dealer explain the particular gauges and normal readings for your boat.



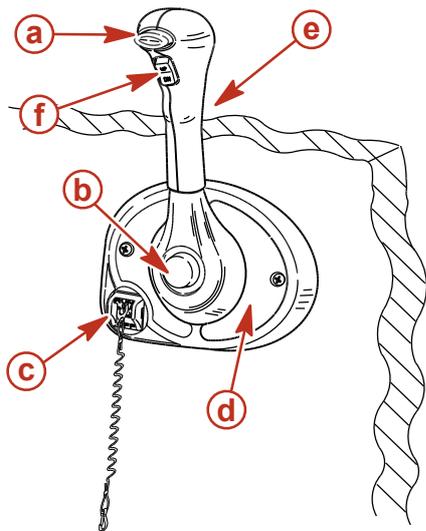
| Reference | Gauge                     | Function  |
|-----------|---------------------------|---|
| a         | Speedometer               | Indicates boat speed.                                     |
| b         | Tachometer                | Indicates engine RPM.                                     |
| c         | Oil pressure gauge        | Indicates engine oil pressure.                            |
| d         | Voltmeter                 | Indicates battery voltage.                                |
| e         | Coolant temperature gauge | Indicates engine operating temperature.                   |
| f         | Fuel gauge                | Indicates quantity of fuel in tank.                       |
| g         | Hour meter                | Records engine operating time.                            |
| h         | Bilge blower switch       | Operates the bilge blower.                                |
| i         | Ignition switch           | Allows the operator to start and stop engine.             |
| j         | Power trim gauge          | Indicates sterndrive angle (trim up [out] and down [in]). |

## Remote Controls (Non-DTS Models)

### Remote Controls

Your boat may be equipped with Mercury Precision Parts or Quicksilver remote controls. All controls may not have all features shown. Consult your dealer for a description and/or demonstration of your remote control.

Panel Mount Features



- a - Neutral lock button
- b - Throttle only button
- c - Lanyard stop switch
- d - Control handle tension adjustment screw
- e - Control handle
- f - Trim/tilt button

mc77019-1

**Neutral lock button** - Prevents accidental shift and throttle engagement. Neutral lock button must be pushed into move the control handle out of neutral.

**Throttle only button** - Allows engine throttle advancement without shifting the engine. This is done by disengaging the shift mechanism from the control handle. The throttle only button can be depressed only when the remote control handle is in the neutral position, and should only be used to assist in starting the engine.

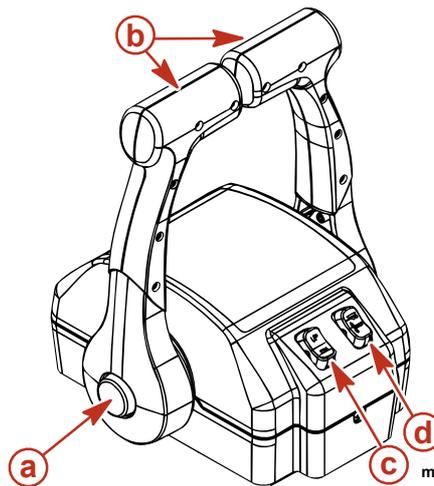
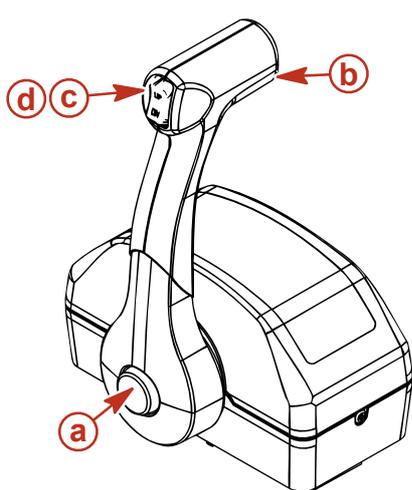
**Lanyard stop switch** - Turns the ignition off whenever the operator (when attached to the lanyard) moves far enough away from the operator's position to activate the switch. Refer to **Lanyard Stop Switch** for information on the use of this switch.

**Control handle** - Operation of the shift and throttle are controlled by the movement of the control handle. Push the control handle forward from neutral with a quick firm motion to the first detent for forward gear. Continue pushing forward to increase speed. Pull the control handle back from neutral with a quick firm motion to the first detent for reverse gear and continue pushing back to increase speed.

**Control handle tension adjustment screw (not visible)** - This screw is used to adjust the effort required to move the remote control handle. Refer to instructions provided with remote control for complete adjustment instructions.

**Trim/tilt button** - Refer to **Power Trim**.

Console Mount Features



- a - Throttle only button
- b - Control handle
- c - Power trim switch
- d - Trailer switch

mc79503-1

**Throttle only button** - Allows engine throttle advancement without shifting the engine. This is done by disengaging the shift mechanism from the control handle. The throttle only button can be depressed only when the remote control handle is in the neutral position.

**Control handles** - Operation of the shift and throttle are controlled by the movement of the control handle. Push the control handle forward from neutral with a quick firm motion to the first detent for forward gear and continue pushing forward to increase speed. Pull the control handle back from neutral with a quick firm motion to the first detent for reverse gear and continue pushing back to increase speed.

**Control handle tension adjustment screw (not visible)** - This screw is used to adjust the effort required to move the remote control handle. Refer to instructions provided with remote control for complete adjustment instructions.

**Power trim switch** - See **Power Trim** section for detailed power trim operating procedures.

**Trailer switch** - Used to raise drive unit for trailering, launching, beaching or shallow water operation. See **Power Trim** for detailed trailer switch operation.

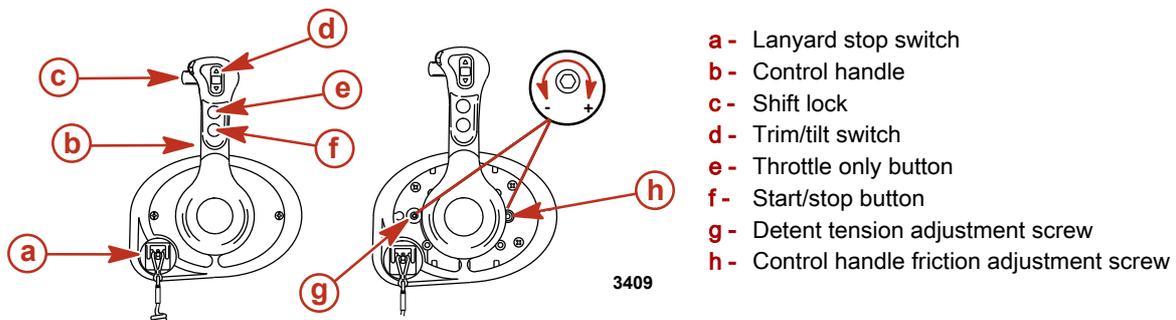
## Remote Controls (DTS Models)

### Remote Controls

**IMPORTANT:** Your boat must be equipped with a Mercury Marine electronic remote control. Start in gear protection is provided by this control system and prevents the engine from starting when the control is actuated in forward or reverse. Refer to the Mercury Precision Parts/Quicksilver Accessories Guide.

The digital throttle and shift (DTS) system required to operate this engine package provides start and stop functions, throttle control, shift control, start in gear protection, and emergency lanyard stop functions. The DTS system works with specialized helm components such as a command module kit and electronic remote control. Consult your dealer for a description and/or demonstration of your remote control.

### Panel Mount Features



**Lanyard stop switch** - Turns the ignition off whenever the operator (when attached to the lanyard) moves far enough away from the operator's position to activate the switch. Refer to **Lanyard Stop Switch** for information on the use of this switch.

**Control handle** - Operation of the shift and throttle are controlled by the movement of the control handle. Push the control handle forward from neutral with a quick, firm motion to the first detent for forward gear. Continue pushing forward to increase speed. Pull the control handle back from neutral with a quick, firm motion to the first detent for reverse gear and continue pushing back to increase speed.

**Shift lock** - Pressing the shift lock allows the engine to shift. The shift lock must always be pressed when moving the control handle out of the neutral position.

**Trim/tilt switch (if equipped)** - Refer to **Power Trim**.

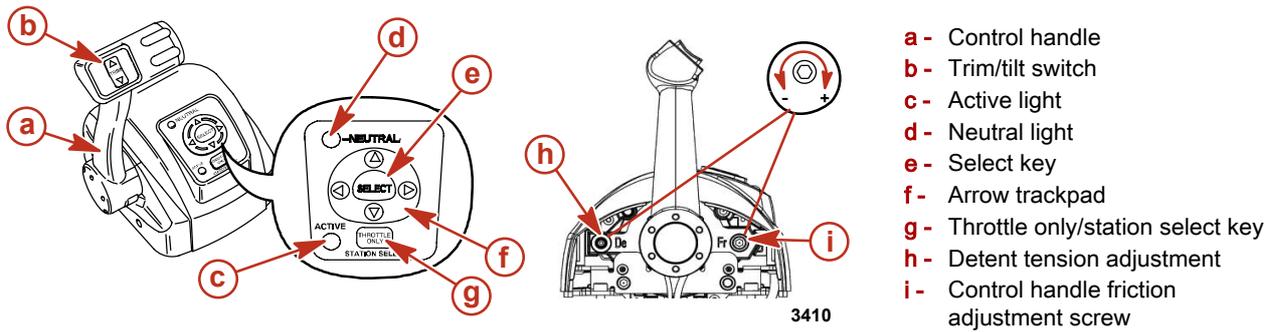
**Throttle only button** - Allows engine throttle advancement without shifting the engine. The throttle only button can be depressed only when the remote control is in the neutral position, and should only be used to assist in starting or warming up the engine.

**Start/stop button** - Allows the boat operator to start or stop the engine without using the ignition key.

**Detent tension adjustment screw** - This screw can be adjusted to increase or decrease the effort required to move the control handle out of the detent positions (cover must be removed). Turning the screw clockwise will increase tension.

**Control handle friction adjustment screw** - This screw can be adjusted to increase or decrease the tension on the control handle (cover must be removed). This will help prevent unwanted motion of the handle in rough water. Turn the screw clockwise to increase tension and counterclockwise to decrease tension.

## Console Mount Features - Single Engine



**Control handle** - Operation of the shift and throttle are controlled by the movement of the control handle. Push the control handle forward from neutral with a quick, firm motion to the first detent for forward gear. Continue pushing forward to increase speed. Pull the control handle back from neutral with a quick, firm motion to the first detent for reverse gear and continue pushing back to increase speed.

**Trim/tilt switch (if equipped)** - Refer to **Power Trim**.

**Active light** - The active light is illuminated to show the remote control is active and ready for use.

**Neutral light** - The neutral light is illuminated when the engine is in neutral gear position.

**NOTE:** Gear position is determined by sensing the position of the shift actuator on the engine, not the position of the gear switch.

**Select key** - Selects System View on-screen options and confirms data entries.

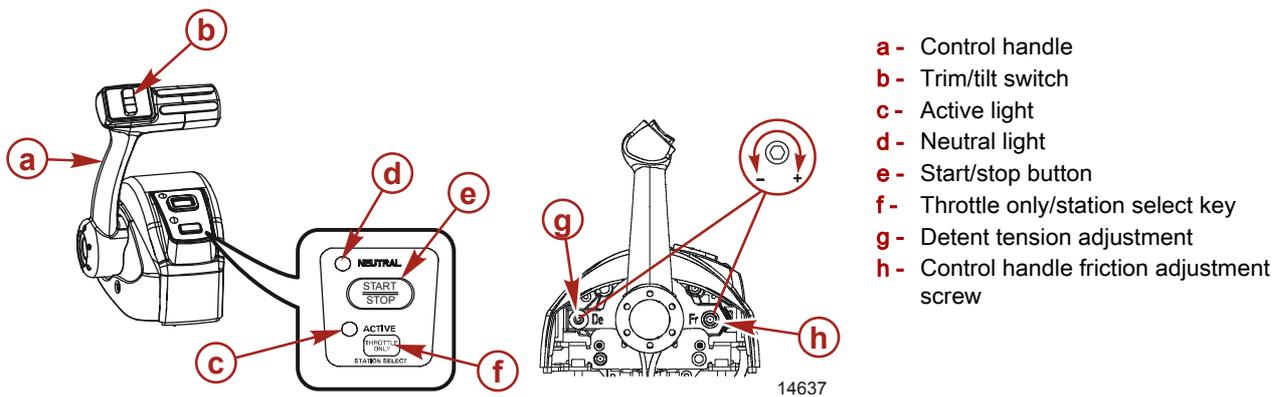
**Arrow trackpad** - Navigates through System View on-screen function messages.

**Throttle only/station select key** - Allows engine throttle advancement without shifting the engine. The throttle only/station select button also allows the boat operator to select which remote control is in control of the engine operation when operating with multiple helms. Refer to **Dual Helm Station Transfer**.

**Detent tension adjustment screw** - This screw can be adjusted to increase or decrease the effort required to move the control handle out of the detent positions (cover must be removed). Turning the screw clockwise will increase tension.

**Control handle friction adjustment screw** - This screw can be adjusted to increase or decrease the tension on the control handle (cover must be removed). This will help prevent unwanted motion of the handle in rough water. Turn the screw clockwise to increase tension and counterclockwise to decrease tension.

## Slim Binnacle Console Mount Features - Single Engine



**Control handle** - Operation of the shift and throttle are controlled by the movement of the control handle. Push the control handle forward from neutral with a quick, firm motion to the first detent for forward gear. Continue pushing forward to increase speed. Pull the control handle back from neutral with a quick, firm motion to the first detent for reverse gear and continue pushing back to increase speed.

**Trim/tilt switch (if equipped)** - Refer to **Power Trim**.

**Active light** - The active light is illuminated to show the remote control is active and ready for use.

**Neutral light** - The neutral light is illuminated when the engine is in neutral gear position.

**NOTE:** Gear position is determined by sensing the position of the shift actuator on the engine, not the position of the gear switch.

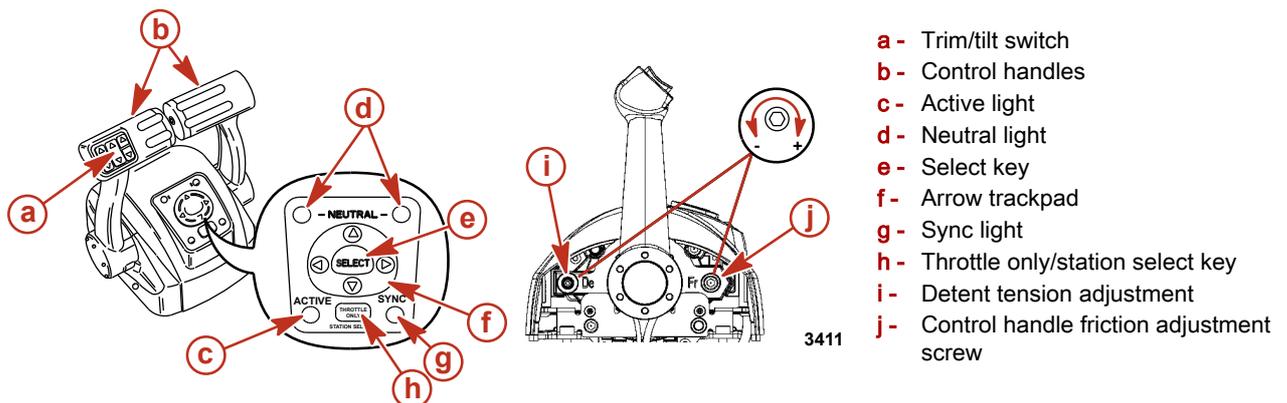
**Stop/start button** - Allows the boat operator to start or stop the engine without using the ignition key.

**Throttle only/station select key** - Allows engine throttle advancement without shifting the engine. The throttle only/station select button also allows the boat operator to select which remote control is in control of the engine operation when operating with multiple helms. Refer to **Dual Helm Station Transfer**.

**Detent tension adjustment screw** - This screw can be adjusted to increase or decrease the effort required to move the control handle out of the detent positions (cover must be removed). Turning the screw clockwise will increase tension.

**Control handle friction adjustment screw** - This screw can be adjusted to increase or decrease the tension on the control handle (cover must be removed). This will help prevent unwanted motion of the handle in rough water. Turn the screw clockwise to increase tension and counterclockwise to decrease tension.

## Console Mount Features - Dual Engine



**Trim/tilt switch (if equipped)** - Refer to **Power Trim**.

**Control handle** - Operation of the shift and throttle are controlled by the movement of the control handle. Push the control handle forward from neutral with a quick, firm motion to the first detent for forward gear. Continue pushing forward to increase speed. Pull the control handle back from neutral with a quick, firm motion to the first detent for reverse gear and continue pushing back to increase speed.

**Active light** - The active light is illuminated to show the remote control is active and ready for use.

**Neutral light** - The neutral light is illuminated when the engine is in neutral gear position.

**NOTE:** Gear position is determined by sensing the position of the shift actuator on the engine, not the position of the gear switch.

**Select key** - Selects System View on-screen options and confirms data entries.

**Arrow trackpad** - Navigates through System View on-screen function messages.

**Sync light** - The sync light is illuminated when the RPM of the two engines are being synchronized by the DTS system.

**Throttle only/station select key** - Allows engine throttle advancement without shifting the engine. The throttle only/station select button also allows the boat operator to select which remote control is in control of the engine operation when operating with multiple helms. Refer to **Dual helm station transfer**.

**Detent tension adjustment screw** - This screw can be adjusted to increase or decrease the effort required to move the control handle out of the detent positions (cover must be removed). Turning the screw clockwise will increase tension.

**Control handle friction adjustment screw** - This screw can be adjusted to increase or decrease the tension on the control handle (cover must be removed). This will help prevent unwanted motion of the handle in rough water. Turn the screw clockwise to increase tension and counterclockwise to decrease tension.

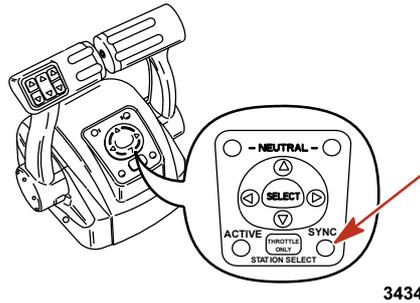
## Synchronizing Dual Engines

The auto synchronizing feature, when engaged, will automatically adjust the port engine speed to match the speed of the starboard engine.

Synchronizing of engines will automatically engage when the speed of both engines are over 900 RPM for two seconds and remote control handles are positioned within 5° of each other.

## Section 2 - Getting to Know Your Power Package

Auto synchronizing will stay engaged up to 95% throttle opening. The Sync light will turn on when the engines are synchronized.



To disengage, move one or both control handles until they are more than 5° apart, reduce engine speed below 900 RPM, or increase engine speed beyond 95%.

### Dual Helm Station Transfer

The throttle only/station select button allows the boat operator to select which remote control is in control of the engine operation.

The active light is illuminated at the remote control station that is in control of the engine.

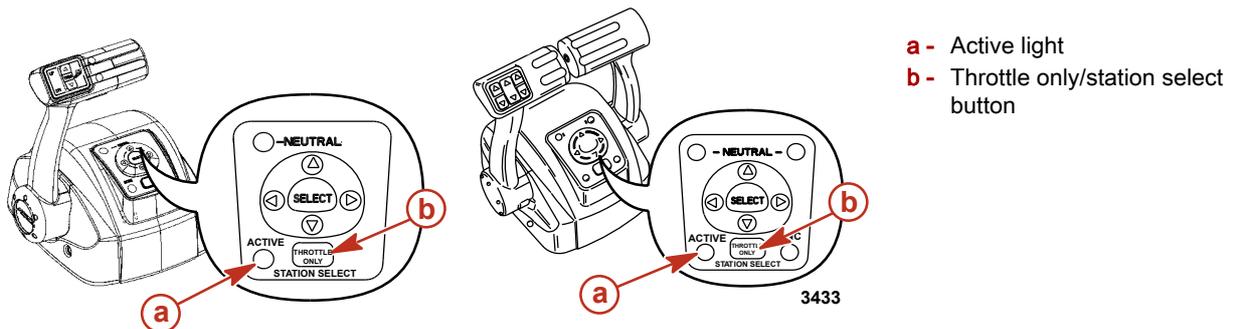
#### ⚠ WARNING

**Avoid serious injury or death from loss of boat control. The boat operator should never leave the active station while engine is in gear. Helm transfer should only be attempted while both stations are manned. One-person helm transfer should only be performed while engine is in neutral.**

*NOTE: Idle position is preferred when doing a station transfer. If conditions do not allow the remote control to be placed at idle position, a station transfer can be done while in gear.*

*NOTE: Pressing and releasing station select button at new station allows the engine control to be transferred to the new station. The control will automatically start adjusting engine RPM and gear position to match the control handle setting at the new station. Adjust control handles to the desired throttle and gear position.*

1. Place active remote control lever to idle position.
2. Proceed to the inactive helm station and position remote control lever to the idle position.
3. Press throttle only/station select button once. The "ACTIVE" light will illuminate to indicate the remote control station is in control of the engine.

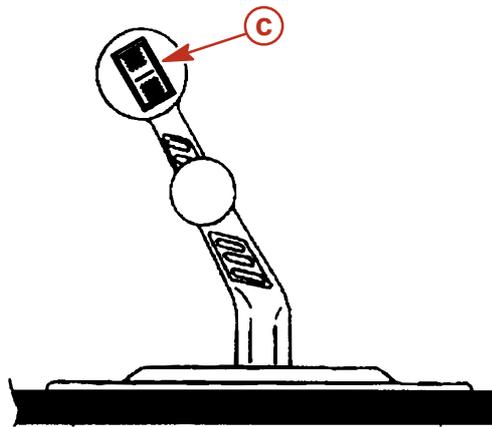
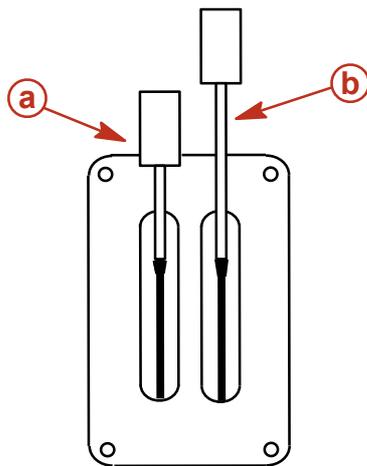


4. The active light will switch off at the original remote control station.

### Synchronizing Dual Helms Prior To Station Transfer

Pressing the station select button and holding it in allows the boat operator 10 seconds to match up the control handle settings at the new station with the handle settings that are at the old (to be inactive) station. If the handles are not matched, the neutral light will flash. The light blinks faster as the handles are nearing match position. Once the light stays on continuously, the handles are matched and the button can be released. Transfer process is complete and the new station is now in control. If the button is held for over 10 seconds, the station transfer is cancelled.

## Zero Effort Features



- a - Shift lever
- b - Throttle lever
- c - Trim/tilt switch

5656

**Shift lever** - Shift functions are controlled by the movement of the shift lever. Shift into reverse by moving the shift lever to its aft position. Shift into neutral by moving the shift lever to its center position. Shift into forward by moving the shift lever to its forward position.

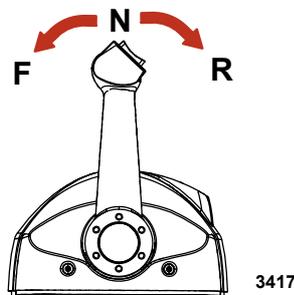
**Throttle lever** - Throttle functions are controlled by the movement of the throttle lever. Increase the RPM by moving the throttle lever forward. Achieve wide-open throttle (WOT) by placing the throttle lever in its full forward position. Decrease RPM by moving the throttle lever back. Achieve minimum RPM (idle) by placing the throttle lever in its full aft position.

**Trim/tilt switch** - Refer to **Power Trim**.

## Dual Console Control with CAN Trackpad Features and Operation

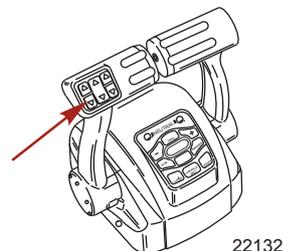
### Dual-Handle Console Control With CAN Trackpad: Features and Operation

1. Operation of shift and throttle is controlled by the movement of the control handle. Push the control handle forward from neutral to the first detent for forward gear. Continue pushing the handle forward to increase speed. Pull the control handle back from neutral to the first detent for reverse gear. Continue pulling the handle back to increase speed.



3417

2. Trim switch (if equipped) - Pressing the trim switch allows the engine to trim up and down.



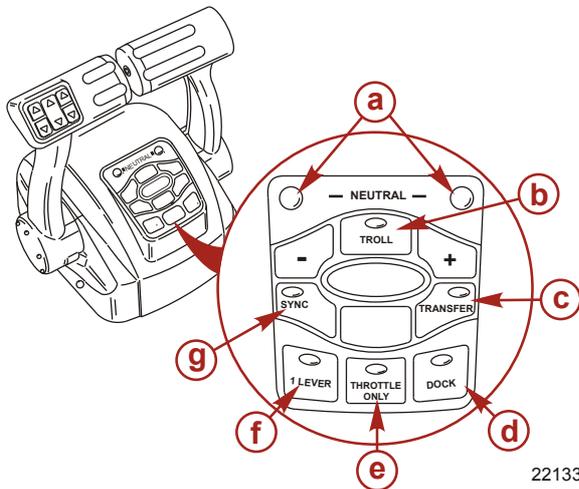
22132

3. Neutral lights - The neutral lights illuminate when the engine is in neutral gear position. The lights will flash when the engine is in throttle only mode.

**NOTE:** Gear position is determined by the position of the shift actuator on the engine, not the position of the control handle.

## Section 2 - Getting to Know Your Power Package

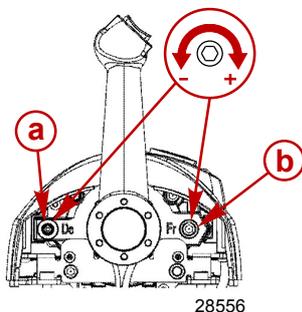
4. Troll button - Pressing the "TROLL" button activates troll control. The troll control feature allows the boat operator to set the engine speed for slow speed cruising or maneuvering. To activate, move the control handles into forward detent and press the button. Use the - or + buttons to decrease or increase speed, up to a maximum of 1000 RPM. If troll control is set at a desired speed and then shut off, the system remembers the set speed and will return to that speed when engaged. To turn off the troll control press the "TROLL" button, move the throttle to a different speed, or shift the engine into neutral.
5. Transfer button - Pressing the "TRANSFER" button allows engine operation to be transferred from a different helm. Refer to **Helm Transfer**.
6. Dock button - Pressing the "DOCK" button initiates docking mode. Docking mode reduces throttle capacity to approximately 50% of normal throttle. To turn off docking mode, shift the engine into neutral and press the "DOCK" button.
7. Throttle only button - Allows the boat operator to increase engine RPM for warm-up, without shifting the engine into gear. To engage throttle only, move the control handle into the neutral position. Press the throttle only button and move the control handle ahead to the forward detent. The horn will sound once and the neutral light will start flashing. The horn will sound twice when throttle only is engaged. Advance throttle to increase engine RPM. To disengage, return control handle to neutral position and press the throttle only button. Engine RPM is limited to prevent engine damage.
8. 1 lever button - Pressing the "1 LEVER" button initiates single lever mode. Single lever mode enables the throttle and shift functions of both engines to be controlled by the port control handle. To turn off single lever mode, shift the engine into neutral and press the "1 LEVER" button.
9. Sync button - Pressing the "SYNC" button turns off or on the auto synchronization feature. Refer to **Synchronizing Engines**.



- a - Neutral LEDs
- b - Troll button
- c - Transfer button
- d - Dock button
- e - Throttle only
- f - 1 lever button
- g - Sync button

22133

10. Control handle tension adjustment screw - This screw can be adjusted to increase or decrease the tension on the control handle (cover must be removed). This will help prevent unwanted motion of the handle in rough water. Turn the screw clockwise to increase tension and counterclockwise to decrease tension. Adjust to tension desired.
11. Detent tension adjustment screw - This screw can be adjusted to increase or decrease the effort to move control handle out of detent positions (cover must be removed). Turning the screw clockwise will increase tension. Adjust to tension desired.



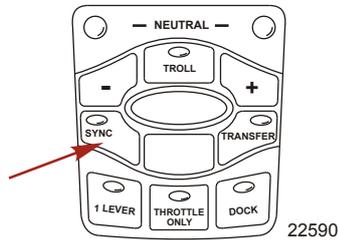
- a - Detent tension adjustment screw
- b - Control handle tension adjustment screw

28556

## Synchronizing Engines

The auto synchronizing feature, when engaged, will automatically adjust all engine speeds to match the speed of the starboard engine.

Press the "SYNC" button on the CAN trackpad to turn auto synchronization on or off. When the sync LED is yellow, the "SYNC" button has been pressed, but the conditions are not right for auto synchronization to engage. When the sync LED turns red, engine synchronization has been engaged. The engines will remain synchronized as long as engine speed is over 900 RPM for two seconds, remote control handles are positioned within 10% of each other, and the engines are below 95% throttle opening. To disengage the auto synchronization feature, press the "SYNC" button.



## Helm Transfer

### ⚠ WARNING

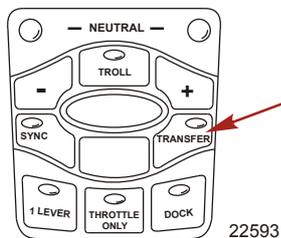
Avoid serious injury or death from loss of boat control. The boat operator should never leave the active station while engine is in gear. Helm transfer should only be attempted while both stations are manned. One-person helm transfer should only be performed while engine is in neutral.

**NOTE:** Neutral position is preferred when doing a station transfer. If conditions do not allow the remote control to be placed in the neutral position, a helm transfer can be done while in gear.

The helm transfer function allows the boat operator to select which helm is in control of engine operation. Pressing the "TRANSFER" button two times allows engine control to be transferred to a new helm. When a helm transfer is initiated, the control will automatically start adjusting engine RPM and gear position to match the control handle setting at the new helm. Adjust the control handles to the desired throttle and gear position.

Once the "TRANSFER" button is pressed, the transfer LED will light up and one beep will sound. Press the "TRANSFER" button again to complete the helm transformation. When helm transformation is complete, another beep will sound and the transfer LED will turn off.

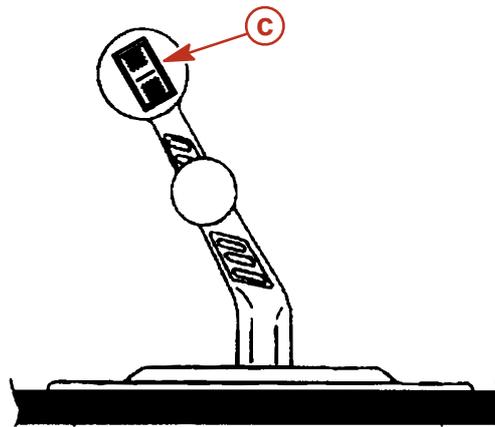
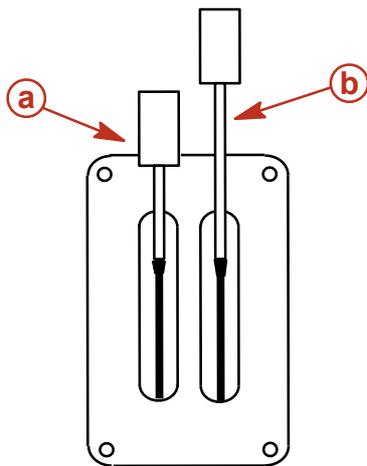
**NOTE:** There is a 10 second time frame to complete a helm transfer. If the helm transfer is not completed, the action will be cancelled and a double beep will sound. Pressing the "TRANSFER" button again will reinitiate a helm transfer.



## Synchronizing Helms Prior to Transfer

Pressing the "TRANSFER" button allows the boat operator 10 seconds to match up the control handle settings at the new helm with the handle settings that are at the old (to be inactive) helm. If the handles are not matched, the neutral lights will flash. The light blinks faster as the handles are nearing match position. Once the light stays on continuously, the handles are matched and the button can be pressed again to complete the transfer. This completes the transfer process, and gives control to the new station. If the helm transfer is not completed within 10 seconds, the action will be cancelled.

## Zero Effort Features



- a - Shift lever
- b - Throttle lever
- c - Trim/tilt switch

5656

**Shift lever** - Shift functions are controlled by the movement of the shift lever. Shift into reverse by moving the shift lever to its aft position. Shift into neutral by moving the shift lever to its center position. Shift into forward by moving the shift lever to its forward position.

**Throttle lever** - Throttle functions are controlled by the movement of the throttle lever. Increase the RPM by moving the throttle lever forward. Achieve wide-open throttle (WOT) by placing the throttle lever in its full forward position. Decrease RPM by moving the throttle lever back. Achieve minimum RPM (idle) by placing the throttle lever in its full aft position.

**Trim/tilt switch** - Refer to **Power Trim**.

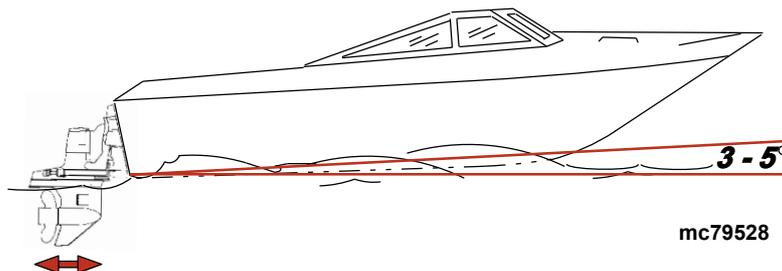
## Power Trim

Power trim allows the operator to adjust the sterndrive angle while underway, to provide the ideal boat angle for varying load and water conditions. Also, the trailering feature allows the operator to raise and lower the sterndrive unit for trailering, beaching, launching, low speed (below 1200 RPM engine speed), and shallow water operation.

### ⚠ WARNING

Excessive trim can cause serious injury or death at high speeds. Use caution when trimming the sterndrive, and never trim out beyond the gimbal ring support flanges while the boat is underway or at engine speeds above 1200 RPM.

For best performance trim the sterndrive unit so that the boat bottom is at a 3–5° angle to the water.

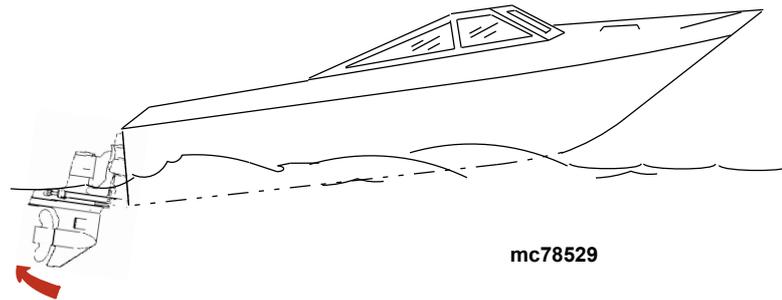


mc79528

Trimming sterndrive unit up/out can:

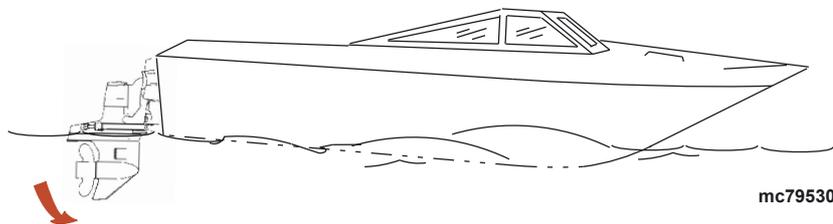
- Generally increase top speed
- Increase clearance over submerged objects or a shallow bottom
- Cause boat to accelerate and plane off slower
- In excess, cause boat porpoising (bouncing) or propeller ventilation

- Cause engine overheating if trimmed up/out to a point where any cooling water intake holes are above the waterline



Trimming sterndrive unit down/in can:

- Help the boat accelerate and plane off quicker
- Generally improve the ride in choppy water
- In most cases, reduce boat speed
- If in excess, lower the bow of some boats to a point at which they begin to plow with their bow in the water while on plane. This can result in an unexpected turn in either direction called bow steering or over steering if any turn is attempted or if a significant wave is encountered.



## Single Engine Trim/Trailer

Single engine applications will have a button that can be pressed to trim the sterndrive unit up or down.

To raise the sterndrive unit for trailering, beaching, launching, low speed (below 1200 RPM), and shallow water operation push the trim button to raise the sterndrive unit to the full up/out position.

Some controls also have a trailer button that trims the sterndrive to a position suitable for trailer purposes only.

**NOTE:** The DTS control system limits the extent to which the sterndrive unit can be trimmed up/out when engine speed is above 3500 RPM.

## Dual Engine Trim/Trailer

### NOTICE

If using external tie bars, raising or lowering the drives independently of each other can damage the drive and steering systems. If using an external tie bar, raise and lower all drives together as a unit.

Dual engine applications may have a single integral button to operate both sterndrive units simultaneously or may have separate buttons for each sterndrive unit.

Some controls also have a trailer button that trims the sterndrives to a position suitable for trailer purposes only.

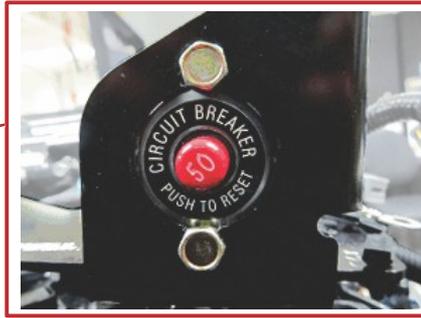
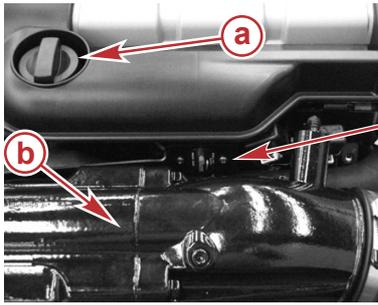
## Electrical System Overload Protection

If an electrical overload occurs, a fuse will blow or the circuit breaker will open. The cause must be found and corrected before replacing the fuse or resetting the circuit breaker.

**NOTE:** In an emergency, when you must operate the engine and cannot locate the cause for the high current draw, turn off or disconnect all accessories connected to the engine and instrumentation wiring. Reset the circuit breaker. If the breaker remains open, the electrical overload has not been eliminated. Contact your authorized dealer.

## Section 2 - Getting to Know Your Power Package

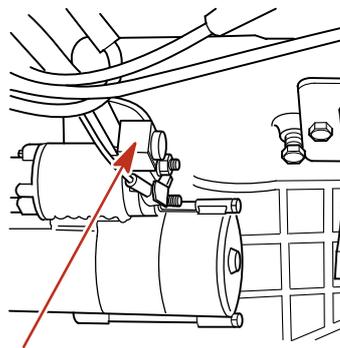
The circuit breaker provides protection for the engine wiring harness and the instrumentation power lead. To reset the circuit breaker, remove the engine cover and push the red button.



- a - Oil fill cap
- b - Port exhaust manifold

51315

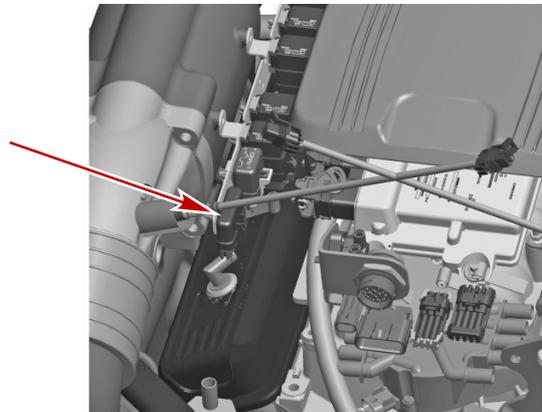
A 90-amp fuse, located on the large post of the starter solenoid, protects the engine wiring harness if an electrical overload occurs.



mc74907-1

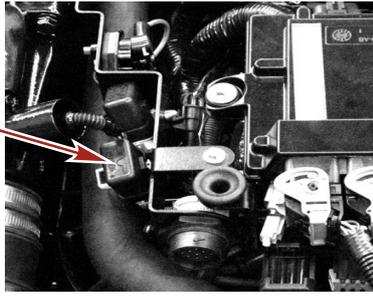
90-amp fuse

Four fuses, located on the port side of the engine, protect various electronic fuel injection (EFI) circuits.



33214

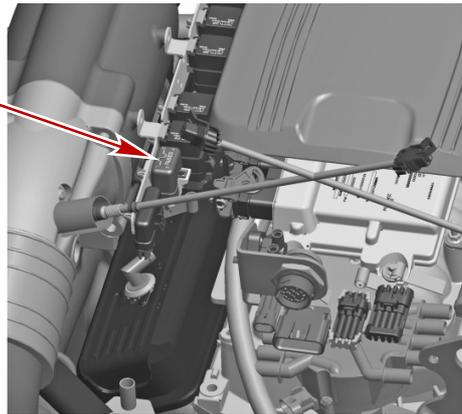
Engine fuses—5.0 MPI EC



45307

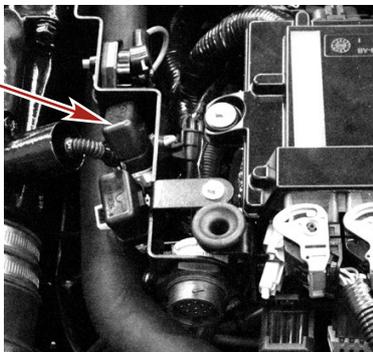
Engine fuses—4.3 MPI EC, cover removed for clarity

Two 10-amp fuses protect the O<sub>2</sub> (oxygen) sensors. These are located at the rear of the engine, near the 14-pin connector.



33177

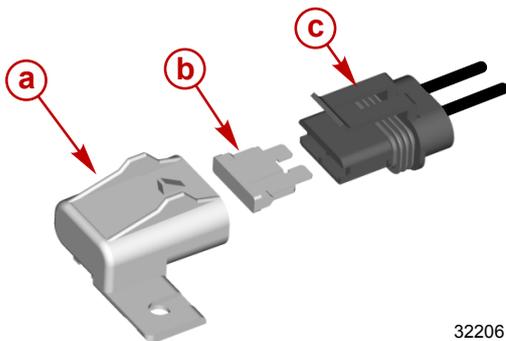
Oxygen sensor fuses—5.0 MPI EC



45308

Oxygen sensor fuses—4.3 MPI EC, cover removed for clarity

A 15-amp accessory fuse protects the accessory circuits. This fuse is located at the rear of the engine.

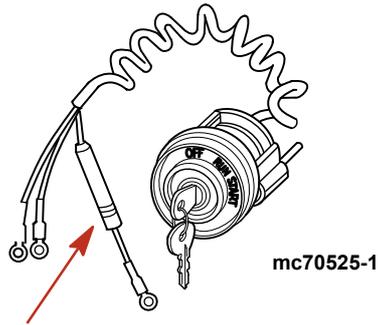


- a - Cover
- b - 15-amp fuse
- c - Accessory harness

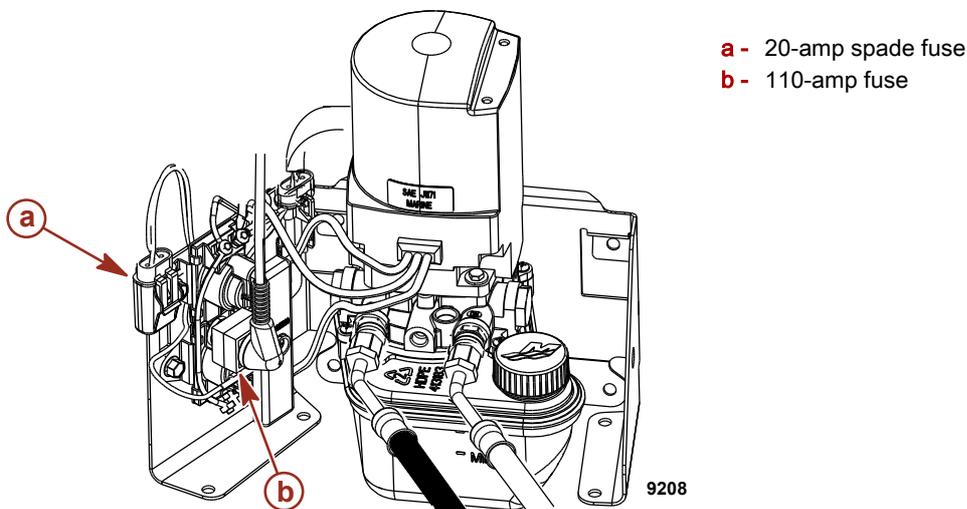
32206

## Section 2 - Getting to Know Your Power Package

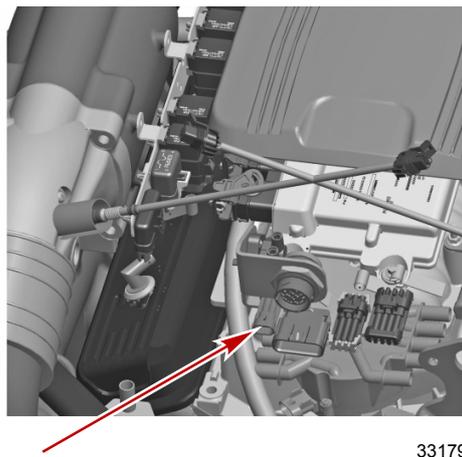
A 20-amp fuse may be located in the ignition switch "I" terminal lead to protect the electrical system. Check for an open fuse or an open circuit breaker if the ignition key is turned to the "START" position and nothing happens.



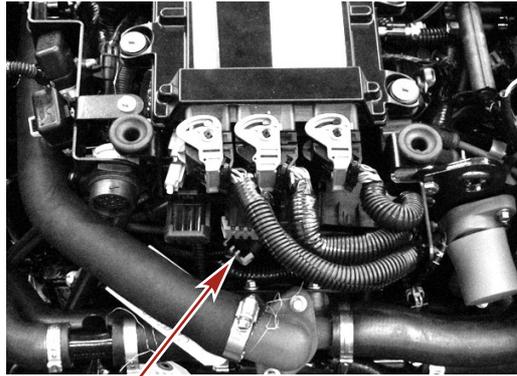
The power trim system is protected from overload by both a 110-amp fuse and a 20-amp spade fuse on the power trim pump. The trim pump may also have an in-line circuit protection device in the power trim positive lead near the battery switch or battery connection.



A power harness, connected to the engine starting battery, minimizes voltage drop to the electrical system. This harness is protected by a 5-amp fuse. This connection is located at the rear of the engine, near the 14-pin connector.



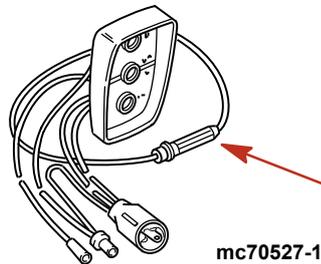
Power harness connection—5.0 MPI EC



45309

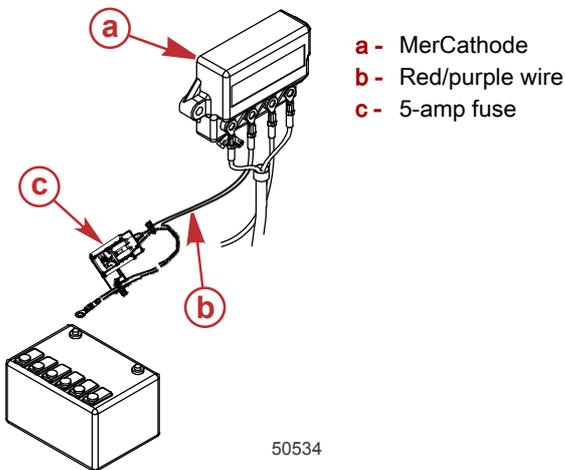
Power harness connection—4.3 MPI EC, cover removed for clarity

The three-button power trim control panel is protected by a 20-amp in-line fuse.



mc70527-1

The MerCathode system has a 5-amp fuse which connects to the positive (+) terminal on the controller. If the fuse is open, the system will not operate resulting in a loss of corrosion protection.



50534

## Visual and Audio Warning Systems

### Service Engine Light and OBD-M MIL Kit

Boats powered by emissions control technology (ECT) catalyzed engines must be equipped with a SmartCraft-enabled gauge capable of displaying the service engine icon, or a dash-mounted service engine light. Malfunction indicator lamp (MIL) kits containing a dash-mounted service engine light and a special harness that connects to the engine harness may be purchased separately.

## Section 2 - Getting to Know Your Power Package

The service engine icon or MIL will provide a visual indication of a malfunction with the engine's emission control system and will remain illuminated while the OBD-M fault is active.



SC 1000 gauge and service engine light

### Testing the OBD-M Malfunction Indicator Lamp (MIL)

1. Turn the ignition switch to the on position without cranking the engine.
2. The service engine icon and MIL will remain illuminated for four seconds if the visual indication system is functioning correctly.

### Audio Warning System

**IMPORTANT:** The audio warning system alerts the operator that a problem has occurred. It does not protect the engine from damage.

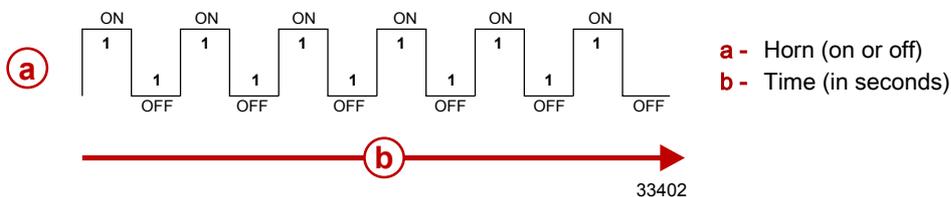
The Mercury MerCruiser power package may be equipped with an audio warning system. Most faults cause the warning horn circuit to activate. How the warning horn activates depends on the severity of the problem.

There are two warning horn states:

- Caution
- Severe

#### Caution

If a caution state is detected, the audio warning system will sound for six one-second intervals.



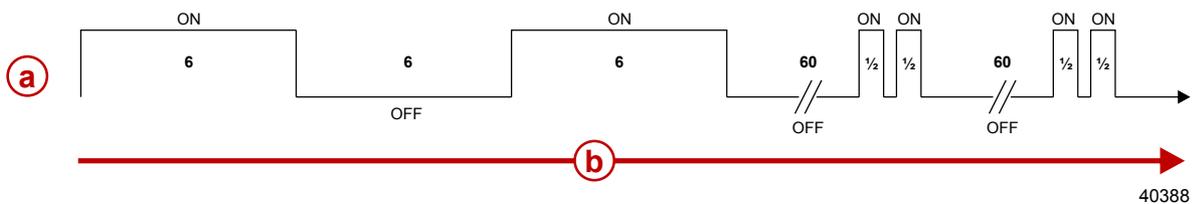
Below are some examples of a caution state:

- Drive oil is low (sterndrive models only)
- Sensor failure

#### Severe

**IMPORTANT:** Operators are advised to contact an authorized Mercury MerCruiser dealer if a severe fault is activated.

If a severe state is detected, the audio warning system sounds for six seconds, turns off for six seconds, and sounds for six more seconds. Then the audio warning system sounds for two half-second intervals every sixty seconds.



- a - Horn (on or off)
- b - Time (in seconds)

Below are some examples of a severe state:

- Transmission fluid temperature is too hot (inboard models only)
- Engine oil pressure is too low
- Engine temperature is too hot
- Seawater pressure is too low
- Transmission pressure is low (inboard models only)

### **Testing the Audio Warning System**

1. Turn the ignition switch to the on position without cranking the engine.
2. Listen for the audio alarm. The alarm will sound if the system is functioning correctly.

### **Guardian Strategy**

Engine Guardian reduces the potential for engine damage by restricting engine power when the propulsion control module (PCM) detects a potential problem. Below are some examples of what Engine Guardian monitors on emission control models:

- Oil pressure
- Engine overspeed
- Exhaust manifold temperature
- Seawater pressure
- Engine coolant temperature

**IMPORTANT: Guardian can reduce power anywhere from 100% to idle, depending on the severity of the problem. If forced to idle, boat speed might not respond to throttle operation.**

The PCM stores the fault for diagnostics. For example, if the water inlet becomes partially blocked, Guardian reduces the available power level of the engine to help prevent damage from decreased water flow to the engine. If the debris passes through, and full water flow is restored, Guardian restores engine power to normal. To avoid recurrence of the problem, contact an authorized Mercury MerCruiser dealer.

As another example, Transmission Guardian is a MerCruiser DTS feature that protects transmissions from clutch damage. Transmission Guardian monitors the clutch pack pressure in forward and reverse gears. If the transmission fluid pressure drops below a predetermined level, Transmission Guardian lowers the engine torque and speed to prevent clutch slippage. To avoid possible recurrence of the problem, you should contact an authorized dealer. The ECM stores the fault and with this information the technician will be able to more rapidly diagnose problems.

Notes:

## Section 3 - On the Water

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## Additional Operation Instructions for Axius Systems

If your boat has DTS engines equipped with an Axius system, refer also to the **Axius Operation Manual** included with the boat.

### Safe Boating Suggestions

To safely enjoy the waterways, familiarize yourself with local and all other governmental boating regulations and restrictions and consider the following suggestions.

#### **Know and obey all nautical rules and laws of the waterways.**

- We recommend that all powerboat operators complete a boating safety course. In the U.S., the U.S. Coast Guard Auxiliary, the Power Squadron, the Red Cross, and your state or provincial boating law enforcement agency provide courses. For more information in the U.S., call the Boat U.S. Foundation at 1-800-336-BOAT (2628).

#### **Perform safety checks and required maintenance.**

- Follow a regular schedule and ensure that all repairs are properly made.

#### **Check safety equipment onboard.**

- Here are some suggestions of the types of safety equipment to carry when boating:
  - Approved fire extinguishers
  - Signal devices: flashlight, rockets or flares, flag, and whistle or horn
  - Tools necessary for minor repairs
  - Anchor and extra anchor line
  - Manual bilge pump and extra drain plugs
  - Drinking water
  - Transistor radio
  - Paddle or oar
  - Spare propeller, thrust hubs, and an appropriate wrench
  - First aid kit and instructions
  - Waterproof storage containers
  - Spare operating equipment, batteries, bulbs, and fuses
  - Compass and map or chart of the area
  - Personal flotation device (one per person onboard)

#### **Watch for signs of weather change and avoid foul weather and rough-sea boating.**

#### **Tell someone where you are going and when you expect to return.**

#### **Passenger boarding.**

- Stop the engine whenever passengers are boarding, unloading, or are near the back (stern) of the boat. Shifting the drive unit into neutral is not sufficient.

#### **Use personal flotation devices.**

- Federal Law requires that there be a U.S. Coast Guard approved life jacket (personal flotation device), correctly sized and readily accessible for every person onboard, plus a throwable cushion or ring. We strongly advise that everyone wear a life jacket at all times while in the boat.

#### **Prepare other boat operators.**

- Instruct at least one person onboard in the basics of starting and operating the engine and boat handling in case the driver becomes disabled or falls overboard.

#### **Do not overload your boat.**

- Most boats are rated and certified for maximum load (weight) capacities (refer to your boat capacity plate). Know your boat's operating and loading limitations. Know if your boat will float if full of water. When in doubt, contact your authorized Mercury MerCruiser dealer or the boat manufacturer.

#### **Ensure that everyone in the boat is properly seated.**

- Do not allow anyone to sit or ride on any part of the boat that was not intended for such use. This includes the backs of seats, gunwales, transom, bow, decks, raised fishing seats and any rotating fishing seat; anywhere that sudden unexpected acceleration, sudden stopping, unexpected loss of boat control, or sudden boat movement could cause a person to be thrown overboard or into the boat. Ensure that all passengers have a proper seat and are in it before any boat movement.

**Never be under the influence of alcohol or drugs while boating (it is the law).**

- They impair your judgment and greatly reduce your ability to react quickly.

**Know your boating area and avoid hazardous locations.****Be alert.**

- The operator of the boat is responsible by law to maintain a proper lookout by sight and hearing. The operator must have an unobstructed view particularly to the front. No passengers, load, or fishing seats should block the operator's view when the boat is above idle or planing transition speed. Watch out for others, the water, and your wake.

**Never drive your boat directly behind a water skier in case the skier falls.**

- As an example, your boat traveling at 40 km/h (25 mph) will overtake a fallen skier who was 61 m (200 ft) in front of you in five seconds.

**Watch fallen skiers.**

- When using your boat for waterskiing or similar activities, always keep a fallen or down skier on the operator's side of the boat while returning to attend to the skier. The operator should always have the down skier in sight and never back up to the skier or anyone in the water.

**Report accidents.**

- Boat operators are required by law to file a Boating Accident Report with their state boating law enforcement agency when their boat is involved in certain boating accidents. A boating accident must be reported if 1) there is loss of life or probable loss of life, 2) there is personal injury requiring medical treatment beyond first aid, 3) there is damage to boats or other property where the damage value exceeds \$500.00, or 4) there is complete loss of the boat. Seek further assistance from local law enforcement.

## Carbon Monoxide Exposure

### Be Alert To Carbon Monoxide Poisoning

Carbon monoxide (CO) is a deadly gas that is present in the exhaust fumes of all internal combustion engines, including the engines that propel boats, and the generators that power boat accessories. By itself, CO is odorless, colorless, and tasteless, but if you can smell or taste engine exhaust, you are inhaling CO.

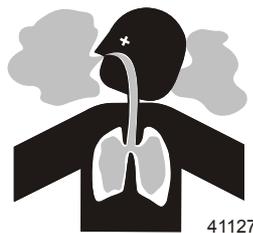
Early symptoms of carbon monoxide poisoning, which are similar to the symptoms of seasickness and intoxication, include headache, dizziness, drowsiness, and nausea.

#### **⚠ WARNING**

Inhaling engine exhaust gases can result in carbon monoxide poisoning, which can lead to unconsciousness, brain damage, or death. Avoid exposure to carbon monoxide.

Stay clear from exhaust areas when engine is running. Keep the boat well-ventilated while at rest or underway.

### Stay Clear of Exhaust Areas



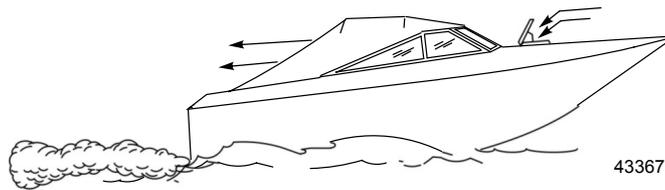
Engine exhaust gases contain harmful carbon monoxide. Avoid areas of concentrated engine exhaust gases. When engines are running, keep swimmers away from the boat, and do not sit, lie, or stand on swim platforms or boarding ladders. While underway, do not allow passengers to be positioned immediately behind the boat (platform dragging, teak/body surfing). This dangerous practice not only places a person in an area of high engine exhaust concentration, but also subjects them to the possibility of injury from the boat propeller.

### Good Ventilation

Ventilate the passenger area, open side curtains or forward hatches to remove fumes.

**Section 3 - On the Water**

Example of desired air flow through the boat:



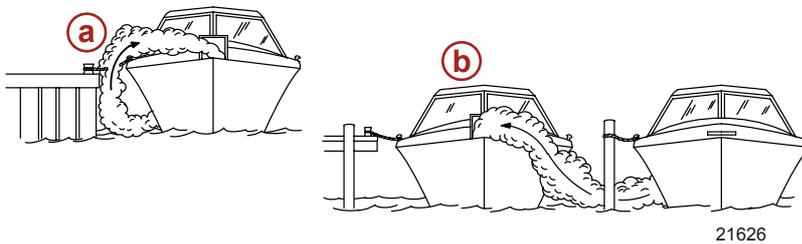
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**Poor Ventilation**

Under certain running or wind conditions, permanently enclosed or canvas enclosed cabins or cockpits with insufficient ventilation may draw in carbon monoxide. Install one or more carbon monoxide detectors in your boat.

Although the occurrence is rare, on a very calm day, swimmers and passengers in an open area of a stationary boat that contains or is near a running engine may be exposed to a hazardous level of carbon monoxide.

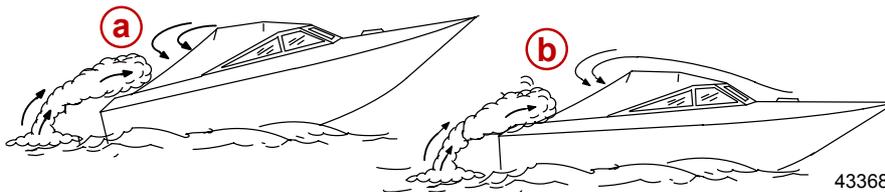
1. Examples of poor ventilation while the boat is stationary:



21626

- a - Operating the engine when the boat is moored in a confined space
- b - Mooring close to another boat that has its engine operating

2. Examples of poor ventilation while the boat is moving:



43368

- a - Operating the boat with the trim angle of the bow too high
- b - Operating the boat with no forward hatches open (station wagon effect)

**Basic Boat Operation (Non-DTS Models)**

**Launching and Boat Operation**

**IMPORTANT:** Install bilge drain plug prior to launching boat.

**Operation Chart**

| Operation Chart           |  |  |  |
|---------------------------|--|--|--|
| BEFORE STARTING           | AFTER STARTING   | WHILE UNDERWAY   | AFTER STOPPING                             |
| Install bilge drain plug. | Observe all gauges to check condition of engine. If not normal, stop engine. | Observe all gauges to check condition of engine. If not normal, stop engine. | Turn ignition key to the "OFF" position.   |
| Open engine hatch.        | Check for fuel, oil, water, fluid, and exhaust leaks.                        | Listen for the audio alarm.  | Turn battery switch to the "OFF" position. |

| Operation Chart   |   |                |                                       |
|---|---|----------------|---------------------------------------|
| BEFORE STARTING   | AFTER STARTING                              | WHILE UNDERWAY | AFTER STOPPING                        |
| Turn battery switch on.   | Check shift and throttle control operation. |                | Close fuel shut off valve.            |
| Operate bilge blowers.  | Check steering operation.                   |                | Close seacock, if equipped.           |
| Open fuel shut off valve.   |   |                | Flush cooling system if in saltwater. |
| Open seacock, if equipped.  |   |                | Drain bilge.                          |
| Close the drain system.   |   |                |                                       |
| Place sterndrive unit in full down/in position.   |   |                |                                       |
| Check the engine oil.   |   |                |                                       |
| Perform all other checks specified by your dealer and/or boatbuilder.                         |   |                |                                       |
| Listen for the audio warning alarm to sound when the ignition switch is in the "ON" position. |   |                |                                       |

## Starting and Stopping the Engine

**NOTE:** Only perform those functions applicable to your power package.

### Starting the Engine

1. Check all items listed in the **Operation Chart**.
2. Place the remote control handle in neutral.

#### NOTICE

**Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.**

#### ⚠ WARNING

**Explosive fumes contained in the engine compartment can cause serious injury or death from fire or explosion. Before starting the engine, operate the bilge blower or vent the engine compartment for at least five minutes.**

3. Turn ignition key to "START." Release key when engine starts and allow switch to return to "ON" position. Allow engine to warm up (6–10 minutes on first start of the day).
4. If engine does not start after three attempts:
  - a. Push the **throttle only** button and position the remote control handle/throttle lever to the 1/4 throttle position.
  - b. Turn ignition key to "START." Release key when engine starts and allow switch to return to "ON" position.
5. If engine does not start after step 4:
  - a. Move the remote control handle/throttle lever to full throttle position, then return to 1/4 throttle.
  - b. Turn ignition key to "START." Release key when engine starts and allow switch to return to "ON" position.
6. Inspect the power package for fuel, oil, water, and exhaust leaks.
7. Move control handle with a firm, quick motion forward to shift to forward gear, or backward to shift to reverse. After shifting, advance throttle to desired setting.

#### NOTICE

**Shifting into gear at engine speeds above idle will damage the drive system. Shift the drive into gear only when the engine is operating at idle.**

### Stopping the Engine

1. Move the remote control handle to neutral/idle and allow the engine to slow to idle speed. If engine has been operated at high speed for a long period of time, allow the engine to cool at idle speed for 3–5 minutes.

## Section 3 - On the Water

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2. Turn ignition key to the "OFF" position.

### Starting the Engine After It Has Been Stopped While In Gear

**IMPORTANT:** Avoid stopping the engine if the sterndrive unit is in gear. If the engine does stop, refer to the following procedure:

1. Push and pull repeatedly on the remote control handle until handle returns to the neutral/idle position. This may take several tries if the power package was operating above idle RPM when the engine stopped.
2. After the handle returns to the neutral/idle position, resume normal starting procedures.

### Throttle Only Operation

1. Refer to **Remote Controls** section for remote control features.
2. Move the control lever to the idle/neutral position.
3. Depress and hold the throttle only button, and move the control lever to the idle/forward or idle/reverse position.
4. Advancing the control lever beyond the idle/forward or idle/reverse position will cause engine speed to increase.  
**IMPORTANT:** Moving the control lever back to the idle/neutral position will disengage the throttle only button and allow the engine to shift into gear.
5. Throttle only mode is deactivated by moving the control lever to the idle/neutral position. Moving the control lever from the idle/neutral position to the idle/forward or idle/reverse position without pressing the throttle only button will shift the unit into the chosen gear.

### Trailing the Boat

Your boat can be trailered with the sterndrive unit in the up or down position. Adequate clearance is required between the road and sterndrive when transporting.

If adequate road clearance is a problem, place the sterndrive unit in full trailer position and support it with an optional trailer kit which is available from your authorized Mercury MerCruiser dealer.

### Freezing Temperature Operation

**IMPORTANT:** If the boat is operated during periods of freezing temperature, precautions must be taken to prevent freeze damage to the power package. Damage caused by freezing is not covered by Mercury MerCruiser Limited Warranty.

### Drain Plug and Bilge Pump

The engine compartment in your boat is a natural place for water to collect. For this reason, boats are normally equipped with a drain plug and/or a bilge pump. It is very important to check these items on a regular basis to ensure that the water level does not come into contact with your power package. Components on your engine will be damaged if submerged. Damage caused by submersion is not covered by the Mercury MerCruiser Limited Warranty.

## Basic Boat Operation (DTS Models)

### Launching and Boat Operation

**IMPORTANT:** Install bilge drain plug prior to launching boat.

#### Operation Chart

| Operation Chart           |  |  |  |
|---------------------------|--|--|--|
| BEFORE STARTING           | AFTER STARTING   | WHILE UNDERWAY   | AFTER STOPPING                             |
| Install bilge drain plug. | Observe all gauges to check condition of engine. If not normal, stop engine. | Observe all gauges to check condition of engine. If not normal, stop engine. | Turn ignition key to the "OFF" position.   |
| Open engine hatch.        | Check for fuel, oil, water, fluid, and exhaust leaks.                        | Listen for the audio alarm.  | Turn battery switch to the "OFF" position. |

| Operation Chart   |   |                |                                       |
|---|---|----------------|---------------------------------------|
| BEFORE STARTING   | AFTER STARTING                              | WHILE UNDERWAY | AFTER STOPPING                        |
| Turn battery switch on.   | Check shift and throttle control operation. |                | Close fuel shut off valve.            |
| Operate bilge blowers.  | Check steering operation.                   |                | Close seacock, if equipped.           |
| Open fuel shut off valve.   |   |                | Flush cooling system if in saltwater. |
| Open seacock, if equipped.  |   |                | Drain bilge.                          |
| Close the drain system.   |   |                |                                       |
| Place sterndrive unit in full down/in position.   |   |                |                                       |
| Check the engine oil.   |   |                |                                       |
| Perform all other checks specified by your dealer and/or boatbuilder.                         |   |                |                                       |
| Listen for the audio warning alarm to sound when the ignition switch is in the "ON" position. |   |                |                                       |

## Starting and Stopping the Engine

**NOTE:** Perform only those functions applicable to your power package.

### Starting the Engine

1. Check all items listed in the **Operation Chart**.
2. Place the remote control handle in neutral.

### NOTICE

Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.

### ⚠ WARNING

Explosive fumes contained in the engine compartment can cause serious injury or death from fire or explosion. Before starting the engine, operate the bilge blower or vent the engine compartment for at least five minutes.

**NOTE:** MerCruiser DTS models are equipped with SmartStart. The SmartStart feature incorporates push button starting. Rather than holding the start button or key switch to start the engine and then releasing it when the engine starts, SmartStart completely controls the starting process. When the start button is pushed, the DTS system signals the engine PCM to start the engine. If the engine does not start, the starting process times out after a few seconds or when the engine reaches 400 RPM. Attempting to start the engine with the engine already running will turn the engine off.

3. Turn ignition key to "RUN" position.
4. Turn the ignition key switch to the "START" position then release, or depress the start/stop button and release. If the engine is cold, allow the engine to operate at idle for 6–10 minutes or until the engine temperature reaches 60° C (140° F).
5. If the engine does not start after three attempts:
  - a. Push the throttle only button and position the remote control handle or throttle lever to the 1/4 throttle position.
  - b. Turn the ignition key to "START." Release key when the engine starts and allow the switch to return to the "ON" position.
6. If the engine does not start after step 5:
  - a. Move the remote control handle throttle lever to the full throttle position, then return to 1/4 throttle.
  - b. Turn the ignition key to "START." Release key when the engine starts and allow the switch to return to the "ON" position.
7. Inspect the power package for fuel, oil, water, and exhaust leaks.
8. Move the control handle with a firm, quick motion forward to shift to forward gear, or backward to shift to reverse. After shifting, advance throttle to desired setting.

## NOTICE

Shifting into gear at engine speeds above idle will damage the drive system. Shift the drive into gear only when the engine is operating at idle.

### Stopping the Engine

1. Move the remote control handle to neutral/idle and allow the engine to slow to idle speed. If engine has been operated at high speed for a long period of time, allow the engine to cool at idle speed for 3–5 minutes.
2. The engine can be stopped by any one of the following four methods:
  - a. Move the ignition key switch to the "ACCESSORY" or "OFF" position. The engine will stop and the control system will be deactivated.
  - b. Depress the start/stop button, if equipped. The engine will stop and the control system will remain active.
  - c. Momentarily move the ignition key switch to the "START" position, then release immediately. The control system will recognize that the engine is running and will stop the engine. The control system will remain active. Moving the ignition key switch to the "START" position again will issue a start request to the control system and the control system will start the engine, if appropriate.
  - d. Activate the lanyard stop switch, if equipped. The engine will stop, but the control system will remain active. The control system will not allow the engine to start if the lanyard stop switch is activated.

### Throttle Only Operation

**NOTE:** When operating in throttle only (neutral) mode, the DTS control system will not allow the engine speed to increase above 3500 RPM.

**Zero effort remote controls:** Zero effort remote controls have separate throttle control and shift control levers. Advancing the throttle control lever beyond the idle position while the shift control lever is in the neutral position will cause engine speed to increase, but only up to the maximum neutral engine speed of 3500 RPM.

## WARNING

The Digital Throttle and Shift (DTS) Zero Effort control can shift the engine or transmission at speeds greater than idle, causing unexpected boat movement, which may result in injury, death, or property damage due to loss of boat control. Always place the throttle control lever in the idle position before moving the shift control lever into forward or reverse gear position.

**Panel mount and console mount remote controls:** Panel mount and console mount remote controls are equipped with a throttle only button. To activate throttle only mode:

1. Refer to **Remote Controls** section for remote control features.
2. Move the control lever to the idle/neutral position.
3. Depress the throttle only button, and move the control lever to the idle/forward or idle/reverse position. The DTS control system will sound two beeps on the audio warning horn to indicate throttle only mode is active. On console mount remote controls, the neutral light will begin to blink.
4. Advancing the control lever beyond the idle/forward or idle/reverse position will cause engine speed to increase.  
**IMPORTANT: Moving the control lever back to the idle/neutral position will deactivate the throttle only mode and allow the engine to shift into gear.**
5. Throttle only mode is deactivated by moving the control lever to the idle/neutral position. Moving the control lever from the idle/neutral position to the idle/forward or idle/reverse position without pressing the throttle only button will shift the unit into the chosen gear.

### Trailing the Boat

Your boat can be trailered with the sterndrive unit in the up or down position. Adequate clearance is required between the road and sterndrive when transporting.

If adequate road clearance is a problem, place the sterndrive unit in full trailer position and support it with an optional trailer kit which is available from your authorized Mercury MerCruiser dealer.

### Freezing Temperature Operation

**IMPORTANT:** If the boat is operated during periods of freezing temperature, precautions must be taken to prevent freeze damage to the power package. Damage caused by freezing is not covered by Mercury MerCruiser Limited Warranty.

## Drain Plug and Bilge Pump

The engine compartment in your boat is a natural place for water to collect. For this reason, boats are normally equipped with a drain plug and/or a bilge pump. It is very important to check these items on a regular basis to ensure that the water level does not come into contact with your power package. Components on your engine will be damaged if submerged. Damage caused by submersion is not covered by the Mercury MerCruiser Limited Warranty.

## Protecting People in the Water

### While You Are Cruising

It is very difficult for a person in the water to take quick action to avoid a boat heading in their direction, even at slow speeds.



Always slow down and exercise extreme caution any time you are boating in an area where there might be people in the water. Whenever a boat is moving (even coasting) and the gear shift is in neutral, there is sufficient force by the water on the propeller to cause the propeller to rotate. This neutral propeller rotation can cause serious injury.

### While Boat Is Stationary

#### **⚠ WARNING**

**A spinning propeller, a moving boat, or any solid device attached to the boat can cause serious injury or death to swimmers. Stop the engine immediately whenever anyone in the water is near your boat.**

Shift into neutral and shut off the engine before allowing people to swim or be in the water near your boat.

## High-Speed and High-Performance Operation

If your boat is considered a high-speed or high-performance boat and you are unfamiliar with its operation, we recommend that you never operate it at its high speed capability without first requesting an initial orientation and demonstration ride with your dealer or an operator experienced with your boat. For additional information, refer to **Hi-Performance Boat Operation** booklet (90-849250R03) from your dealer, distributor, or Mercury Marine.

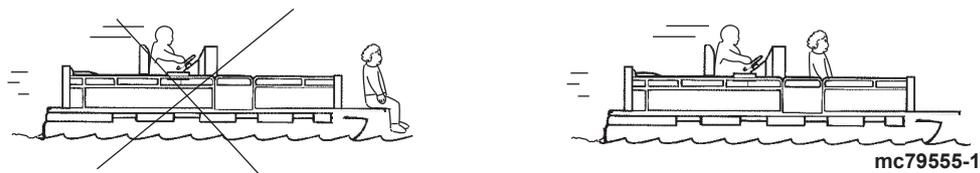
## Passenger Safety in Pontoon Boats and Deck Boats

Whenever the boat is in motion, observe the location of all passengers. Do not allow any passengers to stand or use seats other than those designated for traveling faster than idle speed. A sudden reduction in boat speed, such as plunging into a large wave or wake, a sudden throttle reduction, or a sharp change of boat direction, could throw them over the front of the boat. Falling over the front of the boat between the two pontoons will position them to be run over.

### Boats Having an Open Front Deck

No one should ever be on the deck in front of the fence while the boat is in motion. Keep all passengers behind the front fence or enclosure.

Persons on the front deck could easily be thrown overboard or persons dangling their feet over the front edge could get their legs caught by a wave and pulled into the water.



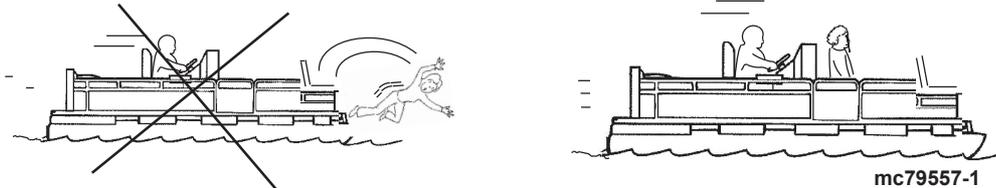
**⚠ WARNING**

Sitting or standing in an area of the boat not designed for passengers at speeds above idle can cause serious injury or death. Stay back from the front end of deck boats or raised platforms and remain seated while the boat is in motion.

### Boats With Front-Mounted, Raised Pedestal Fishing Seats

Elevated fishing seats are not intended for use when the boat is traveling faster than idle or trolling speed. Sit only in seats designated for traveling at faster speeds.

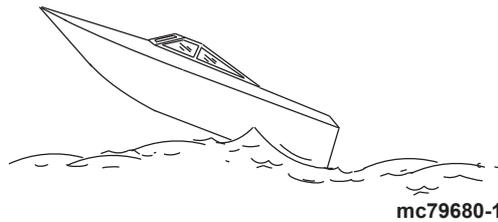
Any unexpected, sudden reduction in boat speed could result in the elevated passenger falling over the front of the boat.



### Wave and Wake Jumping

**⚠ WARNING**

Wave or wake jumping can cause serious injury or death from occupants being thrown within or out of the boat. Avoid wave or wake jumping whenever possible.



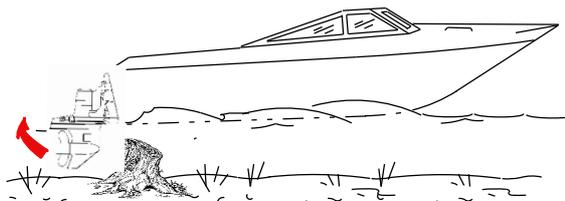
Operating recreational boats over waves and wakes is a natural part of boating. However, when this activity is done with enough speed to force the boat hull partially or completely out of the water, certain hazards arise, particularly when the boat reenters the water.

The primary concern is the boat changing direction while in the midst of the jump. In such cases the landing may cause the boat to violently veer in a new direction. Such a sharp change in direction or turn can cause occupants to be thrown out of their seats or out of the boat.

There is another less common hazardous result from allowing your boat to launch off of a wave or wake. If the bow of your boat pitches down far enough while airborne, upon water contact it may penetrate under the water surface and submarine for an instant. This will bring the boat nearly to a stop in an instant and can send the occupants flying forward. The boat may also veer sharply to one side.

### Impact with Underwater Hazards

Reduce speed and proceed with caution whenever you're driving a boat in shallow water or in areas where the waters are suspected of having underwater obstacles that could be struck by the underwater drive components, rudder, or the boat bottom.



mc79679-1

**IMPORTANT:** The most important thing you can do to help reduce injury or impact damage from striking a floating or underwater object is control the boat speed. Under these conditions, boat speed should be kept to a maximum speed of 24–40 km/h (15–25 mph).

Striking a floating/underwater object may result in an infinite number of situations. Some of these situations could result in the following:

- The boat could move suddenly in a new direction. Such a sharp change in direction or turn can cause occupants to be thrown out of their seats or out of the boat.
- A rapid reduction in speed. This will cause occupants to be thrown forward, even out of the boat.
- Impact damage to the underwater drive components, rudder, and/or boat.

Keep in mind, one of the most important things you can do to help reduce injury or impact damage in these situations is control the boat speed. Boat speed should be kept to a minimum planing speed when driving in waters known to have underwater obstacles.

After striking a submerged object, stop the engine as soon as possible and inspect the drive system for any broken or loose parts. If damage is present or suspected, the power package should be taken to an authorized Mercury MerCruiser dealer for a thorough inspection and necessary repair.

The boat should be checked for hull fractures, transom fractures, and water leaks.

Operating with damaged underwater drive components, rudder, or boat bottom could cause additional damage to other parts of the power package, or could affect control of the boat. If continued operation is necessary, do so at greatly reduced speeds.

### ⚠ WARNING

Operating a boat or engine with impact damage can result in product damage, serious injury, or death. If the vessel experiences any form of impact, have an authorized Mercury Marine dealer inspect and repair the vessel or power package.

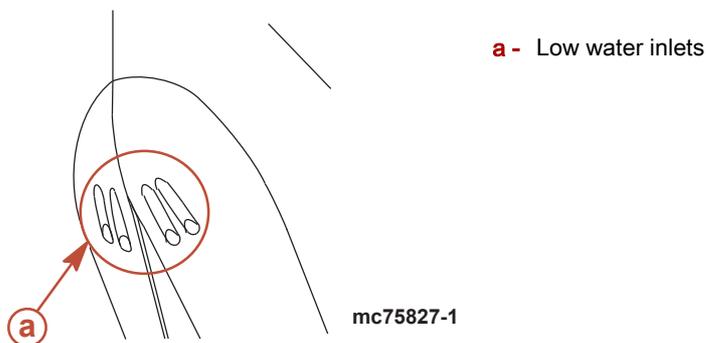
## Drive Unit Impact Protection

The power trim hydraulic system is designed to provide impact protection for the sterndrive unit. If a submerged object is struck while the boat is moving forward, the hydraulic system will cushion the kickup of the sterndrive unit as it clears the object, reducing damage to the unit. After the sterndrive unit has cleared the object, the hydraulic system allows the sterndrive unit to return to its original operating position, preventing loss of steering control and engine overspeed.

Use extreme caution when operating in shallow water or where underwater objects are known to be present. No impact protection is provided in reverse; use extreme care to prevent striking submerged objects while operating in reverse.

**IMPORTANT:** Impact protection system cannot be designed to ensure total protection from impact damage under all conditions.

## Operating with Low Water Inlets in Shallow Water



### NOTICE

Operating in shallow water can cause severe engine damage due to clogged water inlets. Ensure that the water inlets on the gearcase do not ingest sand, silt, or other debris, which can restrict or stop cooling water supply to the engine.

Extreme care should be exercised when operating a boat equipped with low water inlets while maneuvering in shallow water. Also, avoid beaching a boat with the engine operating.

## Conditions Affecting Operation

### Weight Distribution (Passengers and Gear) Inside the Boat

#### Shifting weight to rear (stern):

- Generally increases speed and engine RPM
- Causes bow to bounce in choppy water
- Increases danger of following wave splashing into the boat when coming off plane
- At extremes, can cause the boat to porpoise

#### Shifting weight to front (bow):

- Improves ease of planing
- Improves rough water ride
- At extremes, can cause the boat to veer back and forth (bow steer)

### The Bottom of the Boat

To maintain maximum speed, the boat bottom should be:

- Clean, free of barnacles and marine growth
- Free of distortion; nearly flat where it contacts the water
- Straight and smooth, fore and aft

Marine vegetation may accumulate when the boat is docked. This growth must be removed before operation; it may clog the water inlets and cause the engine to overheat.

### Cavitation

Cavitation occurs when water flow cannot follow the contour of a fast-moving underwater object, such as a gear housing or a propeller. Cavitation increases propeller speed while reducing boat speed. Cavitation can seriously erode the surface of the gear housing or the propeller. Common causes of cavitation are:

- Weeds or other debris snagged on the propeller
- Bent propeller blade
- Raised burrs or sharp edges on the propeller

### Ventilation

Ventilation is caused by surface air or exhaust gases that are introduced around the propeller resulting in propeller speed-up and a reduction in boat speed. Air bubbles strike the propeller blade and cause erosion of the blade surface. If allowed to continue, eventual blade failure (breakage) will occur. Excessive ventilation is usually caused by:

- Drive unit trimmed out too far
- A missing propeller diffuser ring
- A damaged propeller or gear housing, which allows exhaust gases to escape between propeller and gear housing
- Drive unit installed too high on transom

### Elevation and Climate

Elevation and climate changes will affect the performance of your power package. Loss of performance can be caused by:

- Higher elevations
- Higher temperatures
- Low barometric pressures
- High humidity

For you to have optimum engine performance under changing weather conditions, it is essential that the engine be propped to allow the engine to operate at or near the top end of the specified maximum RPM range with a normal boat load during your normal boating weather conditions.

In most cases, recommended RPM can be achieved by changing to a lower pitch propeller.

### Propeller Selection

**IMPORTANT:** The engines covered in this manual are equipped with an RPM rev-limiter that is set to an upper RPM limit. This limit, which is slightly above the normal operating range of the engine, helps prevent damage from excessive engine RPM. Once the RPM returns to the recommended operating RPM range, normal engine operation resumes.

The boat manufacturer and the selling dealer are responsible for equipping the power package with the correct propeller. Refer to Mercury Marine's web page [http://www.mercurymarine.com/everything\\_you\\_need\\_to\\_know\\_about\\_propellers6](http://www.mercurymarine.com/everything_you_need_to_know_about_propellers6).

Select a propeller that will allow the engine power package to operate at or near the top end of the recommended WOT operating RPM range with a normal load.

If full-throttle operation is below the recommended range, the propeller must be changed to prevent loss of performance and possible engine damage. On the other hand, operating an engine above the recommended operating RPM range will cause higher than normal wear and damage.

After initial propeller selection, the following common problems may require that the propeller be changed to a lower pitch.

- Warmer weather and greater humidity cause a loss of RPM.
- Operating in a higher elevation causes a loss of RPM.
- Operating with a dirty boat bottom causes a loss of RPM.
- Operating with increased load (additional passengers, pulling skiers) causes a loss of RPM.

For better acceleration, such as is needed for waterskiing, use the next lower pitch propeller. When not pulling skiers, do not operate at full throttle when using the lower pitch propeller.

## Getting Started

### 20-Hour Break-In Period

**IMPORTANT: The first 20 hours of operation is the engine break-in period. Correct break-in is essential to obtain minimum oil consumption and maximum engine performance. During this break-in period, the following rules must be observed:**

- Do not operate below 1500 RPM for extended periods of time for the first 10 hours. Shift into gear as soon as possible after starting and advance the throttle above 1500 RPM if conditions permit safe operation.
- Do not operate at one speed consistently for extended periods.
- Do not exceed 3/4 throttle during the first 10 hours. During the next 10 hours, occasional operation at full throttle is permissible (five minutes at a time maximum).
- Avoid full throttle acceleration from idle speed.
- Do not operate at full throttle until the engine reaches normal operating temperature.
- Frequently check engine oil level. Add oil as needed. It is normal for oil consumption to be high during the break-in period.

### After the Break-In Period

To help extend the life of your Mercury MerCruiser power package, follow these recommendations:

- Ensure that propeller allows the engine to operate at or near the top of the specified wide-open throttle (WOT) RPM range. Refer to **Specifications** and **Maintenance**.
- Operate the engine at 3/4 throttle or lower. Refrain from prolonged operation at WOT RPM.
- Change the engine oil and oil filter. Refer to **Maintenance**.

### End of First Season Checkup

At the end of the first season of operation, contact an authorized Mercury MerCruiser dealer to discuss and/or perform scheduled maintenance items. If you are in an area where the product is operated continuously, year-round, you should contact your dealer at the end of the first 100 hours of operation or once yearly, whichever occurs first.

**Notes:**

## Section 4 - Specifications

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## Fuel Requirements

### NOTICE

Running out of fuel can damage catalyst components. Do not allow the fuel tanks to become empty during operation.

**IMPORTANT:** Use of improper gasoline can damage your engine. Engine damage resulting from the use of improper gasoline is considered misuse of the engine and will not be covered under the limited warranty.

## Fuel Ratings

Mercury MerCruiser engines will operate satisfactorily with any major brand of unleaded gasoline that meets the following specifications:

**USA and Canada** - A posted pump octane rating of 87 (R+M)/2, minimum. Premium gasoline 92 (R+M)/2 octane is also acceptable. Do not use leaded gasoline.

**Outside USA and Canada** - A posted pump octane rating of 91 RON, minimum. Premium gasoline (98 RON) is also acceptable. If unleaded gasoline is not available, use a major brand of leaded gasoline.

## Using Reformulated (Oxygenated) Gasoline (USA Only)

Reformulated gasoline is required in certain areas of the USA and is acceptable for use in your Mercury MerCruiser engine. The two types of oxygenates used in these fuels are alcohol (ethanol) and ether (MTBE or ETBE). If ethanol is the oxygenate that is used in the gasoline in your area, refer to **Gasoline Containing Alcohol**.

## Gasoline Containing Alcohol

If the gasoline in your area contains either methanol (methyl alcohol) or ethanol (ethyl alcohol), be aware of possible adverse effects. These adverse effects are more severe with methanol and worsen according to the percentage of alcohol in the fuel. Alcohol in gasoline can absorb moisture from the air, causing the water and the alcohol to separate from the gasoline in the fuel tank.

**IMPORTANT:** The fuel system components on your Mercury MerCruiser engine will withstand up to 10% alcohol content in the gasoline. We do not know what percentage your boat's fuel system will withstand. Contact your boat manufacturer for specific recommendations on your boat's fuel system components (fuel tanks, fuel lines, and fittings).

Be aware that gasoline containing alcohol may cause increased:

- Corrosion of metal parts
- Deterioration of rubber or plastic parts
- Fuel permeation through the rubber fuel lines
- Starting and operating difficulties

### WARNING

Fuel leakage is a fire or explosion hazard, which can cause serious injury or death. Periodically inspect all fuel system components for leaks, softening, hardening, swelling, or corrosion, particularly after storage. Any sign of leakage or deterioration requires replacement before further engine operation.

**IMPORTANT:** If you use gasoline that contains or might contain alcohol, you must increase the frequency of inspection for leaks and abnormalities.

**IMPORTANT:** When operating a Mercury MerCruiser engine on gasoline containing alcohol, do not store the gasoline in the fuel tank for long periods. Cars normally consume alcohol-blend fuels before they can absorb enough moisture to cause trouble, boats often sit idle long enough for phase separation to take place. Internal corrosion may take place during storage if alcohol has washed protective oil films from internal components.

## Engine Oil

For optimum engine performance and maximum protection, use the following oil:

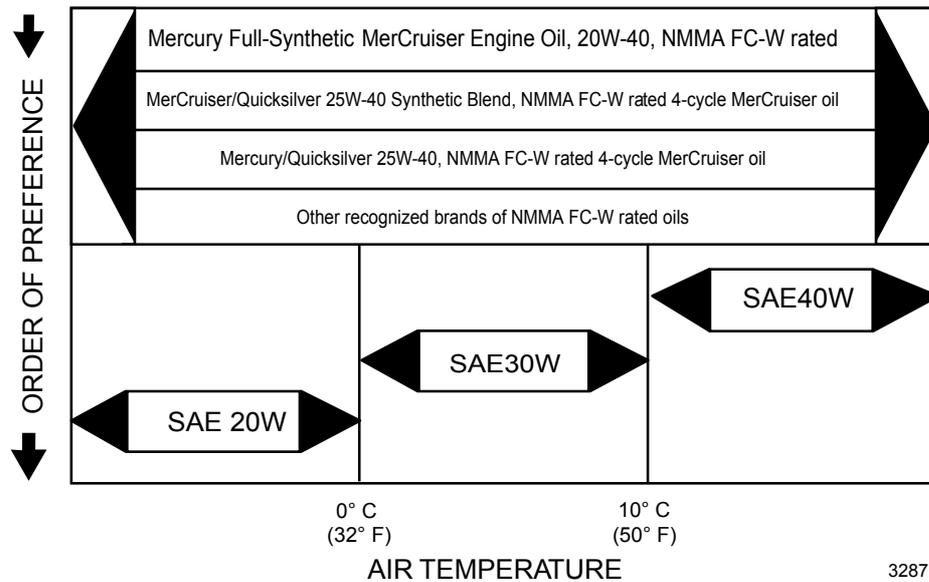
| Application            | Recommended Oil   |
|------------------------|---|
| All MerCruiser engines | Mercury MerCruiser Full-Synthetic Engine Oil, 20W-40, NMMA FC-W rated |

**IMPORTANT:** Lubrication requirements for catalyzed engines differ from the requirements for noncatalyzed engines. Some marine-grade lubricants contain high levels of phosphorus, which can damage the catalyst system on MerCruiser engines. Although these high-phosphorus lubricants may allow acceptable engine performance, exposure over time will damage the catalyst. Catalysts damaged by lubricants containing high levels of phosphorus may not be covered by the MerCruiser Limited Warranty.

If Mercury MerCruiser Full-Synthetic Engine Oil, 20W-40 oil is unavailable, use the following lubricants, listed in order of recommendation. If you are servicing a catalyst engine, use these for short periods of time only.

1. Mercury/Quicksilver 25W-40 Synthetic Blend, NMMA FC-W-rated 4-cycle MerCruiser oil
2. Mercury/Quicksilver 25W-40, NMMA FC-W-rated 4-cycle MerCruiser oil
3. Other recognized brands of NMMA FC-W-rated 4-cycle oils
4. A good-grade, straight-weight detergent automotive oil according to the last row of the operating chart below

**NOTE:** We do not recommend nondetergent oils, multi-viscosity oils (other than as specified), non FC-W-rated synthetic oils, low-quality oils, or oils that contain solid additives.



## Engine Specifications

### 4.3 MPI EC and SeaCore 4.3 EC

**NOTE:** Performance specifications are obtained and corrected in accordance with SAE J1228/ISO 8665 Crankshaft Power. All measurements are taken with the engine at normal operating temperature. RPM range is measured using an accurate service tachometer with the engine at normal operating temperatures. Oil pressure must be checked with the engine at normal operating temperature.

**NOTE:** Oil pressure specifications are for reference and may vary.

**IMPORTANT:** Do not mix spark plug types in an engine. All spark plugs should have the same part number.

|                             |                 |                      |
|-----------------------------|-----------------|----------------------|
| <b>Propshaft power</b>      |                 | 164 kW (220 hp)      |
| <b>Displacement</b>         |                 | 4.3 L (262 cid)      |
| <b>Alternator amperage</b>  | Hot             | 72 A                 |
|                             | Cold            | 65 A                 |
| <b>RPM</b>                  | WOT             | 4400–4800            |
|                             | Rev limiter     | 4950                 |
|                             | Idle in neutral | 625 (not adjustable) |
|                             | Idle in gear    | 650 (not adjustable) |
| <b>Minimum oil pressure</b> | At 2000 RPM     | 124 kPa (18 psi)     |
|                             | At idle         | 41 kPa (6 psi)       |

## Section 4 - Specifications

|                         |                                |  |
|-------------------------|--------------------------------|--|
| Thermostat              | Seawater-cooled models         | 60° C (140° F)   |
|                         | MPI models with closed cooling | 77° C (170° F)   |
| Firing order            |                                | 1-6-5-4-3-2  |
| Minimum battery rating  | Non-DTS models                 | 750 CCA, 950 MCA, 180 Ah                                       |
| Spark plug type         |                                | AC Platinum (AC 41-993)  |
|                         |                                | AC Platinum (AC 41-101)  |
| Spark plug gap          |                                | 1.5 mm (0.060 in.)   |
| Emission control system |                                | Electronic control (EC), heated oxygen sensor (HO2S), catalyst |

### 5.0 MPI EC and SeaCore 5.0 EC

**NOTE:** Performance specifications are obtained and corrected in accordance with SAE J1228/ISO 8665 Crankshaft Power. All measurements are taken with the engine at normal operating temperature.

RPM range is measured using an accurate service tachometer with the engine at normal operating temperatures.

Oil pressure must be checked with the engine at normal operating temperature.

**NOTE:** Oil pressure specifications are for reference and may vary.

**IMPORTANT:** Do not mix spark plug types in an engine. All spark plugs should have the same part number.

|                         |                                |  |
|-------------------------|--------------------------------|--|
| Propshaft power         |                                | 194 kW (260 hp)  |
| Displacement            |                                | 5.0 L (305 cid)  |
| Alternator amperage     | Hot                            | 72 A   |
|                         | Cold                           | 65 A   |
| RPM                     | WOT                            | 4600–5000  |
|                         | Rev limiter                    | 5150   |
|                         | Idle in neutral                | 550 (not adjustable)   |
|                         | Idle in gear                   | 600 (not adjustable)   |
| Minimum oil pressure    | At 2000 RPM                    | 124 kPa (18 psi)   |
|                         | At idle                        | 41 kPa (6 psi)   |
| Thermostat              | Seawater-cooled models         | 71° C (160° F)   |
|                         | MPI models with closed cooling | 77° C (170° F)   |
| Timing at idle          |                                | Not Adjustable   |
| Firing order            |                                | 1-8-4-3-6-5-7-2  |
| Minimum battery rating  | Non-DTS models                 | 750 CCA, 950 MCA, 180 Ah                                       |
|                         | DTS models                     | 800 CCA, 1000 MCA, 190 Ah                                      |
| Spark plug type         |                                | AC Platinum (AC 41-993)  |
|                         |                                | AC Platinum (AC 41-101)  |
| Spark plug gap          |                                | 1.5 mm (0.060 in.)   |
| Emission control system |                                | Electronic control (EC), heated oxygen sensor (HO2S), catalyst |

## Fluid Specifications

**IMPORTANT:** All capacities are approximate fluid measures.

### Engine

**IMPORTANT:** It may be necessary to adjust fluid levels depending on installation angle, cooling system, and fluid lines.

Always use the dipstick to determine the exact quantity of oil or fluid required.

| Description                                      | 4.3 MPI EC and SeaCore 4.3 EC Models | 5.0 MPI EC and SeaCore 5.0 EC Models | Fluid Type   |
|--|--------------------------------------|--------------------------------------|--|
| Engine oil (with filter)                         | 3.8 L (3.5 US qt)                    | 4.25 L (4.5 US qt)                   | Mercury MerCruiser Full-Synthetic Engine Oil, 20W-40   |
| Seawater cooling system (winterization use only) | 20 L (21 US qt)                      | 20 L (21 US qt)                      | Propylene glycol and purified water  |
| Closed cooling system                            | 17.8 L (18.8 US qt)                  | 19 L (20 US qt)                      | Mercury Extended Life Coolant Antifreeze or extended-life ethylene glycol 5/100 antifreeze mixed 50/50 with purified water |

### Alpha Sterndrive

**NOTE:** Oil capacity includes gear lube monitor.

| Model     | Capacity        | Fluid Type                      |
|-----------|-----------------|---------------------------------|
| Alpha One | 1892 mL (64 oz) | High Performance Gear Lubricant |

### Bravo Sterndrives

**NOTE:** Oil capacity includes gear lube monitor.

| Model                                | Capacity             | Fluid Type                      |
|--------------------------------------|----------------------|---------------------------------|
| Bravo One                            | 2736 mL (92-1/2 oz)  | High Performance Gear Lubricant |
| Bravo Two                            | 3209 mL (108-1/2 oz) |                                 |
| Bravo Three (single seawater pickup) | 2972 mL (100-1/2 oz) |                                 |
| Bravo Three (dual seawater pickup)   | 2736 mL (92-1/2 oz)  |                                 |

### Power-Assisted Steering and Power Trim Fluids

#### Approved Power-Assisted Steering Fluids

| Description                   | Part Number  |
|-------------------------------|--------------|
| Power Trim and Steering Fluid | 92-858074K01 |

#### Approved Power Trim Fluids

| Description                   | Part Number    |
|-------------------------------|----------------|
| Power Trim and Steering Fluid | 92-858074K01   |
| SAE Engine Oil 10W-30         | Obtain locally |
| SAE Engine Oil 10W-40         |                |

**Notes:**

# Section 5 - Maintenance

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## Additional Operation Instructions for Axius Systems

If your boat has DTS engines equipped with an Axius system, refer also to the **Axius Operation Manual** included with the boat.

### Owner/Operator Responsibilities

It is the operator's responsibility to perform all safety checks, to ensure that all lubrication and maintenance instructions are complied with for safe operation and to return the unit to an authorized Mercury MerCruiser dealer for a periodic checkup.

Normal maintenance service and replacement parts are the responsibility of the owner/operator and as such, are not considered defects in workmanship or material within the terms of the warranty. Individual operating habits and usage contribute to the need for maintenance service.

Proper maintenance and care of your power package will ensure optimum performance and dependability and will keep your overall operating expenses at a minimum. See your authorized Mercury MerCruiser dealer for service aids.

### Dealer Responsibilities

In general, a dealer's responsibilities to the customer include predelivery inspection and preparation such as:

- Ensure that the boat is properly equipped.
- Prior to delivery, make certain that the Mercury MerCruiser power package and other equipment are in proper operating condition.
- Make all necessary adjustments for maximum efficiency.
- Familiarize the customer with the onboard equipment.
- Explain and demonstrate the operation of the power package and boat.
- Provide you with a copy of a Predelivery Inspection Checklist.
- Your selling dealer should fill out the Warranty Registration Card completely and mail it to the factory immediately upon sale of the new product.

## Maintenance

### ⚠ WARNING

Performing service or maintenance without first disconnecting the battery can cause product damage, personal injury, or death due to fire, explosion, electrical shock, or unexpected engine starting. Always disconnect the battery cables from the battery before maintaining, servicing, installing, or removing engine or drive components.

### ⚠ WARNING

Fuel vapors trapped in the engine compartment may be an irritant, cause difficulty breathing, or may ignite resulting in a fire or explosion. Always ventilate the engine compartment before servicing the power package.

**IMPORTANT:** Refer to the maintenance schedule for the complete listing of all scheduled maintenance to be performed. A repair shop or person of the owner's choosing may maintain, replace, or repair emission control devices and systems. Certain other items should be performed only by an authorized Mercury MerCruiser dealer. Before attempting maintenance or repair procedures not covered in this manual, we recommend that you purchase a Mercury MerCruiser service manual and read it thoroughly.

*NOTE: Maintenance points are color-coded for ease of identification.*

| Maintenance Point Color Codes |                      |
|-------------------------------|----------------------|
| Yellow                        | Engine oil           |
| Black                         | Drive lube           |
| Brown                         | Power steering fluid |
| Blue                          | Drain or flush       |

## Do-It-Yourself Maintenance Suggestions

Present day marine equipment, such as your Mercury MerCruiser power package, are highly technical pieces of machinery. Electronic ignition and special fuel delivery systems provide greater fuel economies, but also are more complex for the untrained mechanic.

If you are one of those persons who likes to do it yourself, here are some suggestions for you.

- Do not attempt any repairs unless you are aware of the Cautions, Warnings, and procedures required. Your safety is our concern.
- If you attempt to service the product yourself, we suggest you order the service manual for that model. The service manual outlines the correct procedures to follow. It is written for the trained mechanic, so there may be procedures you don't understand. Do not attempt repairs if you do not understand the procedures.
- There are special tools and equipment that are required to perform some repairs. Do not attempt these repairs unless you have these special tools and/or equipment. You can cause damage to the product in excess of the cost a dealer would charge you.
- Also, if you partially disassemble an engine or drive assembly and are unable to repair it, the dealer's mechanic must reassemble the components and test to determine the problem. This will cost you more than taking it to the dealer immediately upon having a problem. It may be a very simple adjustment to correct the problem.
- Do not telephone the dealer, service office, or the factory to attempt for them to diagnose a problem or to request the repair procedure. It is difficult for them to diagnose a problem over the telephone.

Your authorized dealer is there to service your power package. They have qualified factory trained mechanics.

It is recommended you have the dealer do periodic maintenance checks on your power package. Have them winterize it in the fall and service it before the boating season. This will reduce the possibility of any problems occurring during your boating season when you want trouble free boating pleasure.

## Inspection

Inspect your power package often, and at regular intervals, to help maintain its top operating performance and correct potential problems before they occur. The entire power package should be checked carefully, including all accessible engine parts.

- Check for loose, damaged or missing parts, hoses and clamps; tighten or replace as necessary.
- Check plug leads and electrical leads for damage.
- Remove and inspect the propeller. If badly nicked, bent, or cracked, contact your authorized Mercury MerCruiser dealer.
- Repair nicks and corrosion damage on power package exterior finish. Contact your authorized Mercury MerCruiser dealer.

## Maintenance Schedule—Sterndrive Models

### Routine Maintenance

**NOTE:** Only perform maintenance that applies to your particular power package.

New Bravo sterndrive installations may require as much as 470 mL (16 fl oz) of gear lube added to the monitor bottle during the break-in period (20 hours of running time). It is important to monitor and maintain the gear lube level during the break-in period. During the initial drive installation, air may be trapped in the top of the driveshaft housing. This void is filled from the gear lube monitor during the sterndrive break-in period. As the air is purged from the sterndrive through the monitor bottle, the lube level in the bottle will drop.

| Task Interval  | Maintenance to Be Performed  |
|----------------|--|
| Each day start | <ul style="list-style-type: none"> <li>• Check the engine oil level. (You can extend this interval based on experience with the product.)</li> <li>• Check the sterndrive gear lube level.</li> <li>• Check the trim pump oil level.</li> <li>• Check the power-assisted steering pump or the compact hydraulic steering fluid level, depending on the steering system of your model.</li> </ul> |
| Each day end   | <ul style="list-style-type: none"> <li>• If operating in saltwater, brackish water, or polluted water, flush the seawater section of the cooling system after each use.</li> </ul>   |
| Weekly         | <ul style="list-style-type: none"> <li>• Check the water inlets for debris or marine growth.</li> <li>• Check and clean the seawater strainer, if equipped.</li> <li>• Check the coolant level.</li> <li>• Inspect the sterndrive anodes and replace if eroded 50% or more.</li> </ul>   |

## Section 5 - Maintenance

| Task Interval                             | Maintenance to Be Performed   |
|---|---|
| Every two months or 50 hours of operation | <ul style="list-style-type: none"> <li>Remove the propeller and lubricate the propeller shaft and torque the nut. (If operating only in freshwater, you can extend the interval to every four months.)</li> <li>If operating in saltwater, brackish water, or polluted water, apply Corrosion Guard to the power package.</li> <li>Check the battery connections and the fluid level.</li> <li>Ensure that the gauges and the wiring connections are secure. Clean the gauges. (If operating in saltwater, reduce this interval to every 25 hours or 30 days, whichever occurs first.)</li> </ul> |

### Scheduled Maintenance

*NOTE: Only perform maintenance which applies to your particular power package.*

| Task Interval   | Maintenance to Be Performed   |
|---|---|
| After the initial 20-hour break-in period                         | Change the engine oil and filter.   |
| Every 50 hours of operation or 2 months (whichever occurs first)  | All Bravo models except 496: Lubricate the engine coupler (lubricate the engine coupler every 50 hours if operated at idle for prolonged periods of time).  |
| Every 100 hours of operation or annually (whichever occurs first) | <ul style="list-style-type: none"> <li>Touch-up the paint on the power package.</li> <li>Change the engine oil and filter.</li> <li>Change the sterndrive gear lube.</li> <li>On models with closed cooling, check the coolant level and antifreeze concentration for adequate freeze protection. Correct if necessary. Refer to the <b>Specifications</b> section.</li> <li>Tighten the connection of the gimbal ring to the steering shaft to specifications.</li> <li>Replace the water-separating fuel filter.</li> <li>Check the steering system and the remote control for loose, missing, or damaged parts. Lubricate the cables and the linkages.</li> <li>Check the continuity circuit for loose or damaged connections. Test the MerCathode unit output if equipped.</li> <li>Clean the flame arrestor, IAC muffler, and the crankcase ventilation hoses. Inspect the PCV valve, if equipped.</li> <li>Inspect the condition and the tension of the belts.</li> <li>Driveshaft extension models: lubricate the driveshaft U-joints, and tailstock input and output bearings.</li> </ul> |
| Every 150 hours of operation or annually (whichever occurs first) | All Bravo models except 496: Lubricate the engine coupler.  |



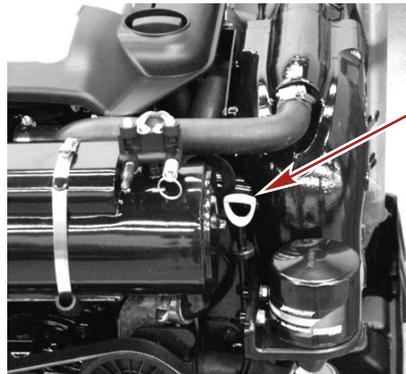
## Engine Oil Checking

### NOTICE

Discharge of oil, coolant, or other engine/drive fluids into the environment is restricted by law. Use caution not to spill oil, coolant, or other fluids into the environment when using or servicing your boat. Be aware of the local restrictions governing the disposal or recycling of waste, and contain and dispose of fluids as required.

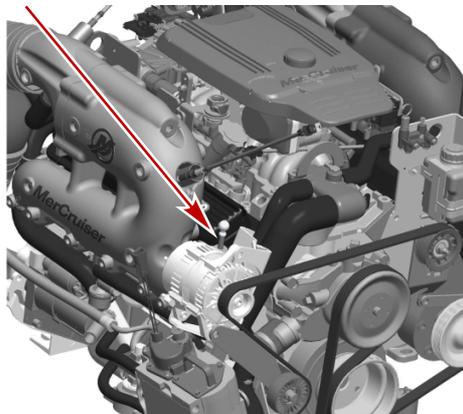
1. Stop the engine. Allow approximately five minutes for the oil to drain into the oil pan. The boat must be at rest in the water.
2. Remove the dipstick. Wipe clean and reinstall fully into the dipstick tube. Wait 60 seconds to allow trapped air to vent.

**NOTE:** On the 5.0 MPI EC and SeaCore 5.0 EC, ensure that the dipstick is installed with oil level indication marks facing the rear of the engine (flywheel end).



45315

4.3 EC dipstick



33200

5.0 EC dipstick

**IMPORTANT:** Add the specified engine oil to bring the level up to, but not over, the "FULL" or "OK" range mark on the dipstick.

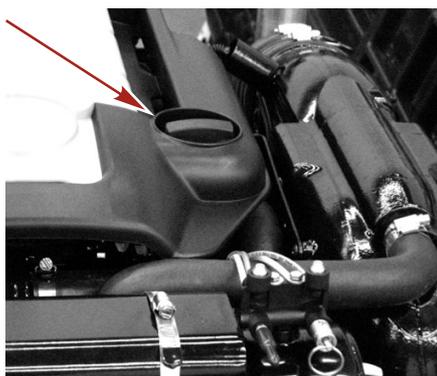
3. Remove the dipstick and observe the oil level. Oil level must be between "FULL" or "OK" range and "ADD." Reinstall dipstick into dipstick tube.

## Filling

**IMPORTANT:** Do not overfill the engine with oil.

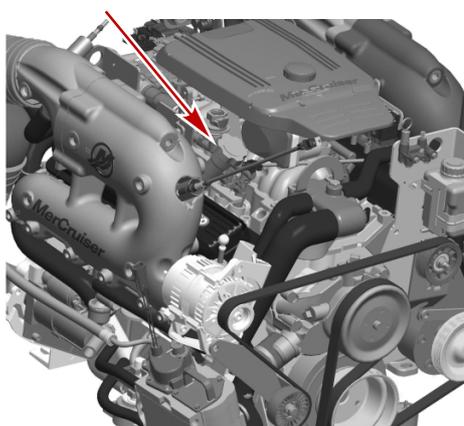
**IMPORTANT:** Always use the dipstick to determine the exact quantity of oil or fluid required.

1. Remove oil fill cap.



45310

4.3 EC oil fill cap



33210

5.0 EC oil fill cap

2. Add the specified engine oil to bring the level up to, but not over, the full or OK range mark on the dipstick. Recheck oil level.

| Engine Model                  | Volume from minimum to maximum fill line |
|-------------------------------|--|
| 4.3 MPI EC and SeaCore 4.3 EC | 0.6 Liter (0.63 U.S. qt)                 |
| 5.0 MPI EC and SeaCore 5.0 EC | 0.95 Liter (1 U.S. qt)                   |

3. Replace the fill cap.

## Changing Oil and Filter

Refer to the **Maintenance Schedule** for the change interval. Engine oil should be changed before placing the boat in storage.

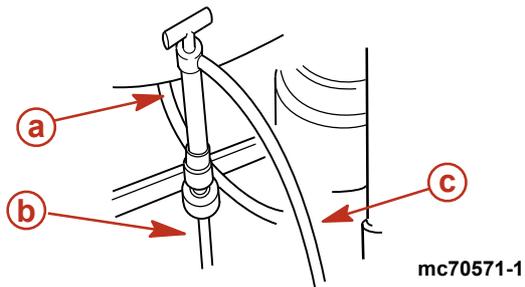
**IMPORTANT:** Change engine oil when the engine is warm from operation. Warm oil flows more freely, carrying away more impurities. Use only recommended engine oil (refer to Specifications).

## Engine Oil Drain Pump

1. Loosen the oil filter to vent the system.
2. Remove the dipstick.

## Section 5 - Maintenance

3. Install the oil pump onto the dipstick tube.



- a - Typical oil pump
- b - Dipstick tube
- c - Oil drain hose

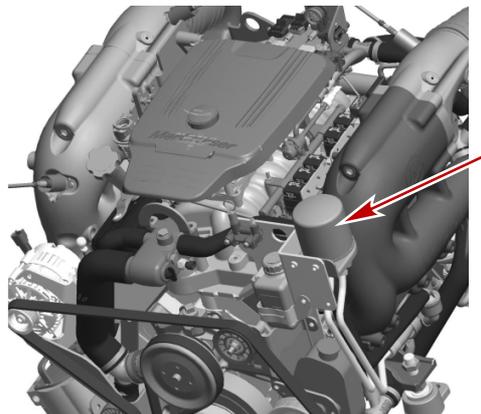
4. Insert the hose end of the crankcase oil pump onto an appropriate container and, using the handle, pump until the crankcase is empty.
5. Remove the pump.
6. Install the dipstick.

## Changing Filter

1. Remove and discard the oil filter.



4.3 EC oil filter



5.0 EC oil filter

2. Coat the sealing ring on the new filter with engine oil and install.
3. Tighten the oil filter securely (following filter manufacturer's instructions). Do not overtighten.
4. Remove the oil fill cap.  
**IMPORTANT: Always use dipstick to determine exactly how much oil is required.**
5. Add recommended engine oil to bring level up to the bottom of the "OK" range on the dipstick.

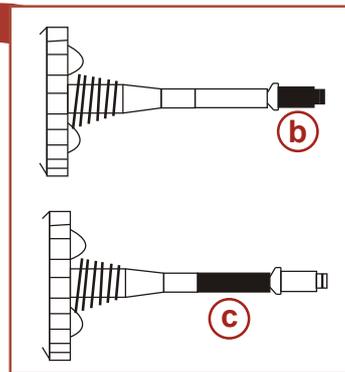
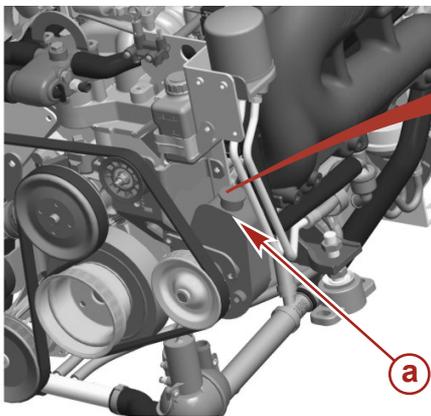
| Engine Model                  | Engine Oil Capacity | Fluid Type   |
|-------------------------------|---------------------|--|
| 4.3 MPI EC and SeaCore 4.3 EC | 3.3 L (3.5 US qt)   | Mercury MerCruiser Full-Synthetic Engine Oil, 20W-40 |
| 5.0 MPI EC and SeaCore 5.0 EC | 4.25 L (4.5 US qt)  | Mercury MerCruiser Full-Synthetic Engine Oil, 20W-40 |

- With the boat at rest in the water, check the oil level and add specified fluid to bring the oil level up to, but not over, the "FULL" or "OK" range.  
**NOTE:** On the **4.3 EC engine**, adding 0.6 L (0.63 qt) of engine oil will raise the level from the "ADD" mark to the top of the "OK" range. On the **5.0 engine**, adding 0.95 L (1 qt) of engine oil will raise the level from the "ADD" mark to the top of the "OK" range.
- Start the engine, run the engine for three minutes, and check for leaks. Stop the engine. Allow approximately five minutes for the oil to drain into the oil pan. The boat must be at rest in the water.

## Power Steering Fluid

### Checking

- Stop the engine and center the sterndrive unit.
- Remove the fill cap/dipstick and observe the level.
  - Proper fluid level with engine at normal operating temperature should be within the warm range.
  - Proper fluid level with engine cold should be within the cold range.



- a - Power steering pump
- b - Cold range
- c - Warm range

46013

- Fill to the "FULL" line with the specified fluid.  
**IMPORTANT: If fluid is not visible in pump, contact your authorized Mercury MerCruiser dealer.**

### Filling

- Remove the fill cap/dipstick and observe the level.
- Add the specified fluid to bring the fluid level up to the proper level.

| Tube Ref No. | Description                                   | Where Used            | Part No.       |
|--------------|---|-----------------------|----------------|
| 114          | Power Trim and Steering Fluid                 | Power steering system | 92-858074K01   |
|              | Dexron III Automatic Transmission Fluid (ATF) | Power steering system | Obtain Locally |

- Reinstall the fill cap/dipstick.

### Changing

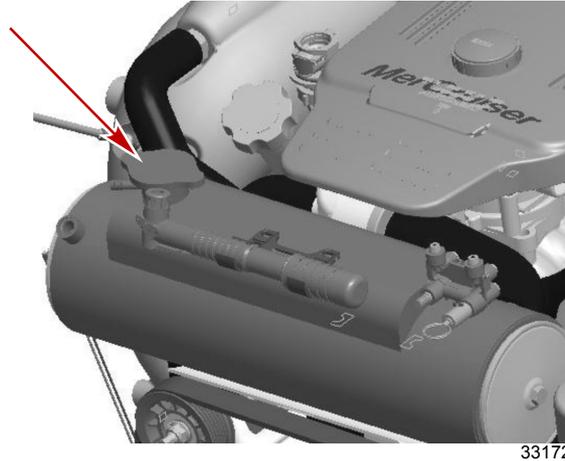
Power steering fluid does not require changing unless it becomes contaminated with water or debris. Contact your authorized Mercury MerCruiser dealer.

# Engine Coolant Checking

**⚠ CAUTION**

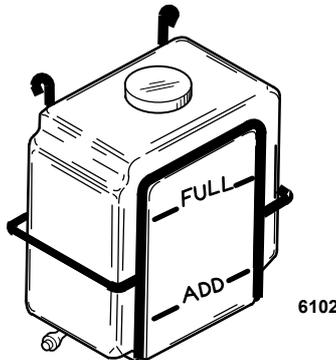
A sudden loss of pressure can cause hot coolant to boil and discharge violently resulting in serious injury from burns. Allow the engine to cool down before removing the coolant pressure cap.

1. Remove the cap from the heat exchanger and observe the fluid level.



Heat exchanger cap

2. The coolant level in the heat exchanger should be at the bottom of the filler neck. If the coolant level is low, contact your authorized Mercury MerCruiser dealer.
3. Install the cap onto the heat exchanger.  
**IMPORTANT: When reinstalling the pressure cap, be sure to tighten it until it seats on the filler neck.**
4. With the engine at normal operating temperature, check the coolant level in the coolant recovery bottle.
5. The coolant level should be between the "ADD" and "FULL" marks.



6. Add the specified fluid as necessary.

| Tube Ref No.  | Description                          | Where Used            | Part No.    |
|---|--------------------------------------|-----------------------|-------------|
|  122 | Extended Life Antifreeze/<br>Coolant | Closed Cooling System | 92-877770K1 |

## Filling

### NOTICE

Using propylene glycol antifreeze in the closed cooling system can damage the cooling system or the engine. Fill the closed cooling system with an ethylene glycol antifreeze solution suitable to the lowest temperature to which the engine will be exposed.

### NOTICE

Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.

### NOTICE

Air trapped in the closed cooling system can cause the engine to overheat, resulting in engine damage. Minimize the possibility of trapping air when initially filling the closed cooling system by positioning the boat so that the front of the engine is higher than the rear of the engine.

**NOTE:** Add coolant only when the engine is at normal operating temperature.

1. Remove the fill cap from the coolant recovery bottle. Inspect the gasket and replace if necessary.  
**IMPORTANT:** Coolant flows at a high rate of speed in this closed cooling system. Higher idle speeds can trap air in the system and make purge procedures more difficult. Operate at idle when filling the system or purging air.
2. Fill to the full mark with the specified coolant.

| Tube Ref No.   | Description                          | Where Used            | Part No.    |
|--|--------------------------------------|-----------------------|-------------|
|  122 | Extended Life Antifreeze/<br>Coolant | Closed cooling system | 92-877770K1 |

3. Check the antifreeze concentration for adequate freeze protection and correct if necessary. Refer to the **Specifications** section.
4. Install the fill cap to the coolant recovery bottle.

## Changing

Contact your authorized Mercury MerCruiser dealer.

## Alpha Sterndrive Gear Lube

### NOTICE

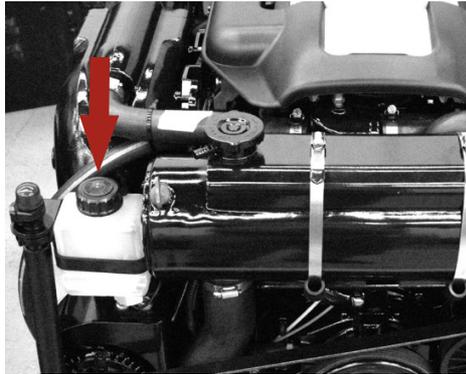
Discharge of oil, coolant, or other engine/drive fluids into the environment is restricted by law. Use caution not to spill oil, coolant, or other fluids into the environment when using or servicing your boat. Be aware of the local restrictions governing the disposal or recycling of waste, and contain and dispose of fluids as required.

## Checking

**IMPORTANT:** The gear lube level fluctuates during operation. Check before starting, when the engine is cold.

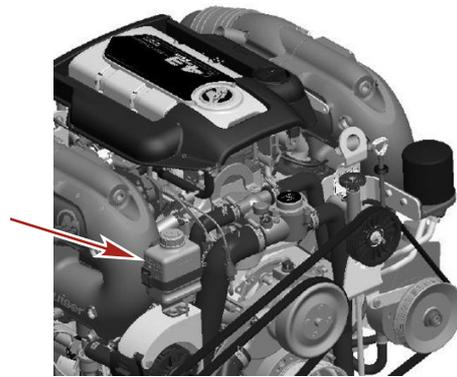
## Section 5 - Maintenance

1. Check the gear lube level in the monitor bottle. Keep the gear lube level within the recommended operating range.



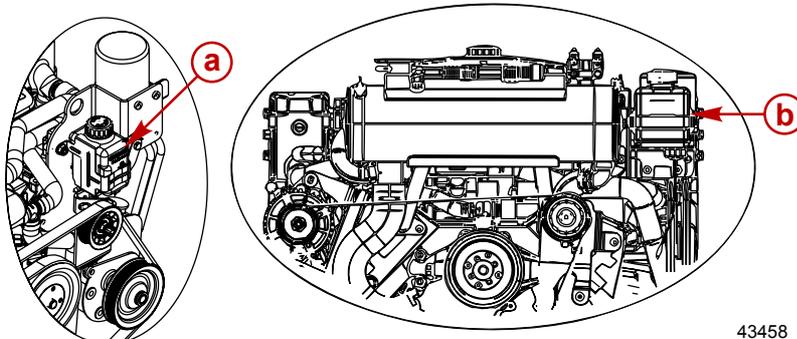
45313

4.3 EC gear lube monitor, closed cooling models



45414

4.3 EC gear lube monitor, seawater cooled models



43458

### 5.0 EC engines

- a - Seawater cooled models
- b - Closed cooling models

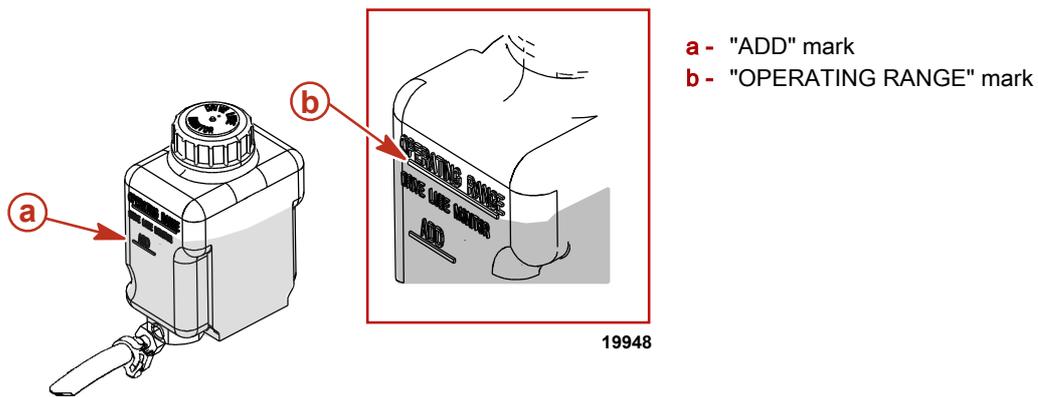
2. Inspect the gear lube condition. If any water is visible in the bottom of the gear lube monitor, if water appears at the fill and drain plug hole, or if the gear lube appears discolored, these conditions can indicate a water leak in the sterndrive.

## Filling

**IMPORTANT:** If more than 59 ml (2 fl oz) of gear lubricant is required to fill the monitor, a seal may be leaking. Damage to the sterndrive unit may occur due to lack of lubrication. Contact your authorized Mercury MerCruiser dealer.

1. Remove the gear lube monitor cap.

- Fill the monitor with the specified fluid so that the gear lube level is in the operating range. Do not overfill.



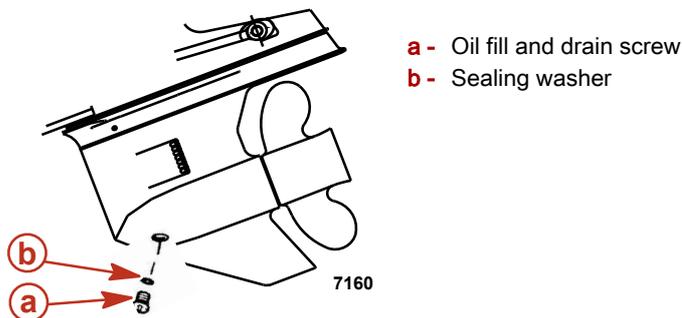
| Tube Ref No.   | Description                     | Where Used        | Part No.     |
|--|---------------------------------|-------------------|--------------|
|  87 | High Performance Gear Lubricant | Gear lube monitor | 92-858064K01 |

- Ensure that the rubber gasket is inside the cap and install. Do not overtighten.

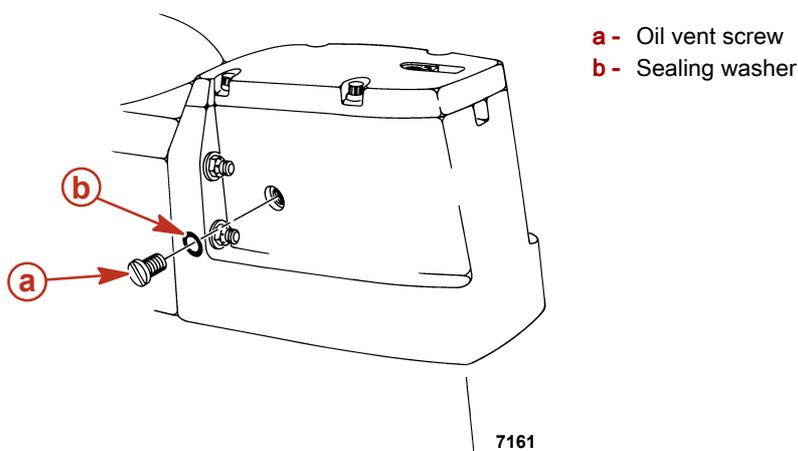
**NOTE:** When filling the entire sterndrive unit refer to **Changing**.

### Changing

- Remove the gear lube monitor from the bracket.
- Remove the gear lube monitor cap and empty the contents into a suitable container.
- Install the gear lube monitor in the bracket.
- Place the sterndrive unit in full trim out position, remove the oil fill and drain screw and sealing washer and drain the oil.



- Remove the oil vent screw and sealing washer. Allow the oil to drain completely.



**IMPORTANT:** If any water drained from the oil fill/drain hole, or if the oil appears milky, the sterndrive unit is leaking and should be checked immediately by your authorized Mercury MerCruiser dealer.

## Section 5 - Maintenance

- Lower the sterndrive unit so that the propeller shaft is level. Fill the sterndrive unit through the oil fill and drain hole with the specified gear lubricant until an air-free stream of lubricant flows from the oil vent hole.

| Tube Ref No.   | Description                     | Where Used      | Part No.     |
|--|---------------------------------|-----------------|--------------|
|  87 | High Performance Gear Lubricant | Sterndrive unit | 92-858064K01 |

**IMPORTANT: Use only Mercury/Quicksilver High Performance Gear Lubricant in the sterndrive unit.**

- Install the oil vent screw and sealing washer.
- Continue to pump gear lubricant into the drive through the oil fill and drain plug hole until the gear lubricant appears in the gear lube monitor.
- Fill the monitor so that the gear lube level is in the operating range. Do not overfill. Ensure that the rubber gasket is inside the cap and install. Do not overtighten.

**NOTE:** Oil capacity includes the gear lube monitor.

| Model     | Capacity        | Fluid Type                      |
|-----------|-----------------|---------------------------------|
| Alpha One | 1892 ml (64 oz) | High Performance Gear Lubricant |

- Remove the pump from the oil fill and drain hole. Quickly install the sealing washer and oil fill and drain screw. Tighten securely.
- Recheck the oil level after the first use.

**IMPORTANT:** The gear lube level fluctuates during operation. Check when the engine is cold.

## Bravo Sterndrive Gear Lube

### Checking

#### NOTICE

Discharge of oil, coolant, or other engine/drive fluids into the environment is restricted by law. Use caution not to spill oil, coolant, or other fluids into the environment when using or servicing your boat. Be aware of the local restrictions governing the disposal or recycling of waste, and contain and dispose of fluids as required.

**NOTE:** The oil level fluctuates during operation. Check the oil level before starting when the engine is cold.

- Check the gear lube oil level. Keep the oil level within the recommended operating range.
- Inspect the lubricant condition. If any water is visible at the bottom of the gear lube monitor, if water appears at the fill and drain plug hole, or if the gear lube appears discolored, contact your authorized Mercury MerCruiser dealer immediately. These conditions can indicate a water leak in the sterndrive.



43200

Gear lube monitor

### Filling

New installations may require as much as 470 mL (16 fl oz) of gear lube added to the monitor bottle during the break-in period (20 hours of running time). It is important to monitor and maintain the gear lube level during the break-in period.

**IMPORTANT:** The gear lube monitor must be checked and filled if necessary at the beginning of each day when the engine is cold. If the gear lube alarm sounds during the day's activity, add the appropriate amount of gear lube to the monitor bottle.

**NOTE:** If filling the entire sterndrive, see **Changing**.

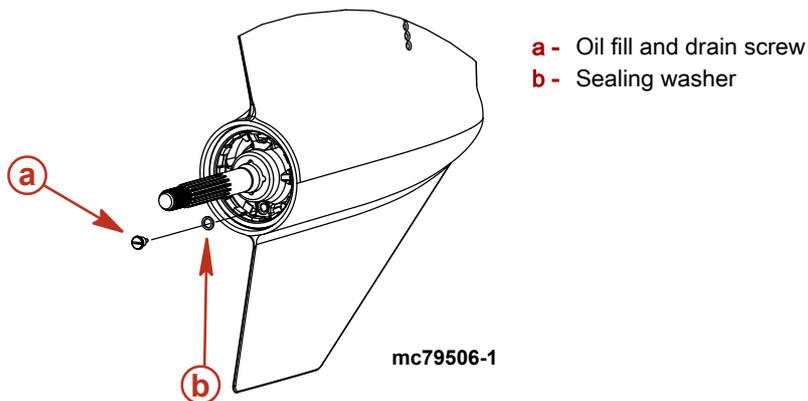
1. Remove the gear lube monitor cap.
2. Fill the monitor with the specified fluid until the gear lube level is in the operating range. Do not overfill.

| Tube Ref No.   | Description                     | Where Used        | Part No.     |
|--|---------------------------------|-------------------|--------------|
|  87 | High Performance Gear Lubricant | Gear lube monitor | 92-858064K01 |

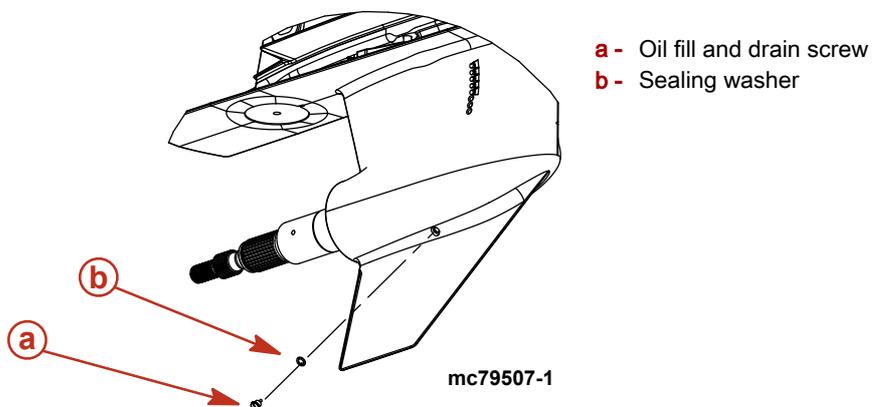
3. Replace the cap.

## Changing

1. Remove the gear lube monitor from the bracket.
2. Empty the contents into a suitable container.
3. Install the gear lube monitor in the bracket.
4. Bravo One models:
  - a. Remove the propeller.
  - b. Position the sterndrive unit to the full down position.
  - c. Remove the oil fill and drain screw and sealing washer.
  - d. Drain the fluid into a suitable container.

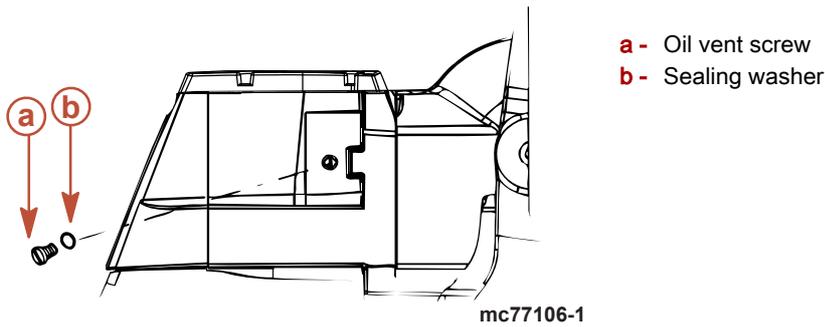


5. All other models:
  - a. Place the sterndrive unit in full trim out position.
  - b. Remove the oil fill and drain screw and sealing washer.
  - c. Drain the fluid into a suitable container.



## Section 5 - Maintenance

- Remove the oil vent screw and sealing washer. Allow the oil to drain completely.



- a - Oil vent screw
- b - Sealing washer

**IMPORTANT:** If any water drains from the unit, or if the fluid appears milky, the sterndrive unit is leaking. See your authorized Mercury MerCruiser dealer.

- Lower the sterndrive unit so the propeller shaft is level.  
**IMPORTANT:** Use only Mercury/Quicksilver High Performance Gear Lubricant in the sterndrive unit.
- Fill the sterndrive unit through the oil fill and drain hole with specified gear lubricant until an air-free stream of lubricant flows from the oil vent hole.

| Tube Ref No.   | Description                     | Where Used      | Part No.     |
|--|---------------------------------|-----------------|--------------|
|  87 | High Performance Gear Lubricant | Sterndrive unit | 92-858064K01 |

- Install the oil vent screw and sealing washer.
- Continue to pump gear lubricant into the drive through the oil fill and drain hole until gear lubricant appears in the gear lube monitor.
- Fill the monitor so that the oil level is in the operating range. Do not overfill.
- Ensure that the rubber gasket is inside the cap and install. Do not overtighten.

**NOTE:** Oil capacities include the gear lube monitor.

| Model                                | Capacity             | Fluid Type                      |
|--------------------------------------|----------------------|---------------------------------|
| Bravo One                            | 2736 ml (92-1/2 oz)  | High Performance Gear Lubricant |
| Bravo Two                            | 3209 ml (108-1/2 oz) |                                 |
| Bravo Three (single seawater pickup) | 2972 ml (100-1/2 oz) |                                 |
| Bravo Three (dual seawater pickup)   | 2736 ml (92-1/2 oz)  |                                 |

- Remove the pump from the oil fill and drain hole. Quickly install the sealing washer and screw. Tighten securely.
- Reinstall the propeller. Refer to **Propellers**.
- Check the oil level after the first use.  
**IMPORTANT:** Oil level in the gear lube monitor rises and falls during operation. Always check the oil level when the sterndrive is cool and the engine is off.

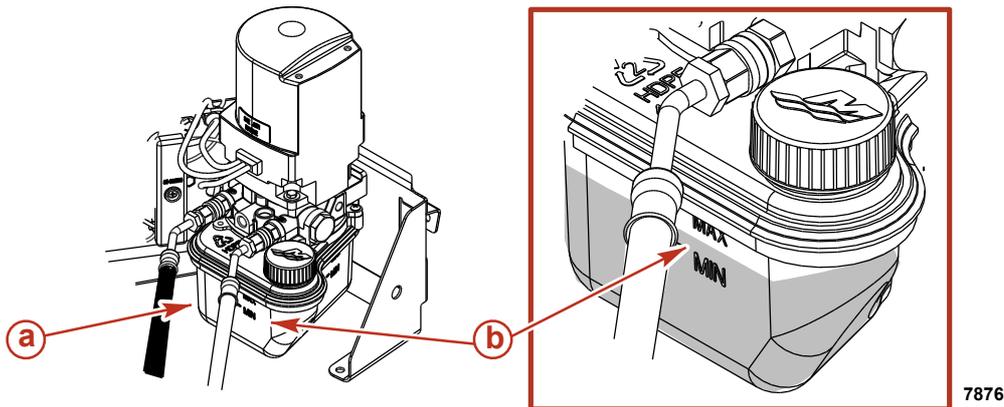
## Power Trim Fluid

### Checking

**IMPORTANT:** Check the oil level with the sterndrive unit in the full down/in position only.

- Place the sterndrive unit in full down/in position.

- Observe the oil level. Level must be between the "MIN" and "MAX" lines on the reservoir.



- a - Reservoir  
b - "MIN" and "MAX" lines

- Fill as necessary with the specified fluid.

| Tube Ref No. | Description                   | Where Used      | Part No.     |
|--------------|-------------------------------|-----------------|--------------|
| 114          | Power Trim and Steering Fluid | Power trim pump | 92-858074K01 |

## Filling

- Remove the fill cap from the reservoir.  
*NOTE: Fill cap is vented.*
- Add lubricant to bring level to the within the "MIN" and "MAX" lines on the reservoir.

| Tube Ref No. | Description                   | Where Used      | Part No.     |
|--------------|-------------------------------|-----------------|--------------|
| 114          | Power Trim and Steering Fluid | Power trim pump | 92-858074K01 |

- Install the cap.

## Changing

Power trim fluid does not require changing unless it becomes contaminated with water or debris. Contact your authorized Mercury MerCruiser dealer.

## Battery

Refer to specific instructions and warnings accompanying your battery. If this information is not available, observe the following precautions when handling a battery.

### ⚠ WARNING

Recharging a weak battery in the boat, or using jumper cables and a booster battery to start the engine, can cause serious injury or product damage from fire or explosion. Remove the battery from the boat and recharge in a ventilated area away from sparks or flames.

### ⚠ WARNING

An operating or charging battery produces gas that can ignite and explode, spraying out sulfuric acid, which can cause severe burns. Ventilate the area around the battery and wear protective equipment when handling or servicing batteries.

## Auxiliary Batteries

Mercury strongly recommends using at least a group 27 or 31 type AGM batteries when load shedding devices are used in place of auxiliary batteries. Boats using Axis are typically large vessels with many DC loads and the minimum group 24 batteries will not be sufficient.

## Section 5 - Maintenance

The use of a load shedding type device is also applicable in place of an auxiliary house battery or when connecting house loads to the starting battery. See Applications manual for further information.

Connect electrical components such as LVDs (low voltage disconnects), VSRs (voltage sensing relays), and ACRs (automatic closing relays) to an isolated auxiliary battery bank.

Review ABYC regulations for power connection points.

### Battery Cables

Select proper size positive (+) and negative (-) battery cables. Using the following chart, battery should be located as close to engine as possible.

- Add the positive (+) and negative (-) battery cable lengths together.
- Divide by two to obtain the average cable length.

**IMPORTANT: Terminals must be soldered to cable ends to ensure good electrical contact. Use electrical grade (resin flux) solder only. Do not use acid flux solder as it may cause corrosion and a subsequent failure.**

*NOTE: The Current MerCruiser Specification is the legacy specification and is oversized to accommodate vessel loads connected to the starting battery via a load shedding device. Final verification of appropriate cable size per the entire system load falls upon the vessel manufacturer.*

### Current MerCruiser Specification (ISO 10133)

| Cable length          | Wire size                      |
|-----------------------|--------------------------------|
| 0–2.1 m (0–7 ft)      | 25 mm <sup>2</sup> (4 awg)     |
| 2.1–3.6 m (7–12 ft)   | 35 mm <sup>2</sup> (2 awg)     |
| 3.6–4.5 m (12–15 ft)  | 50 mm <sup>2</sup> (1 awg)     |
| 4.5–5.7 m (15–19 ft)  | 50 mm <sup>2</sup> (0 awg)     |
| 5.7–7.3 m (19–24 ft)  | 70 mm <sup>2</sup> (00 awg)    |
| 7.3–9.1 m (24–30 ft)  | 95 mm <sup>2</sup> (000 awg)   |
| 9.1–11.6 m (30–38 ft) | 120 mm <sup>2</sup> (0000 awg) |

*NOTE: The Engine Only MerCruiser Specification is the new specification and is designed for propulsion critical loads only listed in the above worksheet. Final verification of appropriate cable size for the entire system load falls upon the vessel manufacturer.*

### Engine Only MerCruiser Specification (American Wire Gauge)

| Cable Length                                     | Wire size                      |
|--|--------------------------------|
| Less than or equal to 2.7 m (9 ft)               | 13.3 mm <sup>2</sup> (6 awg)   |
| 2.7–4.6 m (9–15 ft)                              | 21.2 mm <sup>2</sup> (4 awg)   |
| 4.6–7.6 m (15–25 ft)                             | 33.6 mm <sup>2</sup> (2 awg)   |
| 7.6–9.5 m (25–31ft)                              | 42.4 mm <sup>2</sup> (1 awg)   |
| 9.5–11.9 m (31–39 ft)                            | 53.5 mm <sup>2</sup> (0 awg)   |
| 11.9–15.2 m (39–50 ft)                           | 67.7 mm <sup>2</sup> (00 awg)  |
| 15.2–19.2 m (50–63 ft)                           | 85.2 mm <sup>2</sup> (000 awg) |
| 19.2–24.4 m (63–80 ft)                           | 107 mm <sup>2</sup> (0000 awg) |
| <b>Both positive (+) and negative (-) cables</b> |                                |

OEMs that use crank battery cables as part of their power distribution system need to take into account what additional loads will be on the battery cable circuit and increase the size as appropriate. This minimum cable size specification is defined for cranking the engine only.

### Multiple EFI Engine Battery Precautions

**Alternators:** Alternators are designed to charge the battery that supplies electrical power to the engine that the alternator is mounted on. When batteries for two different engines are connected, one alternator will supply all of the charging current for both batteries. Normally, the other engine's alternator will not be required to supply any charging current.

**EFI propulsion control module (PCM):** The PCM requires a stable voltage source. During multiple engine operation, an onboard electrical device may cause a sudden drain of voltage at the engine's battery. The voltage may go below the PCM's minimum required voltage. Also, the alternator on the other engine may now start charging. This could cause a voltage spike in the engine's electrical system.

In either case, the PCM could shut off. When the voltage returns to the range that the PCM requires, the PCM will reset itself, and the engine will operate normally. The PCM shuts off and resets itself so quickly that the engine may only seem to have an ignition miss.

**Batteries:** Boats with multiengine EFI power packages require each engine be connected to its own battery. This ensures that the engine's PCM has a stable voltage source.

**Battery switches:** Battery switches should always be positioned so each engine is operating off of its own battery. Do not operate engines with switches in both or all position. In an emergency, another engine's battery can be used to start an engine with a dead battery.

**Battery isolators:** Isolators can be used to charge an auxiliary battery used for powering accessories in the boat. They should not be used to charge the battery of another engine in the boat unless the type of isolator is specifically designed for this purpose.

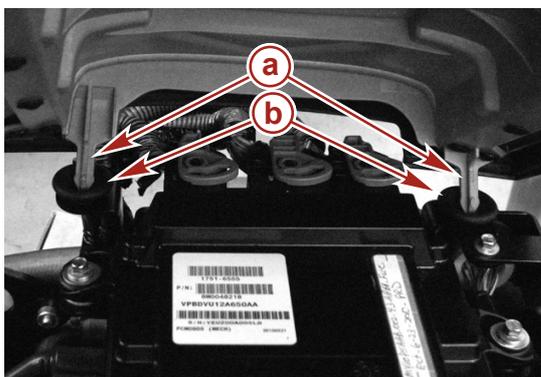
**Generators:** The generators battery should be considered another engine's battery.

## Cleaning the Flame Arrestor

### ⚠ WARNING

Fuel is flammable and explosive. Ensure that the key switch is off and the lanyard is positioned so that the engine cannot start. Do not smoke or allow sources of spark or open flame in the area while servicing. Keep the work area well ventilated and avoid prolonged exposure to vapors. Always check for leaks before attempting to start the engine, and wipe up any spilled fuel immediately.

1. Remove the engine cover.
  - a. **4.3 EC models:** Holding the edges of the engine cover, lift straight up, sliding the four engine cover pegs, near the outer corners of the cover, out of the cover grommets. Keep the engine cover level to avoid breaking the pegs.



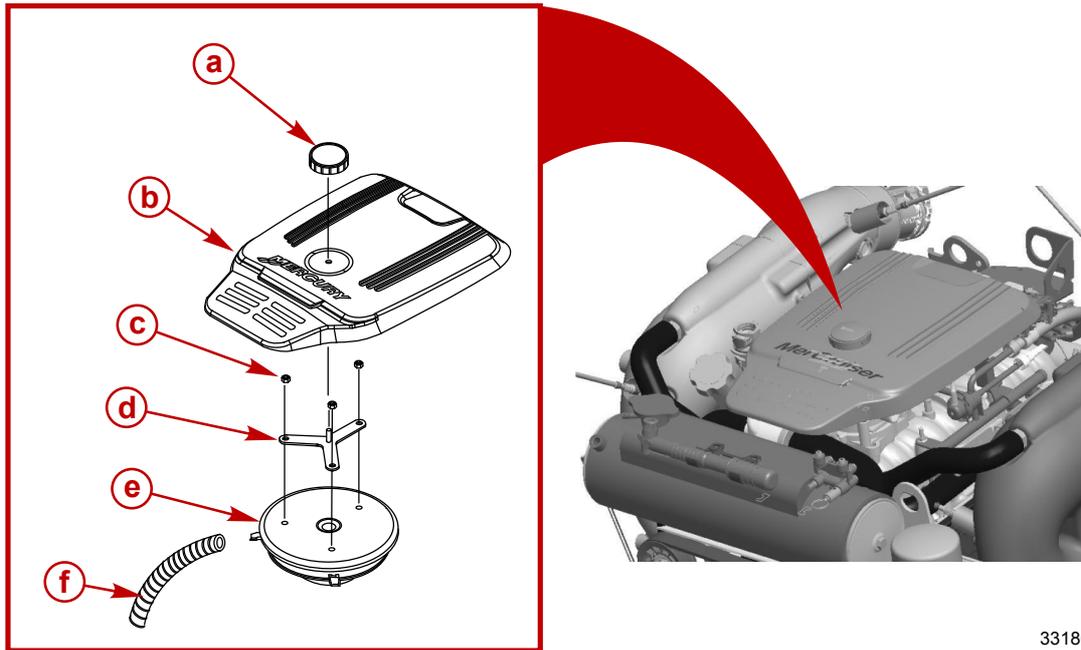
45314

#### 4.3 EC engine cover—shown under the cover

- a - Engine cover legs
- b - Engine cover grommets

## Section 5 - Maintenance

- b. **5.0 EC models:** Remove the engine cover knob.



33180

### 5.0 EC engine cover

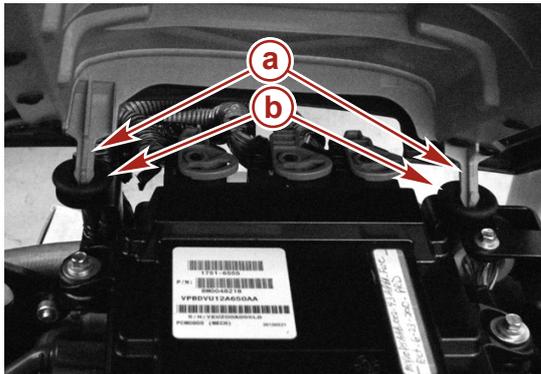
- a - Engine cover knob
- b - Engine cover
- c - Nuts, flame arrester
- d - Cover mount bracket
- e - Flame arrester
- f - Crankcase ventilation hose

- c. Lift the engine cover off the engine and set aside.
2. Disconnect and remove the crankcase ventilation hose from the fitting on the flame arrester and valve cover.
  3. Remove the flame arrester.
  4. Clean the flame arrester with warm water and a mild detergent.
  5. Inspect the flame arrester for holes, cracks, or deterioration. Replace if necessary.
  6. Allow the flame arrester to air dry completely before use.
  7. Clean the crankcase ventilation hose with warm water and a mild detergent. Dry with compressed air or allow to air dry completely.
  8. Inspect the crankcase ventilation hose for cracks or deterioration. Replace if necessary.
  9. Install the flame arrester and flame arrester bracket. Torque the flame arrester bracket nuts to specification.

| Description                | Nm | lb-in. | lb-ft |
|----------------------------|----|--------|-------|
| Flame arrester bracket nut | 12 | 106    | -     |

10. Connect the crankcase ventilation hose to the fitting on the flame arrester and valve cover.
11. Install the engine cover.

- a. **4.3 EC models:** Holding the edges of the engine cover, position the four engine cover legs, near the outer corners of the cover, over the center holes in the cover grommets. Carefully push the cover straight down until fully seated. Keep the engine cover level to avoid breaking the legs.

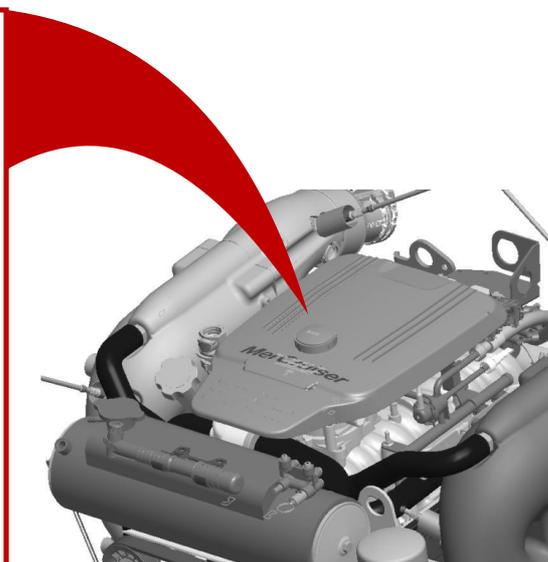
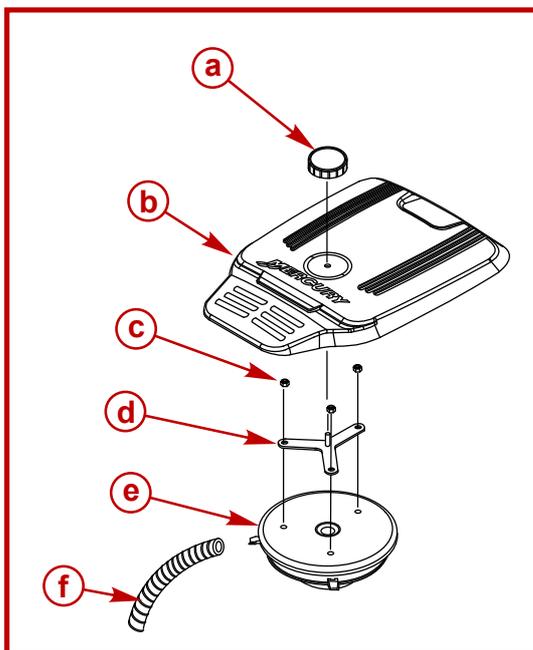


45314

**4.3 EC engine cover—shown under the cover**

- a - Engine cover legs
- b - Engine cover grommets

- b. **5.0 EC models:** Position the cover over the cover mount bracket. Secure with the engine cover knob.



33180

**5.0 EC engine cover**

- a - Engine cover knob
- b - Engine cover
- c - Nuts, flame arrestor
- d - Cover mount bracket
- e - Flame arrestor
- f - Crankcase ventilation hose

**Positive Crankcase Ventilation (PCV) Valve**

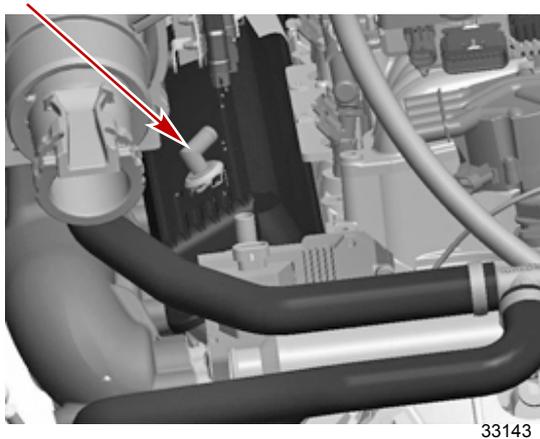
The 4.3 EC engine does not have a serviceable PCV valve.

**Changing**

*NOTE: We recommend the use of Mercury MerCruiser replacement parts to ensure compliance with emission regulations.*

## Section 5 - Maintenance

1. Remove the PCV valve from the port valve cover.



a - PCV valve (hose not shown)

2. Disconnect the PCV valve from the hose and discard the valve.
3. Install a new PCV valve in the valve cover and reconnect the hose.
4. Ensure that the PCV valve is tightly seated in the valve cover.

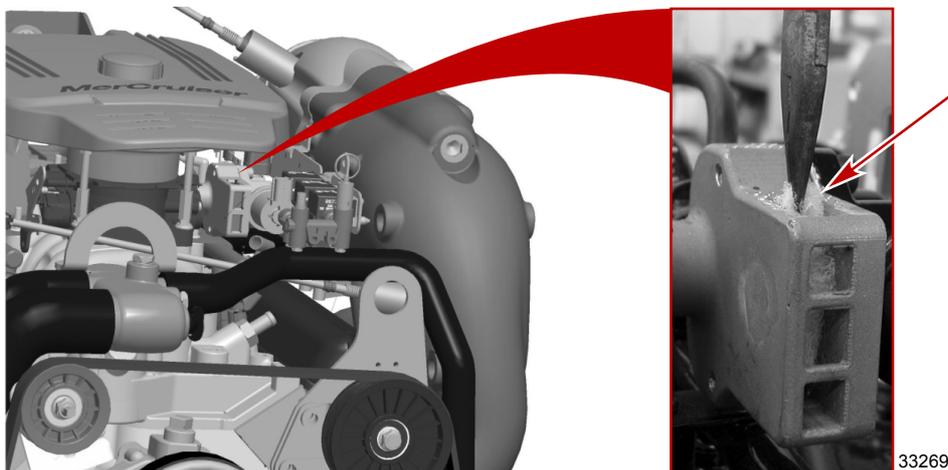
## Cleaning the IAC Muffler

### ⚠ WARNING

Fuel is flammable and explosive. Ensure that the key switch is off and the lanyard is positioned so that the engine cannot start. Do not smoke or allow sources of spark or open flame in the area while servicing. Keep the work area well ventilated and avoid prolonged exposure to vapors. Always check for leaks before attempting to start the engine, and wipe up any spilled fuel immediately.

**NOTE:** The IAC muffler may be installed in the throttle body or in the IAC adapter. Locate your IAC muffler by removing the engine cover.

1. Remove the engine cover.
2. Remove the IAC muffler.



IAC muffler installed in the IAC adapter—5.0 EC shown, 4.3 EC similar

3. Inspect the IAC muffler for holes, cracks, or deterioration. Replace the IAC muffler if damaged.  
**IMPORTANT: Do not get cleaner on electrical connections and do not use cleaner containing methyl ethyl ketone.**
4. Clean the IAC muffler with warm water and a mild detergent. Replace if necessary.
5. Allow the IAC muffler to dry completely, and then install.

## Water-Separating Fuel Filter (MPI)

### Water-Separating Fuel Filter

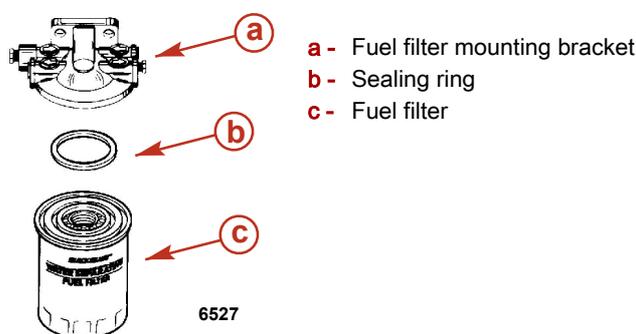
#### ⚠ WARNING

Fuel is flammable and explosive. Ensure that the key switch is off and the lanyard is positioned so that the engine cannot start. Do not smoke or allow sources of spark or open flame in the area while servicing. Keep the work area well ventilated and avoid prolonged exposure to vapors. Always check for leaks before attempting to start the engine, and wipe up any spilled fuel immediately.

#### ⚠ CAUTION

Failure to release pressure from the fuel system will result in fuel spraying out, which can cause a fire or explosion. Allow the engine to cool completely and release all fuel pressure before servicing any part of the fuel system. Always protect eyes and skin from pressurized fuel and vapors.

### Gen II Models



### Removal

1. Allow the engine to cool down.  
*NOTE: Mercury MerCruiser recommends that the engine be shut off for 12 hours prior to filter removal.*
2. Close the fuel supply valve, if equipped.
3. Wrap the water-separating fuel filter with a cloth to help catch any fuel spills or spray.
4. Remove and discard the water-separating fuel filter and sealing ring from the mounting bracket.

### Installation

1. Coat the sealing ring on the new filter with engine oil.

| Tube Ref No. | Description        | Where Used                                | Part No.       |
|--------------|--------------------|---|----------------|
| 80           | SAE Engine Oil 30W | Water-separating fuel filter sealing ring | Obtain Locally |

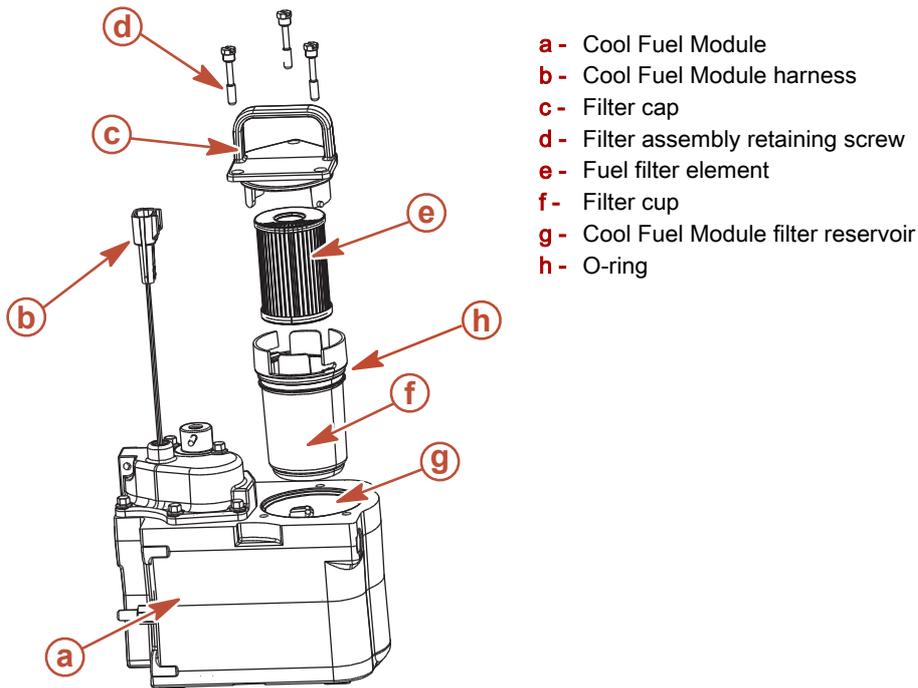
2. Thread filter onto the mounting bracket and tighten securely by hand. Do not use a filter wrench.
3. Open fuel supply valve, if equipped.
4. Ensure that the engine compartment is properly ventilated.

#### NOTICE

Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.

5. Supply cooling water to the engine.
6. Start the engine. Check for gasoline leaks around the fuel filter assembly. If leaks exist, stop the engine immediately. Recheck the filter installation, wipe up any spilled fuel, and properly ventilate the engine compartment. If leaks continue, stop the engine immediately and contact your authorized Mercury MerCruiser dealer.

Gen III Models



- a - Cool Fuel Module
- b - Cool Fuel Module harness
- c - Filter cap
- d - Filter assembly retaining screw
- e - Fuel filter element
- f - Filter cup
- g - Cool Fuel Module filter reservoir
- h - O-ring

8837

Removal

1. Allow the engine to cool down.  
*NOTE: Mercury MerCruiser recommends that the engine be shut off for 12 hours prior to filter removal.*
2. Close fuel supply valve, if equipped.
3. Disconnect the Cool Fuel Module harness from the engine wiring harness.
4. Turn the key switch to the start position and allow the starter to operate for five seconds.
5. Turn the key switch to the off position.
6. Loosen each filter assembly retaining screw until the screw is disengaged from the Cool Fuel Module. Do not remove the filter assembly retaining screws from the filter cap.
7. Unseat the filter assembly by grasping the filter assembly handle and pulling upward. Do not remove the filter assembly from the Cool Fuel Module at this time.
8. Allow any fuel that may be in the filter assembly to drain out through the bottom of the filter assembly and into the Cool Fuel Module filter reservoir.
9. Remove the filter cup from the filter cap by grasping the filter cap and rotating it in a clockwise direction while holding the filter cup stationary.
10. Remove the used water-separating fuel filter element from the filter cup, place it in a clean, approved container.
11. Dispose of any water or debris that may be in the filter cup.

Installation

1. Install a new water-separating fuel filter element into the filter cup. Push the element into the cup until completely seated.
2. Install new O-ring on the filter cup.
3. Attach the filter cap to the filter cup by grasping the filter cap and rotating it in a counterclockwise direction while holding the filter cup stationary, until the filter cap locks securely into place.
4. Install the fuel filter assembly slowly into the Cool Fuel Module to prevent spilling fuel, and align the screws retained in the filter cap with the screw holes in the Cool Fuel Module. Tighten the filter assembly retaining screws until hand tight.
5. Ensure that the filter cap is firmly seated against the Cool Fuel Module and torque each filter assembly retaining screw.

| Description                     | Nm | lb-in. | lb-ft |
|---------------------------------|----|--------|-------|
| Filter assembly retaining screw | 6  | 53     | -     |

6. Open fuel supply valve, if equipped.
7. Reconnect the Cool Fuel Module harness to the engine wiring harness.
8. Properly ventilate the engine compartment.

**NOTICE**

Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.

9. Supply cooling water to the engine.
10. Start the engine. Check for gasoline leaks around the fuel filter assembly. If leaks exist, stop the engine immediately. Recheck the filter installation, clean spilled fuel, and properly ventilate the engine compartment. If leaks continue, stop engine immediately and contact your authorized Mercury MerCruiser dealer.

## Lubrication

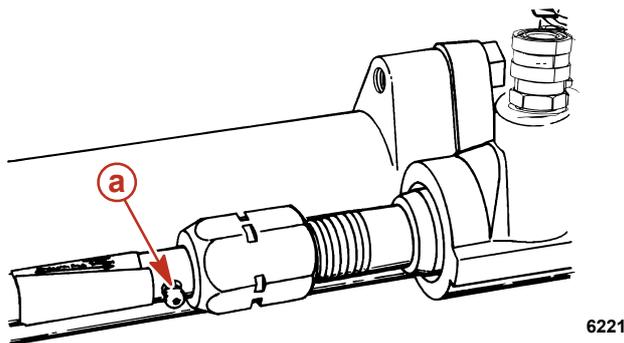
### Steering System

**⚠ WARNING**

Incorrect cable lubrication can cause hydraulic lock, leading to serious injury or death from loss of boat control. Completely retract the end of the steering cable before applying lubricant.

*NOTE: If the steering cable does not have a grease fitting, the inner wire of the cable cannot be greased.*

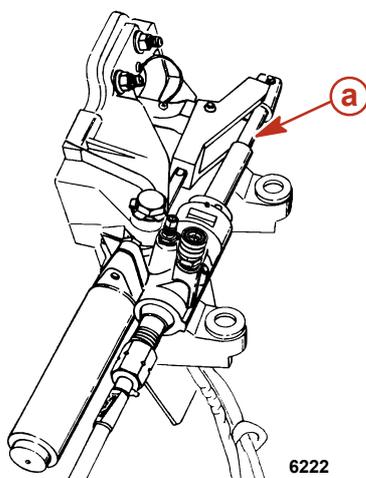
1. **If the steering cable has grease fittings:** Turn the steering wheel until the steering cable is fully retracted into the cable housing. Apply approximately three pumps of grease from a typical hand-operated grease gun.



a - Steering cable grease fitting

| Tube Ref No. | Description           | Where Used                    | Part No. |
|--------------|-----------------------|-------------------------------|----------|
| 34           | Special Lubricant 101 | Steering cable grease fitting | 802859A1 |

2. Turn the steering wheel until the steering cable is fully extended. Lightly lubricate the exposed part of the cable.

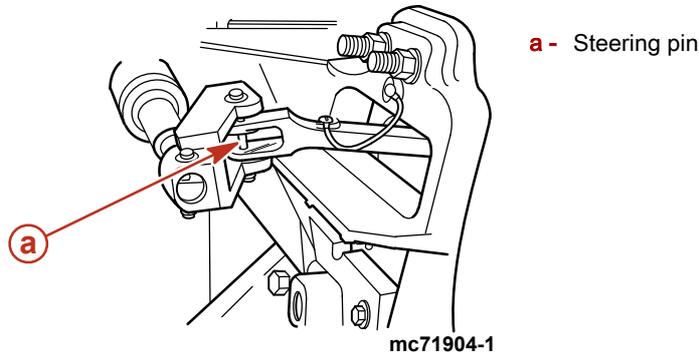


a - Extended steering cable

## Section 5 - Maintenance

| Tube Ref. No.  | Description           | Where Used     | Part No. |
|--|-----------------------|----------------|----------|
|  34 | Special Lubricant 101 | Steering cable | 802859A1 |

3. Lubricate the steering pin.



| Tube Ref. No.   | Description                                     | Where Used   | Part No.     |
|---|---|--------------|--------------|
|  | Synthetic Blend MerCruiser Engine Oil SAE25W-40 | Steering pin | 92-883725K01 |

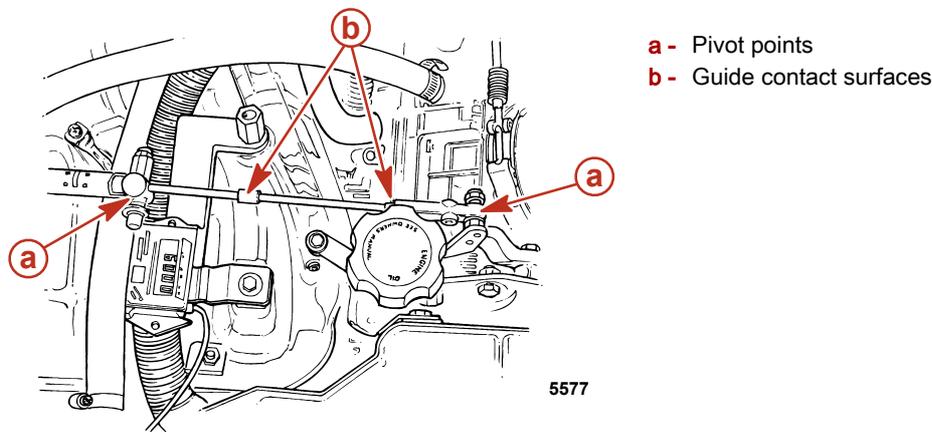
4. On dual engine boats: Lubricate the tie bar pivot points.

| Tube Ref. No.   | Description                                     | Where Used           | Part No.     |
|---|---|----------------------|--------------|
|  | Synthetic Blend MerCruiser Engine Oil SAE25W-40 | Tie bar pivot points | 92-883725K01 |

5. Upon first starting the engine, turn the steering wheel several times to starboard and then port to ensure that the steering system operates properly before getting underway.

## Throttle Cable

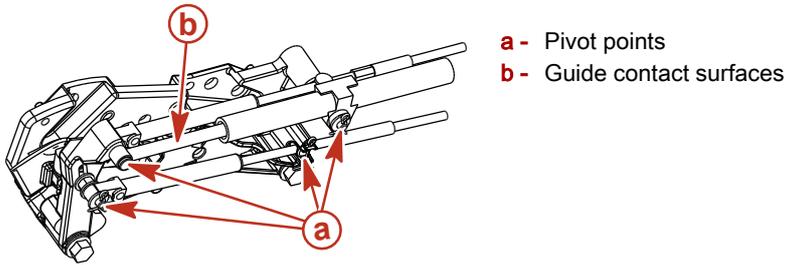
Lubricate the pivot points and the guide contact surfaces.



| Tube Ref. No.   | Description                                     | Where Used   | Part No.     |
|---|---|--|--------------|
|  | Synthetic Blend MerCruiser Engine Oil SAE25W-40 | Throttle cable pivot points and guide contact surfaces | 92-883725K01 |

### Shift Cable - Typical

Lubricate the pivot points and the guide contact surfaces.

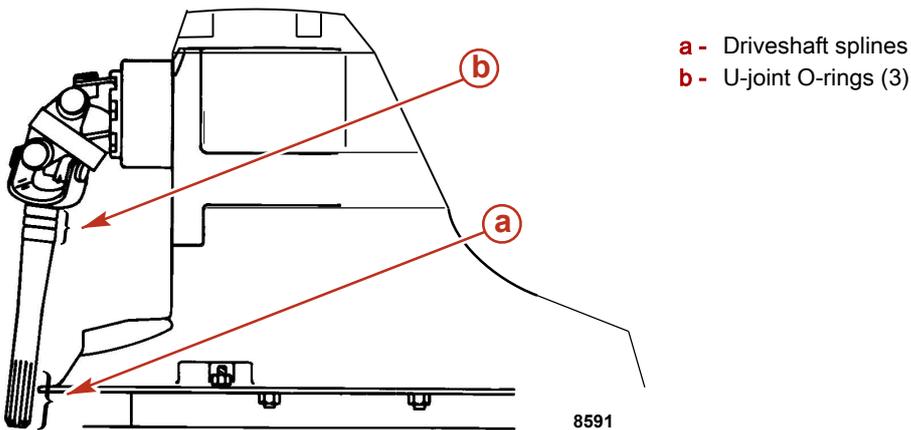


mc79736

| Tube Ref. No.   | Description                                     | Where Used  | Part No.     |
|---|---|---|--------------|
|  | Synthetic Blend MerCruiser Engine Oil SAE25W-40 | Shift cable pivot points and guide contact surfaces | 92-883725K01 |

### Sterndrive U-Joint Shaft Splines and O-Rings (Sterndrive Unit Removed)

1. Coat sterndrive U-joint O-rings and driveshaft splines with grease.



8591

| Tube Ref No.   | Description                  | Where Used                             | Part No.  |
|--|------------------------------|--|-----------|
|  91 | Engine Coupler Spline Grease | Driveshaft splines and U-joint O-rings | 8M0071842 |

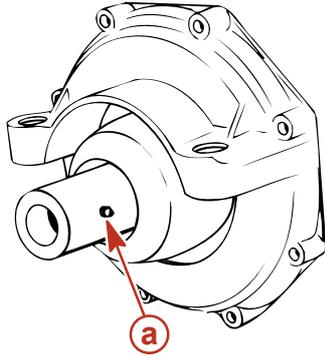
2. For propeller shaft lubrication, refer to **Propellers**.

### Engine Coupler

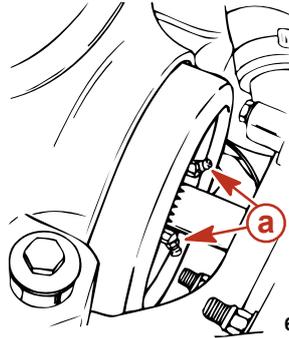
Lubricate the engine coupler splines through the grease fittings on the coupler by applying approximately 8–10 pumps of grease from a typical hand-operated grease gun.

## Section 5 - Maintenance

**NOTE:** If the boat is operated at idle for prolonged periods of time, the coupler should be lubricated: **Bravo Models** - every 50 hours; **Alpha Models** - every 150 hours.



6213



6212

Alpha drive coupler

Bravo drive coupler

a - Grease fitting

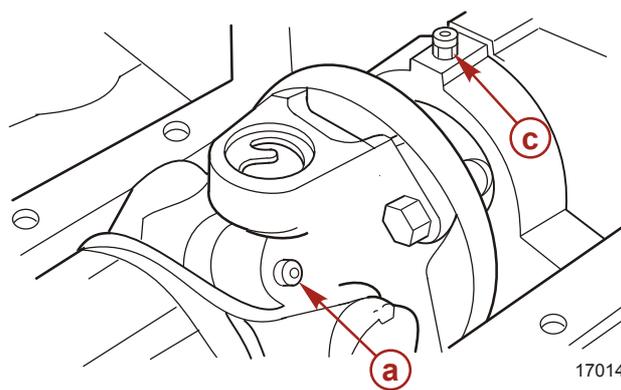
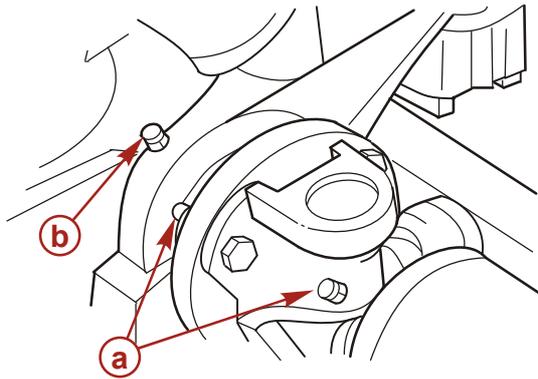
| Tube Ref No.   | Description                  | Where Used | Part No.  |
|--|------------------------------|------------|-----------|
|  91 | Engine Coupler Spline Grease | Coupler    | 8M0071842 |

**NOTE: Alpha Models** - Your power package is equipped with a sealed engine coupler and Perm-a-Lube U-joints. The sealed coupler and shaft splines can be lubricated without removing the sterndrive unit. The Perm-a-Lube U-joints do not require lubrication.

**NOTE: Bravo Models** - The coupler and shaft splines can be lubricated without removing the sterndrive unit. Apply lubricant from a typical hand-operated grease gun until a small amount of grease begins to push out. The Perm-a-Lube U-joints do not require lubrication.

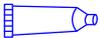
## Driveshaft Extension Models

- Lubricate the transom end grease fitting and engine end grease fitting by applying approximately 10–12 pumps of grease from a typical hand-operated grease gun.
- Lubricate the driveshaft grease fittings by applying approximately 3–4 pumps of grease from a typical hand-operated grease gun.



17014

- a - Driveshaft grease fittings
- b - Transom end grease fitting
- c - Engine end grease fitting

| Tube Ref No.  | Description    | Where Used  | Part No.  |
|---|----------------|---|-----------|
|  | Extreme Grease | Transom end grease fitting, engine end grease fitting, driveshaft grease fittings | 8M0071842 |

## Propellers

### Propeller Repair

Some damaged propellers can be repaired. Contact your authorized Mercury MerCruiser dealer.

### Alpha Propeller Removal

#### ⚠ WARNING

Rotating propellers can cause serious injury or death. Never operate the boat out of the water with a propeller installed. Before installing or removing a propeller, place the drive unit in neutral and engage the lanyard stop switch to prevent the engine from starting. Place a block of wood between the propeller blade and the anti-ventilation plate.

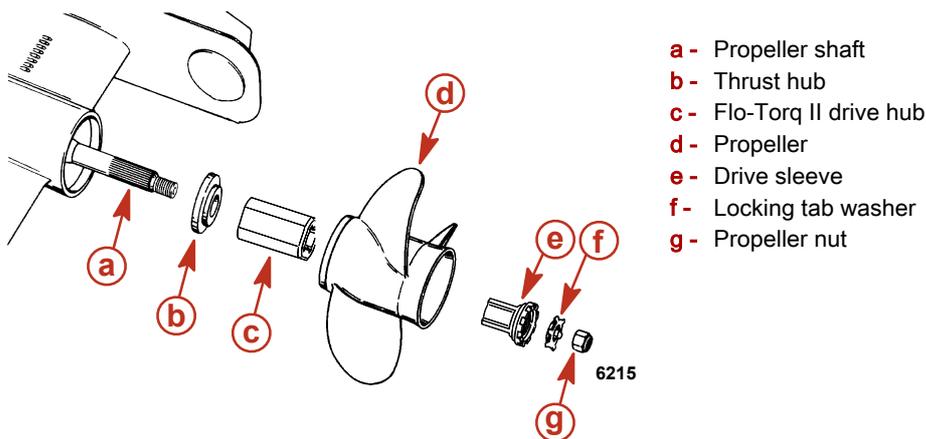
1. Place a wood block between the propeller blade and the anti-ventilation plate to prevent rotation. Straighten bent tabs on tab washer.
2. Turn the propeller shaft nut counterclockwise to remove the nut.
3. Slide the tab washer, drive sleeve, propeller, and thrust hub off the propeller shaft.

### Alpha Propeller Installation

#### NOTICE

Operating the engine with a loose propeller can damage the propeller, the drive, or drive components. Always tighten the propeller nut or nuts to specification and check for tightness periodically and at the required maintenance interval.

**IMPORTANT:** If reusing the tab washer, carefully inspect tabs for cracks or other damage. Replace the tab washer if condition is questionable.



- a - Propeller shaft
- b - Thrust hub
- c - Flo-Torq II drive hub
- d - Propeller
- e - Drive sleeve
- f - Locking tab washer
- g - Propeller nut

1. Apply a liberal coat of one of the following lubricants to the propeller shaft.

| Tube Ref No. | Description           | Where Used      | Part No.       |
|--------------|-----------------------|-----------------|----------------|
| 34           | Special Lubricant 101 | Propeller shaft | 802859A1       |
| 94           | Anti-Corrosion Grease | Propeller shaft | Obtain Locally |
| 95           | 2-4-C with PTFE       | Propeller shaft | 92-802859A 1   |

2. Slide the thrust hub onto the propeller shaft, with the stepped side toward the propeller hub.
3. Install the Flo-Torq II drive hub into the propeller.

**NOTE:** The drive sleeve is tapered and will slide fully into the propeller as the nut is tightened and properly torqued.

4. Align the splines and place the propeller on the propeller shaft.
5. Install the drive sleeve and locking tab washer.
6. Install and torque the propeller nut.

| Description             | Nm | lb-in. | lb-ft |
|-------------------------|----|--------|-------|
| Propeller nut (minimum) | 75 | –      | 55    |

## Section 5 - Maintenance

7. Bend three tabs on the tab washer down into the grooves in the spline washer. After the first use, bend the three tabs straight and retorque the propeller nut. Bend tabs back down into the spline washer. Check the propeller every 20 hours of operation. Do not operate with a loose propeller.

### Bravo One Propeller Removal

#### ⚠ WARNING

Rotating propellers can cause serious injury or death. Never operate the boat out of the water with a propeller installed. Before installing or removing a propeller, place the drive unit in neutral and engage the lanyard stop switch to prevent the engine from starting. Place a block of wood between the propeller blade and the anti-ventilation plate.

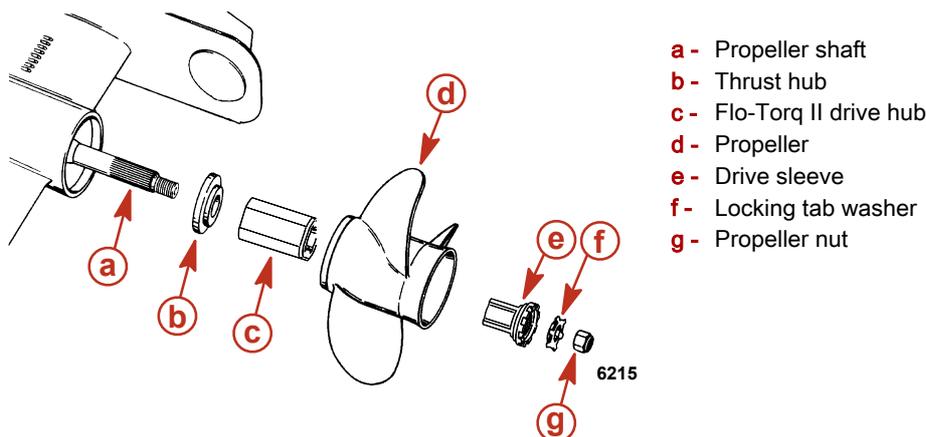
1. Place a wood block between the propeller blade and the anti-ventilation plate to prevent rotation. Straighten bent tabs on tab washer.
2. Turn the propeller shaft nut counterclockwise to remove the nut.
3. Slide the tab washer, drive sleeve, propeller, and thrust hub off the propeller shaft.

### Bravo One Propeller Installation

#### NOTICE

Operating the engine with a loose propeller can damage the propeller, the drive, or drive components. Always tighten the propeller nut or nuts to specification and check for tightness periodically and at the required maintenance interval.

**IMPORTANT:** If reusing tab washer, carefully inspect tabs for cracks or other damage. Replace tab washer if condition is questionable.



- a - Propeller shaft
- b - Thrust hub
- c - Flo-Torq II drive hub
- d - Propeller
- e - Drive sleeve
- f - Locking tab washer
- g - Propeller nut

1. Slide the thrust hub onto the propeller shaft, with stepped side toward propeller hub.
2. Apply a liberal coat of one of the following lubricants to the propeller shaft.

| Tube Ref No. | Description           | Where Used      | Part No.       |
|--------------|-----------------------|-----------------|----------------|
| 34           | Special Lubricant 101 | Propeller shaft | 802859A1       |
| 94           | Anti-Corrosion Grease | Propeller shaft | Obtain Locally |
| 95           | 2-4-C with PTFE       | Propeller shaft | 92-802859A 1   |

3. Install Flo-Torq II drive hub into propeller.  
**NOTE:** The drive sleeve is tapered and will slide fully into the propeller as the nut is tightened and properly torqued.
4. Align splines and place propeller on propeller shaft.
5. Install drive sleeve and locking tab washer.
6. Install and torque the propeller nut.

| Description             | Nm | lb-in. | lb-ft |
|-------------------------|----|--------|-------|
| Propeller nut (minimum) | 75 | -      | 55    |

**IMPORTANT:** The propeller torque stated is a minimum torque value. Some special use propellers may have a different torque value. Use the installation information provided with the propeller to determine if another torque value is appropriate to your propeller.

7. Bend three tabs on the tab washer down into the grooves in the spline washer. After the first use, bend the three tabs straight and retorque the propeller nut. Bend tabs back down into the spline washer. Check propeller after 20 hours of operation. Do not operate with a loose propeller.

## Bravo Two Propeller Removal

### ⚠ WARNING

Rotating propellers can cause serious injury or death. Never operate the boat out of the water with a propeller installed. Before installing or removing a propeller, place the drive unit in neutral and engage the lanyard stop switch to prevent the engine from starting. Place a block of wood between the propeller blade and the anti-ventilation plate.

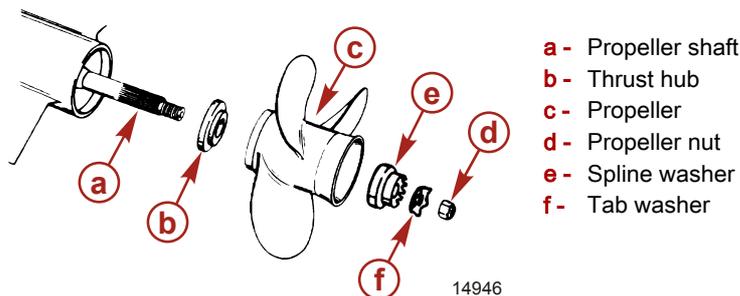
1. Place a wood block between the propeller blade and anti-ventilation plate to prevent rotation. Straighten bent tabs on tab washer.
2. Turn propeller shaft nut counterclockwise to remove nut.
3. Slide tab washer, spline washer, propeller, and thrust hub off propeller shaft.

## Bravo Two Propeller Installation

### NOTICE

Operating the engine with a loose propeller can damage the propeller, the drive, or drive components. Always tighten the propeller nut or nuts to specification and check for tightness periodically and at the required maintenance interval.

**IMPORTANT:** If reusing the tab washer, carefully inspect tabs for cracks or other damage. Replace the tab washer if condition is questionable.



- a - Propeller shaft
- b - Thrust hub
- c - Propeller
- d - Propeller nut
- e - Spline washer
- f - Tab washer

1. Slide the thrust hub onto the propeller shaft with stepped side toward the propeller hub.
2. Apply a liberal coat of one of the following lubricants to the propeller shaft.

| Tube Ref No. | Description           | Where Used      | Part No.       |
|--------------|-----------------------|-----------------|----------------|
| 34           | Special Lubricant 101 | Propeller shaft | 802859A1       |
| 94           | Anti-Corrosion Grease | Propeller shaft | Obtain Locally |
| 95           | 2-4-C with PTFE       | Propeller shaft | 92-802859A 1   |

3. Align the splines and place the propeller on the propeller shaft.
4. Install the spline washer and tab washer.
5. Install and torque the propeller nut.

| Description             | Nm | lb-in. | lb-ft |
|-------------------------|----|--------|-------|
| Propeller nut (minimum) | 81 | -      | 60    |

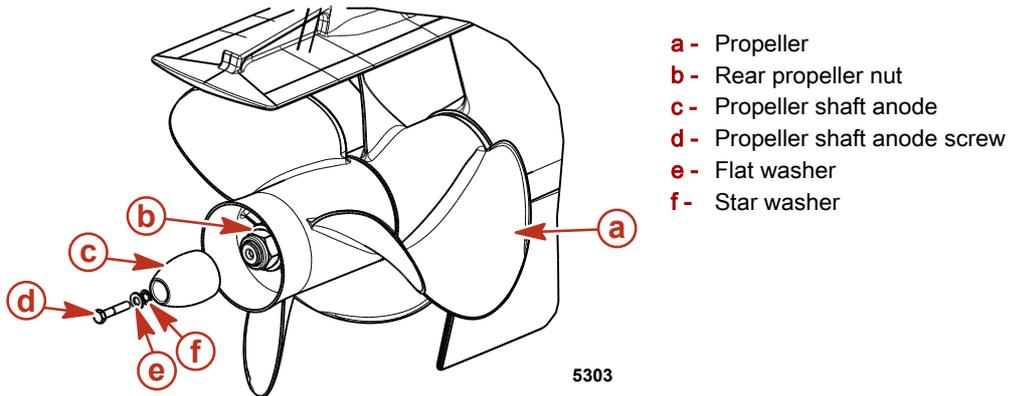
6. Bend three tabs on the tab washer down into the grooves in the spline washer. After the first use, bend the three tabs straight and retorque the propeller nut. Bend the tabs back down into the spline washer. Check the propeller every 20 hours of operation. Do not operate with a loose propeller.

## Bravo Three Propeller Removal

### ⚠ WARNING

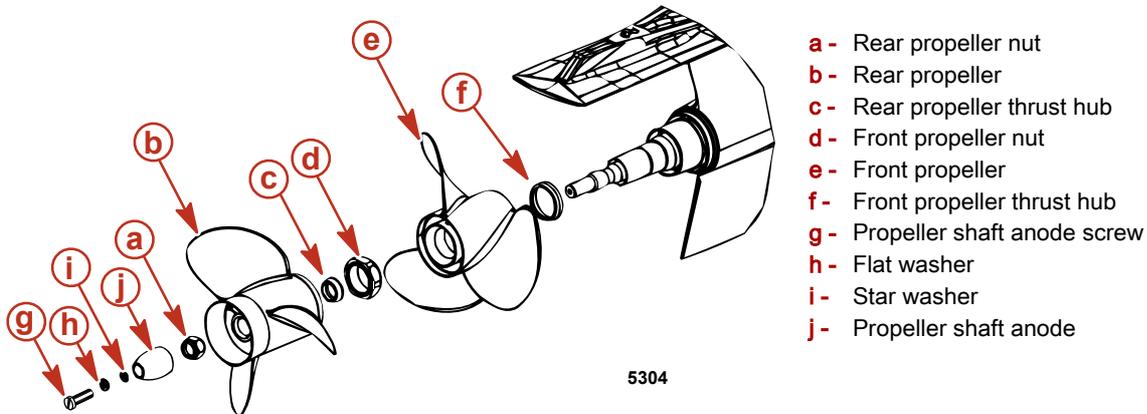
Rotating propellers can cause serious injury or death. Never operate the boat out of the water with a propeller installed. Before installing or removing a propeller, place the drive unit in neutral and engage the lanyard stop switch to prevent the engine from starting. Place a block of wood between the propeller blade and the anti-ventilation plate.

1. Place a wood block between the propeller blades and the anti-ventilation plate to prevent rotation.
2. Remove the bolt and washers securing the propeller shaft anode.
3. Remove the propeller shaft anode.



4. Turn the rear propeller nut 37 mm (1-7/16 in.) counterclockwise to remove the nut.
5. Slide the propeller and thrust hub off the propeller shaft.
6. Turn the front propeller nut 70 mm (2-3/4 in.) counterclockwise to remove the nut.
7. Slide the propeller and thrust hub off the propeller shaft.

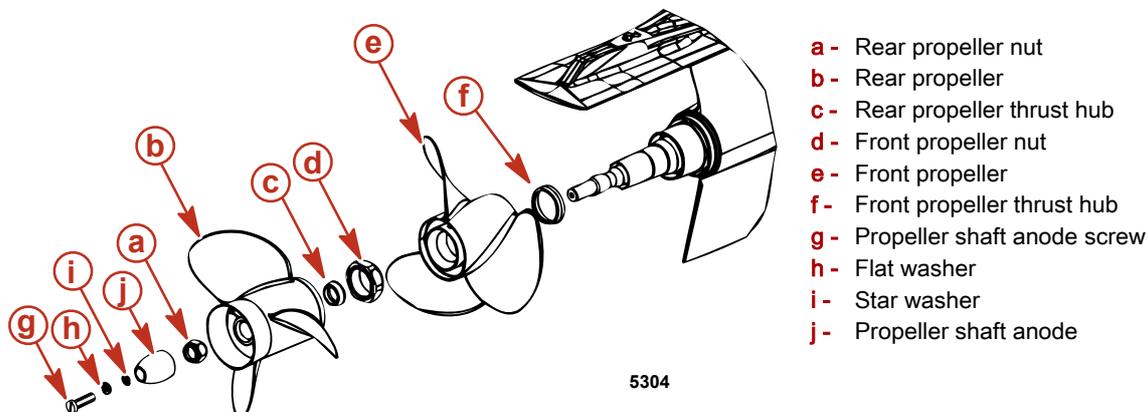
**NOTE:** Some damaged propellers can be repaired. Contact your authorized Mercury MerCruiser dealer.



## Bravo Three Propeller Installation

**NOTICE**

Operating the engine with a loose propeller can damage the propeller, the drive, or drive components. Always tighten the propeller nut or nuts to specification and check for tightness periodically and at the required maintenance interval.



- Slide the front propeller thrust hub onto the propeller shaft with the outside taper facing toward the propeller hub (toward end of propeller shaft).
- Apply a liberal coat of one of the following lubricants to the propeller shaft.

| Tube Ref No. | Description           | Where Used      | Part No.       |
|--------------|-----------------------|-----------------|----------------|
| 34           | Special Lubricant 101 | Propeller shaft | 802859A1       |
| 94           | Anti-Corrosion Grease | Propeller shaft | Obtain Locally |
| 95           | 2-4-C with PTFE       | Propeller shaft | 92-802859A 1   |

- Align the splines and install the front propeller onto the propeller shaft.
- Install and torque the front propeller nut. Check the propeller every 20 hours of operation and retorquing as needed.

| Description         | Nm  | lb-in. | lb-ft |
|---------------------|-----|--------|-------|
| Front propeller nut | 136 | –      | 100   |

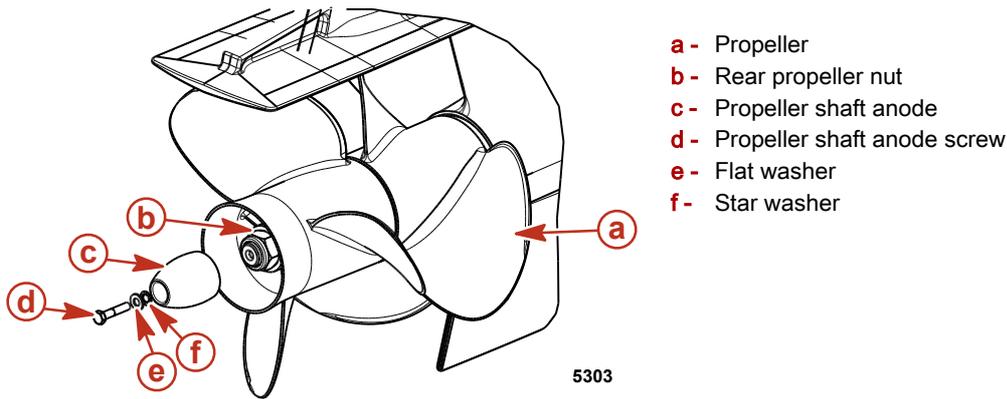
- Slide the rear thrust hub onto the propeller shaft with the outside taper facing toward the propeller hub (toward end of propeller shaft).
- Align the splines and install the rear propeller onto the propeller shaft.
- Install and torque the rear propeller nut. Check the propeller every 20 hours of operation and retorquing as needed.

| Description        | Nm | lb-in. | lb-ft |
|--------------------|----|--------|-------|
| Rear propeller nut | 81 | –      | 60    |

- Install the propeller shaft anode over the rear propeller nut.
- Place the flat washer onto the propeller shaft anode screw.
- Place the star washer onto the propeller shaft anode screw.

## Section 5 - Maintenance

11. Apply Loctite 271 Threadlocker onto the propeller shaft anode screw threads.



| Tube Ref No.  | Description              | Where Used                          | Part No.  |
|---|--------------------------|-------------------------------------|-----------|
|  | Loctite 271 Threadlocker | Propeller shaft anode screw threads | 92-809819 |

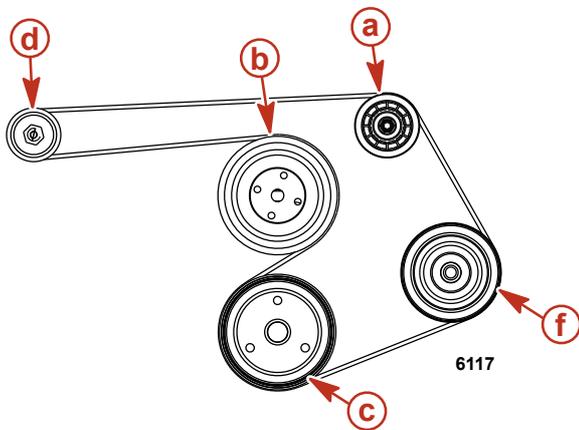
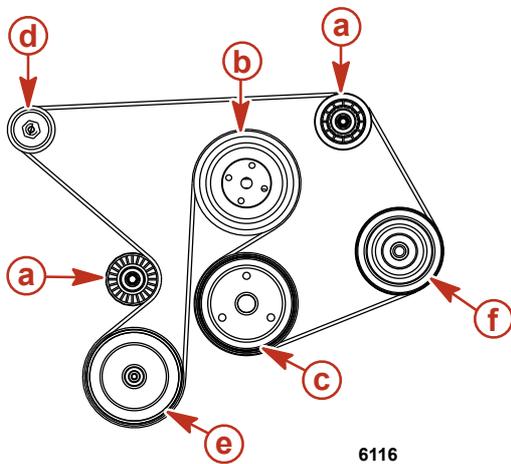
12. Secure the propeller shaft anode to the propeller shaft with the propeller shaft anode screw and washers. Tighten the anode screw.

| Description  | Nm | lb-in. | lb-ft |
|--|----|--------|-------|
| Propeller shaft anode screw 38 mm (0.3125-18 x 1.5 in.) long | 27 | -      | 20    |

## Serpentine Drive Belt

### ⚠ WARNING

Inspecting the belts with the engine running may cause serious injury or death. Turn off the engine and remove the ignition key before adjusting tension or inspecting belts.



### With a seawater pump

- a - Idler pulley
- b - Water circulating pump pulley
- c - Crankshaft pulley
- d - Alternator pulley
- e - Seawater pump pulley
- f - Power steering pump pulley

### Without a seawater pump

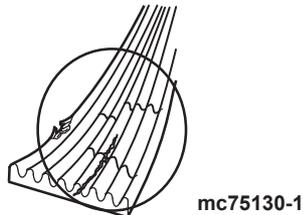
## Checking

Inspect the drive belt for proper tension and for the following:

- Excessive wear
- Cracks

**NOTE:** Minor, transverse cracks (across the belt width) may be acceptable. Longitudinal cracks (in the direction of belt length) that join transverse cracks are not acceptable.

- Fraying
- Glazed surfaces
- Proper tension - 13 mm (1/2 in.) deflection, with moderate thumb pressure, on the belt at the location that has the longest distance between two pulleys.

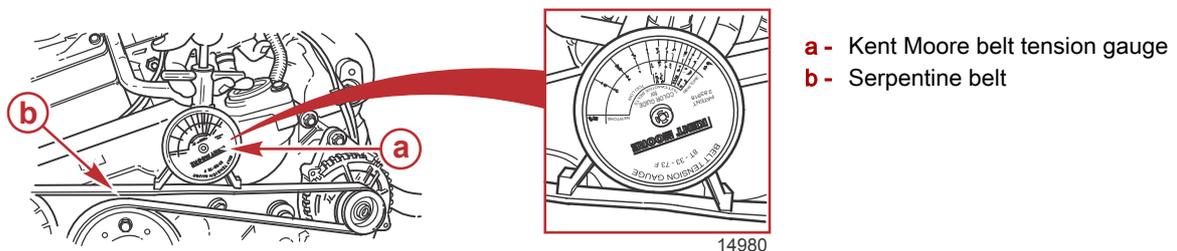


## Replacing Belt and/or Adjusting Tension

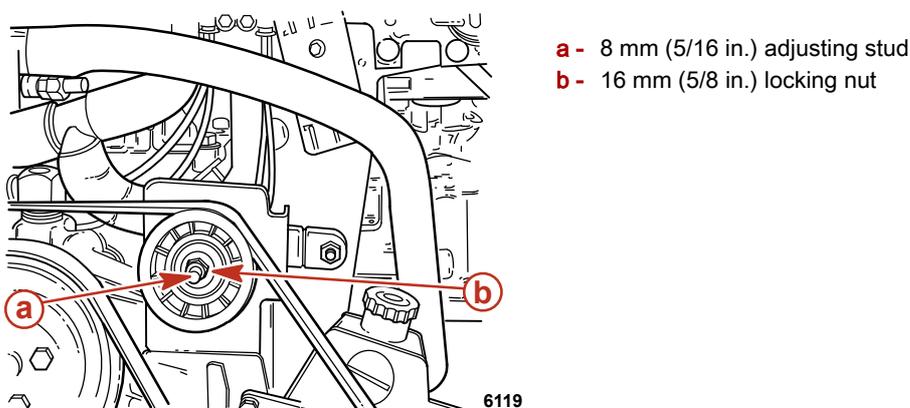
**IMPORTANT:** If a belt is to be reused, it should be installed in the same direction of rotation as before.

**NOTE:** Belt deflection is to be measured on the belt at the location that has the longest distance between two pulleys.

1. Loosen the 16 mm (5/8 in.) locking nut on the adjustment stud.
2. Turn the adjustment stud and loosen the belt.
3. If a new serpentine drive belt is required, remove the old belt and install a new belt onto the pulleys.
4. Put a wrench on the adjustment stud 16 mm (5/8 in.) locking nut.
5. Use a 8 mm (5/16 in.) socket and tighten the adjusting stud to adjust the belt deflection.
6. Use one of the two following methods to check for correct deflection.
  - a. Push down with moderate thumb pressure on the longest stretch of belt. Proper deflection is 13 mm (1/2 in.).
  - b. Attach the Kent Moore® belt tension gauge to the belt. The gauge has different ranges for new and used belts.



7. While holding the adjustment stud at the correct belt tension, tighten the 16 mm (5/8 in.) locking nut.



8. Operate the engine for a short period of time and recheck the belt adjustment.

## Corrosion Protection

### Corrosion Information

Whenever two or more dissimilar metals are submerged in a conductive solution, such as saltwater, polluted water or water with a high mineral content, a chemical reaction takes place causing electrical current to flow between metals. The electrical current flow causes the metal that is most chemically active, or anodic, to erode. This is known as galvanic corrosion. For more information contact your authorized Mercury MerCruiser dealer.

### Maintaining Ground Circuit Continuity

The transom assembly and sterndrive are equipped with a ground wire circuit to ensure good electrical continuity between the engine, transom assembly, and sterndrive components. Good continuity is essential for the MerCathode System to function effectively.

### MerCathode System Battery Requirements

The Mercury MerCruiser MerCathode system requires a minimum battery charge of 12.6 volts at all times to maintain functionality.

Boats equipped with a MerCathode system that use shore power, and are not run for a long period of time, must use a battery charger to maintain a minimum battery charge of 12.6 volts or above.

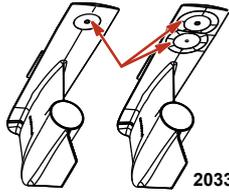
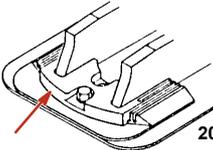
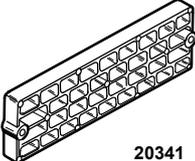
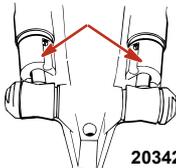
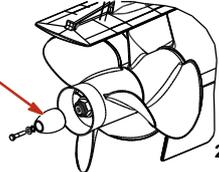
Boats equipped with a MerCathode system that do not have access to shore power must be operated often enough to maintain a minimum battery charge of 12.6 volts or above at all times.

### Anodes and MerCathode System Locations

**IMPORTANT: Replace sacrificial anodes if eroded 50 percent or more.**

The following sacrificial anodes are installed at different locations on your power package. These anodes help protect against galvanic corrosion by sacrificing their metal to be slowly eroded instead of the metal components on the power package.

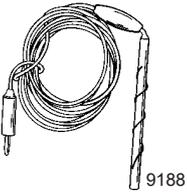
**MerCathode system**—Electrode assembly replaces the anode block. System should be tested to ensure adequate output. The test should be performed where boat is moored, using Quicksilver reference electrode and test meter.

| Description                       | Location   | Figure   |
|-----------------------------------|--|--|
| Gearcase anode plate              | Mounted on the underside of the lower gearcase.  |  <p>20336</p>   |
| Ventilation plate anode           | Mounted on the front of the gearcase.  |  <p>20338</p>   |
| MerCathode system                 | The MerCathode electrode is mounted to the underside of the gimbal housing. The MerCathode controller is mounted on the engine or on the boat transom. The controller harness connects to the electrode harness. |  <p>20340</p>   |
| Anode kit (if equipped)           | Mounted to the boat transom.   |  <p>20341</p>  |
| Trim cylinder anodes              | Mounted on each of the trim cylinders.   |  <p>20342</p> |
| Bearing carrier anode (Bravo One) | Located in front of the propeller, between the front side of the propeller and the gear housing.   |  <p>20343</p> |
| Propshaft anode (Bravo Three)     | Located behind the aft propeller.  |  <p>20344</p> |

### Checking the Quicksilver MerCathode System

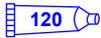
The MerCathode system should be tested to ensure adequate output. Perform the test where boat is moored, using the reference electrode and test meter. Contact your authorized Mercury MerCruiser dealer for service and information.

## Section 5 - Maintenance

|   |   |
|---|---|
| Reference Electrode   | 91-76675T 1   |
|  | Senses and electrical current in the water when testing the MerCathode system. Use to check hull potential. |

### Power Package Exterior Surfaces

1. Spray the entire power package at recommended intervals with Corrosion Guard. Follow the instructions on the can for proper application.

| Tube Ref No.  | Description     | Where Used       | Part No.     |
|---|-----------------|------------------|--------------|
|  120 | Corrosion Guard | Painted surfaces | 92-802878 55 |

2. Clean the entire power package. External surfaces that have become bare should be repainted with the recommended primer and spray paint at recommended intervals.

| Description               | Part Number  |
|---------------------------|--------------|
| Mercury Light Gray Primer | 92-802878 52 |
| Mercury Phantom Black     | 92-802878Q 1 |

### Boat Bottom Care

To achieve maximum performance and fuel economy, the boat bottom must be kept clean. Accumulation of marine growth or other foreign matter can greatly reduce boat speed and increase fuel consumption. To ensure best performance and efficiency, periodically clean the boat bottom in accordance with manufacturer's recommendations.

In some areas, it may be advisable to paint the bottom to help prevent marine growth. Refer to the following information for special notes about the use of antifouling paints.

### Antifouling Paint

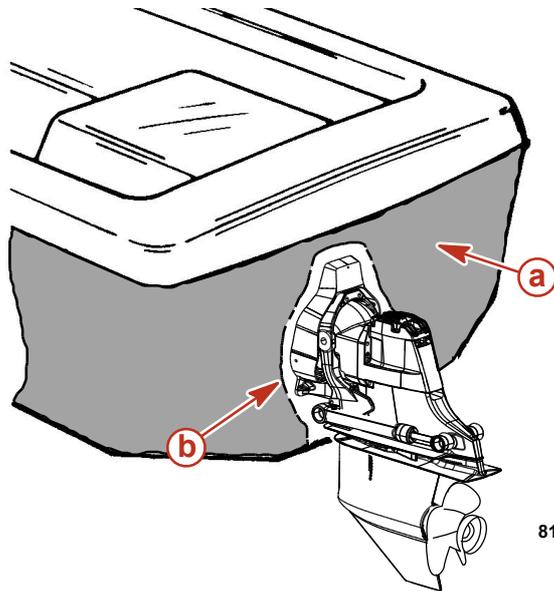
**IMPORTANT:** Corrosion damage that results from the improper application of antifouling paint will not be covered by the limited warranty.

You may apply antifouling paint to the boat hull and boat transom but you must observe the following precautions:

**IMPORTANT:** Do not paint or pressure-wash the anodes or the MerCathode system reference electrode and anode. Doing so will render them ineffective as inhibitors of galvanic corrosion.

**IMPORTANT:** If antifouling protection is required for the boat hull or boat transom, you can use copper-based paint if it is not prohibited by law. If you are using copper based antifouling paint, observe the following precaution:

- Avoid an electrical interconnection between the Mercury MerCruiser product, anodic blocks, or MerCathode system and the paint by allowing a minimum of 40 mm (1-1/2 in.) unpainted area on transom of the boat around these items.



- a - Painted boat transom
- b - Minimum 40 mm (1-1/2 in.) unpainted area around transom assembly

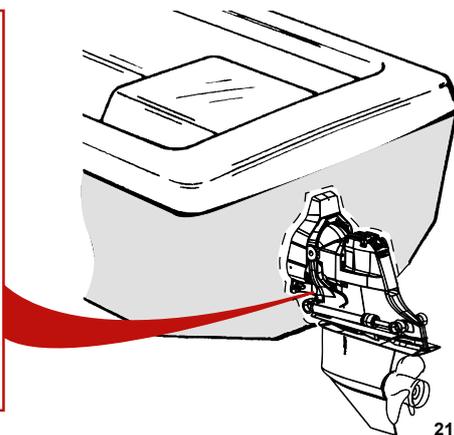
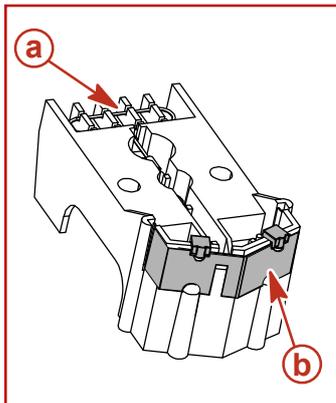
8107

**NOTE:** Sterndrive and transom assembly can be painted with a good marine paint or an antifouling paint that does not contain copper or any other material that could conduct electrical current. Do not paint drain holes, anodes, the MerCathode system, or items specified by the boat manufacturer.

**NOTICE**

Washing the MerCathode assembly can damage components and lead to rapid corrosion. Do not use any cleaning equipment such as brushes or high-pressure washers to clean the MerCathode assembly.

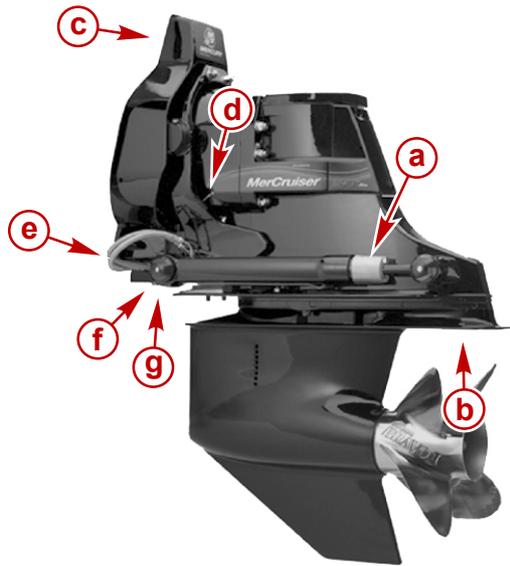
Do not power-wash a sterndrive that has a MerCathode assembly. Doing so can damage the coating on the reference wire of the MerCathode assembly and increase corrosion.



- a - Reference electrode
- b - Anode plate

21563

## Sterndrive Surface Care



21083

**Standard Bravo sterndrive**

- a - Sacrificial trim cylinder anode
- b - Sacrificial anodic plate
- c - Steering lever ground wire
- d - Ground wire between the gimbal ring and bell housing
- e - Stainless steel hoses
- f - Ground wire between the gimbal housing and trim cylinder
- g - Ground wire between the gimbal ring and gimbal housing

We recommend the following maintenance items to help keep your sterndrive corrosion-free:

- Maintain a complete paint covering on the sterndrive.
- Check the finish regularly. Prime and paint nicks and scratches using Mercury enamel paint and touch up paint. Use only tin-based antifouling paint or its equivalent on or near aluminum surfaces below the waterline.
- If bare metal is showing, apply two coats of paint.

| Description           | Where used | Part number  |
|-----------------------|------------|--------------|
| Mercury Phantom Black | Bare metal | 92- 802878-1 |

- Spray all electrical connections with sealant.

| Tube Ref No. | Description     | Where Used                 | Part No.    |
|--------------|-----------------|----------------------------|-------------|
| 25           | Liquid Neoprene | All electrical connections | 92- 25711 3 |

- Inspect the sacrificial trim tab or anode plate if equipped, at regular intervals and replace it before it is half gone. If a stainless steel propeller is installed, additional anodes or a MerCathode system will be required.
- Inspect the propeller shaft for fishing line, which can cause corrosion on a stainless steel shaft.
- Remove the propeller at least every 60 days and lubricate the propeller shaft.
- Do not use lubricants containing graphite on or near the aluminum in saltwater.
- Do not paint trim tabs or the mounting surface.

## Flushing the Power Package (Alpha)

Your boat comes equipped with through the sterndrive water pickups. See **Sterndrive Water Pickups** (following) for the flushing procedure. Consult your authorized Mercury MerCruiser dealer for further explanation.

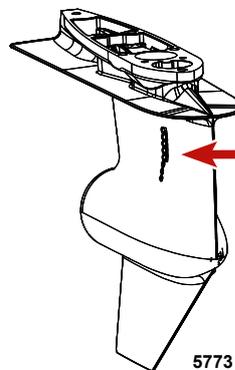
**IMPORTANT: Alpha engines with the sterndrive water inlet blocked off at the gimbal housing, and using a through-the-hull water inlet, need a supply of cooling water available to both the sterndrive and to the engine during operation**

## Flushing Attachments

|   |  |
|---|--|
| Flushing Device   | 91-44357Q 2  |
|  <p>9192</p> | Attaches to the water intakes; provides a fresh water connection when flushing the cooling system or operating the engine. |

## Sterndrive Water Pickups

This Mercury MerCruiser sterndrive is equipped with side water pickups. Side pickups require the flushing attachment (44357Q 2).



Side pickup

**NOTE:** Flushing is needed only for salty, brackish, mineral-laden, or polluted water applications. Flushing is recommended after each outing for best results.

### NOTICE

Flushing the engine with the boat in the water can cause seawater to flow into the engine, resulting in engine damage. Close the seacock before flushing the engine. Keep the seacock closed until starting the engine.

1. On seawater cooled models: proceed to Step 5. or Step 6.  
**NOTE:** Closed cooling models are equipped with a heat exchanger on the side of the engine.
2. If flushing the cooling system with the boat in the water:
  - a. Raise the sterndrive to trailer position.
  - b. Install the appropriate flushing attachment over the water inlet holes in the gear housing.
  - c. Lower sterndrive to full down/in position.
3. If flushing the cooling system with the boat out of the water:
  - a. Lower sterndrive to full down/in position.

### ⚠ WARNING

Rotating propellers can cause serious injury or death. Never operate the boat out of the water with a propeller installed. Before installing or removing a propeller, place the drive unit in neutral and engage the lanyard stop switch to prevent the engine from starting. Place a block of wood between the propeller blade and the anti-ventilation plate.

- b. Remove propeller.
- c. Install the appropriate flushing attachment over the water inlet holes in the gear housing.

## Section 5 - Maintenance

4. Connect the hose between the flushing attachment and the water source.
5. With the sterndrive in normal operating position, open the water source completely.
6. Place the remote control in the neutral idle speed position and start the engine.

### NOTICE

**Operating the engine out of the water at high speeds creates suction, which can collapse the water supply hose and overheat the engine. Do not operate the engine above 1400 RPM out of the water and without sufficient cooling water supply.**

7. Depress the throttle only button and slowly advance the throttle until the engine reaches 1300 RPM ( $\pm$  100 RPM).
8. Observe the water temperature gauge to ensure that the engine is operating in the normal range.
9. Operate engine with sterndrive in neutral for about 10 minutes or until discharge water is clear.
10. Slowly return the throttle to the idle speed position.
11. Stop the engine.
12. Shut off the water and remove flushing attachment.
13. This step is only required if the boat is to be stored in the water. After the flush procedure is completed, remove the seawater inlet hose from the thermostat housing and plug the hose to prevent water from siphoning into the boat. This prevents seawater from contaminating the engine flush.
14. Tag the ignition switch with an appropriate tag requiring the seawater inlet hose to be reconnected prior to operating engine.

## Flushing the Power Package (Bravo)

### General Information

Your authorized Mercury MerCruiser dealer can explain how to properly flush your power package.

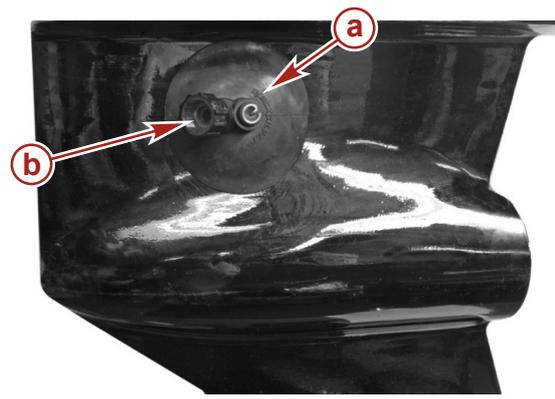
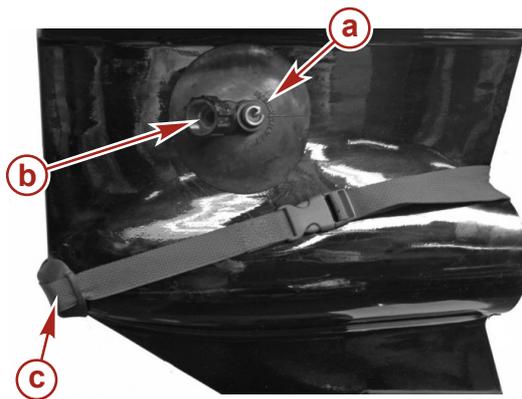
### Flushing the Power Package

The boat can be equipped with a combination of any of three different types of water pickups: through-the-hull, through-the-transom, and through-the-sterndrive. The flushing procedures for these systems are separated into two categories: sterndrive water pickups and alternative water pickups.

**IMPORTANT:** Engines that require dual water pickups require a through-the-hull or through-the-transom pickup in addition to the sterndrive water inlets.

**IMPORTANT:** Engines with the sterndrive water inlet blocked off at the gimbal housing and using a through-the-hull or through-the-transom pickup need a supply of cooling water available to both the sterndrive and to the engine during operation.

### Flushing Attachments



#### Flushing attachments for dual water pickup

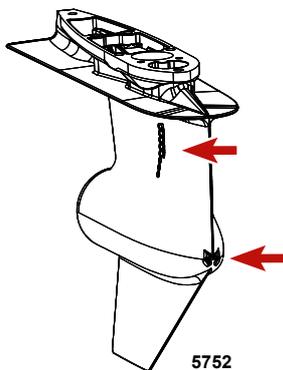
- a - Flushing device
- b - Hose attachment
- c - Dual water pickup flush gearcase seal kit

#### Flushing attachments for side water pickup

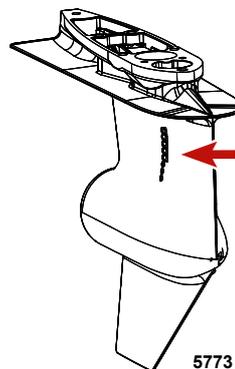
|  |  |
|--|--|
| Flushing Device  | 91-44357Q 2  |
|  9192 | Attaches to the water intakes; provides a fresh water connection when flushing the cooling system or operating the engine. |
| Dual Water Pick-up Flush Gearcase Seal Kit   | 91-881150K 1   |
|  9194 | Blocks off the front water inlet holes on the dual water inlet gearcases.  |

### Sterndrive Water Pickups

There are two types of water pickups available on Mercury MerCruiser sterndrives: dual water, and side water pickups. Dual water pickups require the flushing attachment (44357Q 2) and the flush seal kit (881150K 1), and side water pickups require the flushing attachment (44357Q 2).



Dual water pickup



Side water pickup

**NOTE:** Flushing is needed only for salty, brackish, mineral-laden, or polluted water applications. Flushing is recommended after each outing for best results.

### NOTICE

Flushing the engine with the boat in the water can cause seawater to flow into the engine, resulting in engine damage. Close the seacock before flushing the engine. Keep the seacock closed until starting the engine.

1. On models with the sterndrive seawater inlet blocked, supply water to the sterndrive and to the engine. See **Alternative Water Pickups**.
2. On models using the sterndrive seawater inlet and a through-the-hull or through-the-transom alternative water pickup, supply water to only the sterndrive by taking the following steps to block, or disconnect and block, the hose from the alternative seawater pickup pump inlet Y-fitting.
  - a. If equipped with a seacock, close the seacock in the hose from the alternative water pickup.
  - b. If not equipped with a seacock, disconnect the hose from the alternative water pickup and plug both ends.

## Section 5 - Maintenance

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- c. If there is not a hose running to the transom, refer to **Alternative Water Pickups**.
3. On models using the sterndrive water pickups for water supply: proceed to Step 4. or Step 5.
4. If flushing the cooling system with the boat in the water:
  - a. Raise sterndrive to trailer position.
  - b. Install the appropriate flushing attachment over the water inlet holes in the gear housing.
  - c. Lower sterndrive to full down (in) position.
5. If flushing the cooling system with the boat out of the water:
  - a. Lower sterndrive to full down (in) position.

### **WARNING**

**Rotating propellers can cause serious injury or death. Never operate the boat out of the water with a propeller installed. Before installing or removing a propeller, place the drive unit in neutral and engage the lanyard stop switch to prevent the engine from starting. Place a block of wood between the propeller blade and the anti-ventilation plate.**

- b. Remove propeller.
- c. Install the appropriate flushing attachment over the water inlet holes in the gear housing.
6. Connect the hose between the flushing attachment and the water source.
7. With the sterndrive in a normal operating position, open the water source fully.
8. Place the remote control in the neutral idle speed position and start the engine.

### **NOTICE**

**Operating the engine out of the water at high speeds creates suction, which can collapse the water supply hose and overheat the engine. Do not operate the engine above 1400 RPM out of the water and without sufficient cooling water supply.**

9. Depress the throttle only button and slowly advance the throttle until the engine reaches 1300 RPM ( $\pm$  100 RPM).
10. Observe the water temperature gauge to ensure that the engine is operating in the normal range.
11. Operate engine with sterndrive in neutral for about 10 minutes or until discharge water is clear.
12. Slowly return the throttle to the idle speed position.
13. Stop the engine.
14. Shut off the water and remove flushing attachment.
15. Remove the seawater inlet hose from the seawater pump and plug the hose to prevent water from siphoning into the engine.
16. Tag the ignition switch with an appropriate tag requiring the seawater inlet hose to be reconnected prior to operating engine.

## Alternative Water Pickups

**IMPORTANT: Two water sources are needed for this procedure.**

*NOTE: Flushing is needed only for salty, brackish, mineral-laden, or polluted water applications. Flushing is recommended after each outing for best results.*

**IMPORTANT: Models with the sterndrive water inlet blocked off at the gimbal housing and using a through-the-hull water inlet need a supply of cooling water available to both the sterndrive and to the engine during operation.**

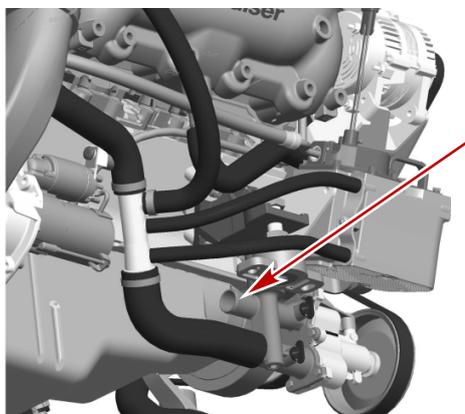
1. If flushing the cooling system with the boat in the water:
  - a. Raise sterndrive to trailer position.
  - b. Install the appropriate flushing attachment over the water inlet holes in the gear housing.
  - c. Lower sterndrive unit to full down (in) position.
2. If flushing the cooling system with the boat out of the water:
  - a. Lower sterndrive to full down (in) position.

### **WARNING**

**Rotating propellers can cause serious injury or death. Never operate the boat out of the water with a propeller installed. Before installing or removing a propeller, place the drive unit in neutral and engage the lanyard stop switch to prevent the engine from starting. Place a block of wood between the propeller blade and the anti-ventilation plate.**

- b. Remove propeller.
- c. Install the appropriate flushing attachment over the water inlet holes in the gear housing.

3. Connect the hose between the flushing attachment and the water source.
4. Close the seacock, if equipped, to prevent water from siphoning into the engine or boat.
5. Remove the seawater inlet hose from the seawater pump at the location shown. Plug the hose to prevent water from siphoning into the engine or boat.



33208

Seawater inlet hose connection

6. Using a suitable adapter, connect the flushing hose from the water source to the water inlet of the seawater pump.

### NOTICE

**Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.**

7. With the sterndrive in a normal operating position, open the water source fully.
8. Place the remote control in the neutral idle speed position and start the engine.

### NOTICE

**Operating the engine out of the water at high speeds creates suction, which can collapse the water supply hose and overheat the engine. Do not operate the engine above 1400 RPM out of the water and without sufficient cooling water supply.**

9. Slowly advance the throttle until the engine reaches 1300 RPM ( $\pm 100$  RPM).
10. Observe the water temperature gauge to ensure that the engine is operating in the normal range.
11. Operate engine with sterndrive in neutral for about 10 minutes or until discharge water is clear.
12. Slowly return the throttle to the idle speed position.
13. Stop the engine.
14. Shut off the water and remove flushing attachments.
15. If the boat is out of the water, install the water inlet hose to the aft side of the seawater pump. Tighten the hose clamp securely.
16. If the boat is in the water, tag the ignition switch with an appropriate tag requiring the seawater inlet hose to be reconnected prior to operating engine.

## SeaCore Power Package Flushing Procedure

**NOTE:** Flushing is needed only for salty, brackish, mineral-laden, or polluted water applications. Flushing is recommended after each outing for best results.

**IMPORTANT:** Flushing the SeaCore power package with the boat and sterndrive in the water is less effective. Flushing the SeaCore power package is most effective when performed with the boat and sterndrive out of the water, such as on a boat lift or trailer.

### Models Using The Sterndrive Water Pickup

**IMPORTANT:** The system is designed to flush the Bravo sterndrive and the engine with one water source. Do not block or remove the inlet water hose from the sterndrive to the engine.

## Section 5 - Maintenance

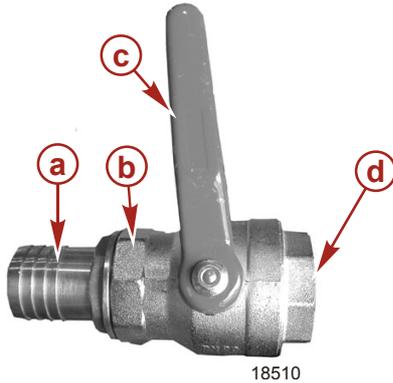
**NOTE:** Engines with the sterndrive water inlet blocked off at the gimbal housing: Refer to **Alternative Water Pickups**.

### ⚠ WARNING

Rotating propellers can cause serious injury or death. Never operate the boat out of the water with a propeller installed. Before installing or removing a propeller, place the drive unit in neutral and engage the lanyard stop switch to prevent the engine from starting. Place a block of wood between the propeller blade and the anti-ventilation plate.

**IMPORTANT:** Do not allow the engine to pull air or seawater from alternative water pickup sources during the flushing procedure. If equipped, ensure that all alternative water inlet hoses are plugged at both ends.

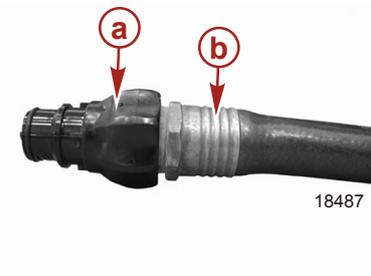
1. Remove the boat from the water.
2. Close the seacock, if equipped.



For visual clarity, the seacock shown is not installed

- a - Hose fitting to engine
- b - Seacock
- c - Handle (closed position)
- d - To water source pickup attachment

3. If equipped with an alternative water pickup and not equipped with a seacock, disconnect the water hose from the alternative water pickup and plug both ends, excluding the Bravo sterndrive.
4. Ensure that the inlet water hose from the sterndrive to the engine is connected.
5. Remove the quick-connect fitting from the parts bag supplied with the engine.
6. Attach the quick-connect fitting to a water hose.



- a - Quick-connect fitting (water hose end)
- b - Water hose

7. Snap the quick-connect fitting with the water hose into the flush socket on the engine.



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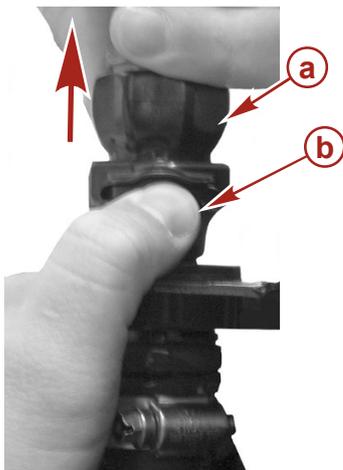
- a - Water hose
- b - Quick-connect fitting (water hose end)
- c - Flush socket

8. Open the water source of the water hose to a full flow.
9. Allow the water to flush the sterndrive for 30 seconds.
10. Place the remote control in neutral idle speed position and start engine.

### NOTICE

**Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.**

11. Operate the engine at idle speed in neutral gear. Do not exceed 1200 RPM.
12. Monitor the engine temperature while operating the engine.
13. Flush the engine for 5–10 minutes or until discharge water is clear.
14. Shut off the engine.
15. Allow the water to flush the sterndrive for 10 seconds.
16. Turn off the water source.
17. Disconnect the quick-connect fitting and water hose from the flush socket on the engine by pressing the release button on the flush socket.



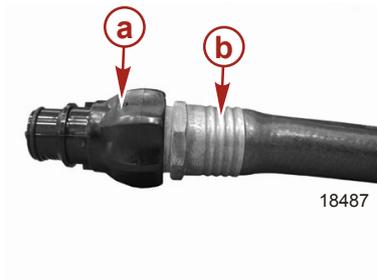
18488

- a - Quick-connect fitting (water hose end)
- b - Flush socket release button

## Section 5 - Maintenance

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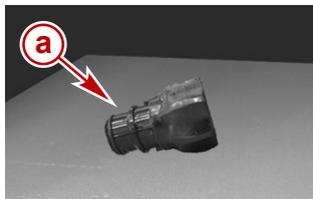
18. Remove the quick-connect fitting from the water hose.



- a** - Quick-connect fitting (water hose end)  
**b** - Water hose

19. Retain the quick-connect fitting with the water hose end for repeated use by storing it separately in a storage compartment on the boat for easy access.

**IMPORTANT: Do not store the quick-connect fitting in the flush socket on the engine. Doing so would allow the seawater pump to suck air during engine operation causing an overheating problem. Damages due to engine overheating are not covered by Mercury MerCruiser Warranty.**



- Quick-connect fitting stored in the boat**  
**a** - Quick-connect fitting (water hose end)

20. Insert the dust cover in the flush socket on the engine.



- Dust cover installed in the flush socket**  
**a** - Dust cover  
**b** - Flush socket

**IMPORTANT: If the unit is to be stored in the water, the seacock should remain closed until time of usage. If unit is to be stored out of the water, open the seacock.**

21. Open the seacock, if equipped, or reconnect the alternative water inlet source prior to operating the engine.

## Section 6 - Storage

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## Cold Weather or Extended Storage

**IMPORTANT:** Mercury MerCruiser strongly recommends that this service should be performed by an authorized Mercury MerCruiser dealer. Damage caused by freezing temperatures is not covered by the Mercury MerCruiser Limited Warranty.

### NOTICE

Water trapped in the seawater section of the cooling system can cause corrosion or freeze damage. Drain the seawater section of the cooling system immediately after operation or before any length of storage in freezing temperatures. If the boat is in the water, keep the seacock closed until restarting the engine to prevent water from flowing back into the cooling system. If the boat is not fitted with a seacock, leave the water inlet hose disconnected and plugged.

*NOTE:* As a precautionary measure, attach a tag to the key switch or steering wheel of the boat reminding the operator to open the seacock or unplug and reconnect the water inlet hose before starting the engine.

**IMPORTANT:** Mercury MerCruiser requires that propylene glycol antifreeze, mixed to the manufacturer's instructions, be used in the seawater section of the cooling system for freezing temperatures or extended storage. Ensure that the propylene glycol antifreeze contains a rust inhibitor and is recommended for use in marine engines. Be certain to follow the propylene glycol manufacturer's recommendations.

## Preparing Power Package for Storage

1. Fill the fuel tanks with fresh gasoline (that does not contain alcohol) and a sufficient amount of Mercury/Quicksilver Gasoline Stabilizer for Marine Engines to treat the gasoline. Follow instructions on the container.
2. Check the antifreeze concentration. Refer to the **Specifications** section.
3. If the boat is to be placed in storage with fuel containing alcohol in fuel tanks (if fuel without alcohol is not available): Fuel tanks should be drained as low as possible and Mercury/Quicksilver Gasoline Stabilizer for Marine Engines added to any fuel remaining in the tank. Refer to **Fuel Requirements** for additional information.
4. Flush the cooling system. Refer to the **Maintenance** section.
5. Supply cooling water to engine. Refer to the **Maintenance** section.
6. Operate the engine sufficiently to bring it up to normal operating temperature and allow fuel with Mercury/Quicksilver Gasoline Stabilizer for Marine Engines to circulate through the fuel system. Shut off the engine.
7. Change the oil and oil filter.
8. Prepare the engine and fuel system for storage. See **Engine and Fuel System Preparation**.
9. Drain the engine seawater cooling system. See **Draining the Seawater System**.

### NOTICE

Water trapped in the seawater section of the cooling system can cause corrosion or freeze damage. Drain the seawater section of the cooling system immediately after operation or before any length of storage in freezing temperatures. If the boat is in the water, keep the seacock closed until restarting the engine to prevent water from flowing back into the cooling system. If the boat is not fitted with a seacock, leave the water inlet hose disconnected and plugged.

10. For additional assurance against freezing and rust, after draining, fill the seawater cooling system with propylene glycol mixed to the manufacturer's recommendation to protect engine to the lowest temperature to which it will be exposed during freezing temperatures or extended storage.
11. Store the battery according to the manufacturer's instructions.

## Engine and Fuel System Preparation

### ⚠ WARNING

Fuel is flammable and explosive. Ensure that the key switch is off and the lanyard is positioned so that the engine cannot start. Do not smoke or allow sources of spark or open flame in the area while servicing. Keep the work area well ventilated and avoid prolonged exposure to vapors. Always check for leaks before attempting to start the engine, and wipe up any spilled fuel immediately.

### ⚠ WARNING

Fuel vapors trapped in the engine compartment may be an irritant, cause difficulty breathing, or may ignite resulting in a fire or explosion. Always ventilate the engine compartment before servicing the power package.

**NOTICE**

Running out of fuel can damage catalyst components. Do not allow the fuel tanks to become empty during operation.

1. In a 23 Liter (6 US gal) remote fuel tank mix:
  - a. 19 Liter (5 US gal) regular unleaded 87 octane (90 RON) gasoline
  - b. 1.89 Liter (2 US qt) Premium Plus 2-Cycle TC-W3 Outboard Oil
  - c. 150 ml (5 oz) Fuel System Treatment and Stabilizer or 30 ml (1 oz) Fuel System Treatment and Stabilizer Concentrate

| Tube Ref No.  | Description                             | Where Used  | Part No.     |
|---|---|-------------|--------------|
|  115 | Premium Plus 2-Cycle TC-W3 Outboard Oil | Fuel system | 92-858026K01 |
|  124 | Fuel System Treatment and Stabilizer    | Fuel system | 92-8M0047932 |

2. Allow the engine to cool.  
**IMPORTANT: Immediately wipe up any fuel spills or sprays.**
3. Close the fuel shut off valve, if equipped. Disconnect and plug the fuel inlet fitting if not equipped with a fuel shut off valve.
4. Connect the remote fuel tank (with the fogging mixture) to the fuel inlet fitting.  
**IMPORTANT: Supply cooling water to the engine.**
5. Start and operate the engine at 1300 RPM for five minutes.
6. After the specified operating time is complete, slowly return the throttle to idle and shut the engine off.  
**IMPORTANT: Ensure that some fogging mixture remains in the engine. Do not allow the engine's fuel system to become completely dry.**
7. Replace the water separating fuel filter element. Refer to **Section 5**.

## Draining the Seawater System

**CAUTION**

Water can enter the bilge when the drain system is open, damaging the engine or causing the boat to sink. Remove the boat from the water or close the seacock, disconnect and plug the seawater inlet hose, and ensure the bilge pump is operational before draining. Do not operate the engine with the drain system open.

**IMPORTANT: Only drain the seawater section of the closed cooling system.**

**IMPORTANT: The boat must be as level as possible to ensure complete draining of the cooling system.**

Your power package is equipped with a drain system. Refer to **Drain System Identification** to determine which instructions apply to your power package.

**IMPORTANT: The engine must not be operating at any point during the draining procedure.**

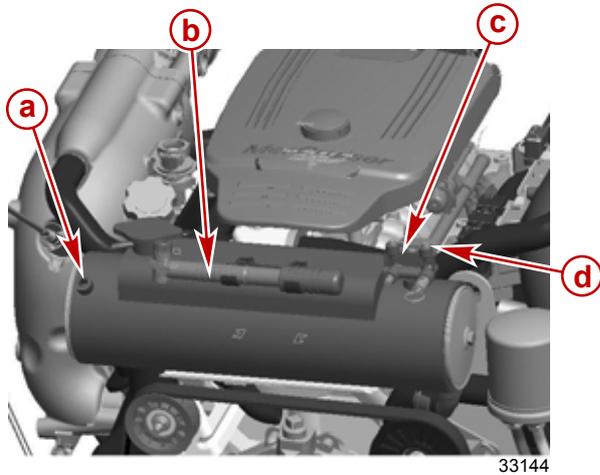
**IMPORTANT: Mercury MerCruiser requires that propylene glycol antifreeze, mixed to the manufacturer's instructions, be used in the seawater section of the cooling system for freezing temperatures or extended storage. Ensure that the propylene glycol antifreeze contains a rust inhibitor and is recommended for use in marine engines. Be certain to follow the propylene glycol manufacturer's recommendations.**

## Drain System Identification

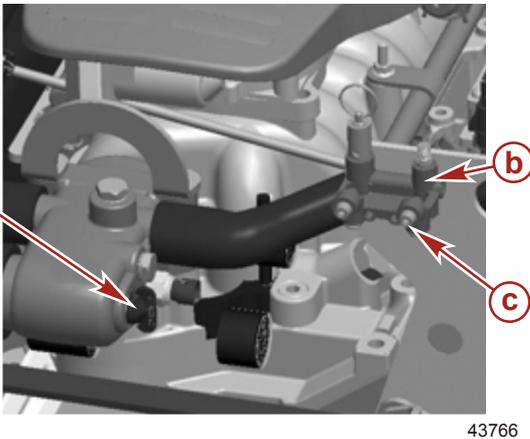
*NOTE: All drain plugs are fitted with blue wing nuts.*

### Air Actuated Single-Point Drain System

**NOTE:** The blue air pump is mounted on the engine on V8 models, but is stored off the engine on V6 models. Ask your dealer for the location.

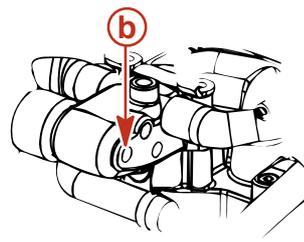
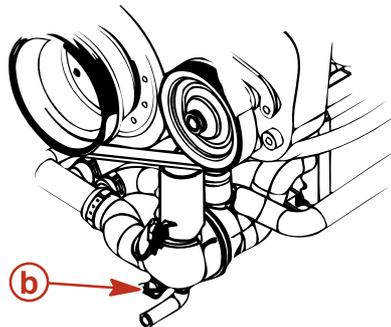
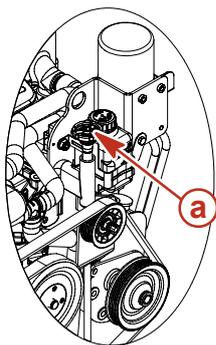


- Closed cooling models (V8 shown)**
- a** - Blue drain plug location
  - b** - Blue air pump
  - c** - Air manifold
  - d** - Green indicators



- Seawater cooled models—Non-catalyst shown, catalyzed similar**
- a** - Blue drain plug location
  - b** - Air manifold
  - c** - Green indicators

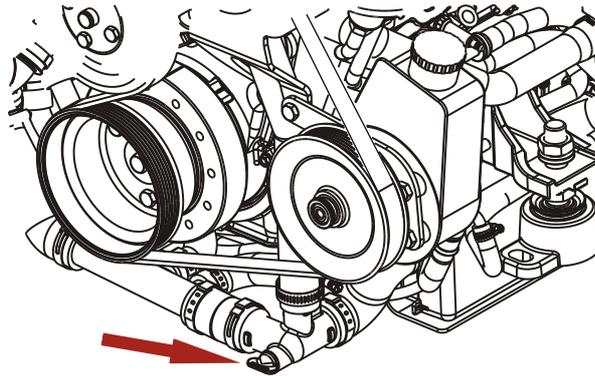
### Manual Single-Point Drain System, Seawater cooled models



6128

- Non-EC shown, EC similar**
- a** - Blue handle
  - b** - Blue drain plug location

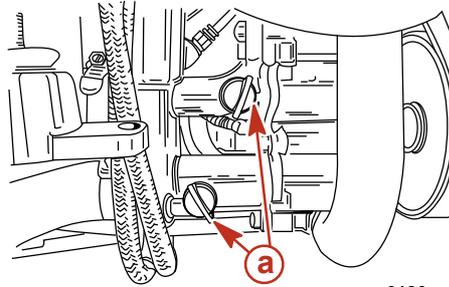
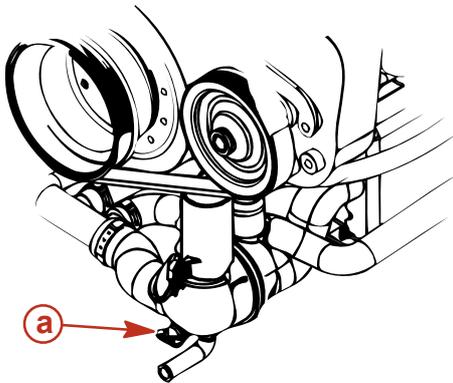
4.3 EC Single-Point Drain System with Plug



45951

Blue drain plug

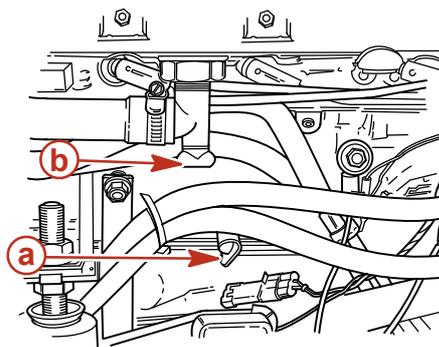
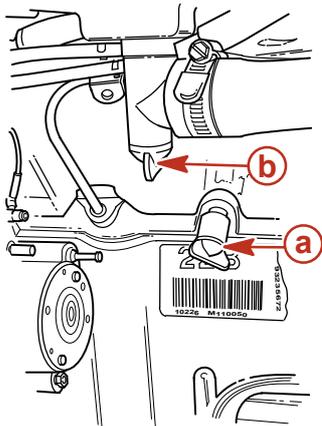
Three-Point Manual Drain System, Seawater cooled



6126

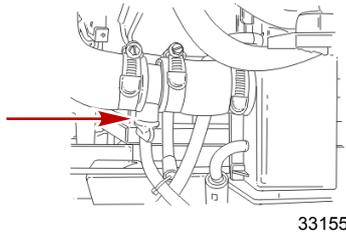
Note two plugs on seawater pump  
a - Blue drain plug

Multipoint Drain (MPD) System



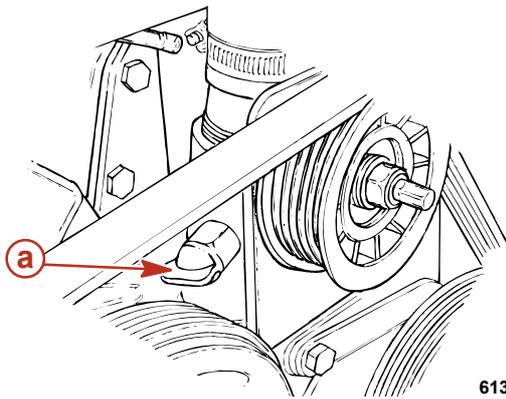
6129

a - Side of cylinder block (port and starboard)  
b - Bottom of exhaust manifolds (port and starboard)



33155

Fuel cooler to thermostat housing



6131

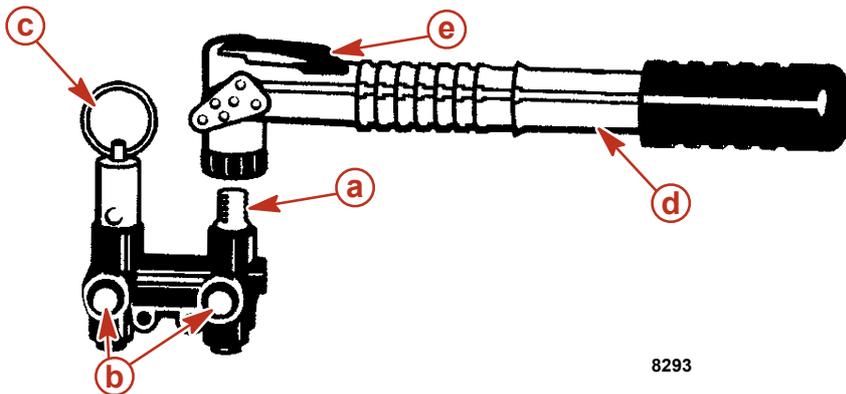
a - Check valve (if equipped)

## Air Actuated Single-Point Drain System

### Boat in the Water

**NOTE:** This procedure is written for the air pump that is included with the engine. However, any air source can be used.

1. Close the seacock (if equipped) or remove and plug the water inlet hose.
2. Remove the blue air pump from the engine.
3. Ensure that the lever on top of the pump is flush with the handle (horizontal).
4. Install the air pump on the actuator fitting.
5. Pull the lever on the air pump (vertical) to lock the pump onto the fitting.

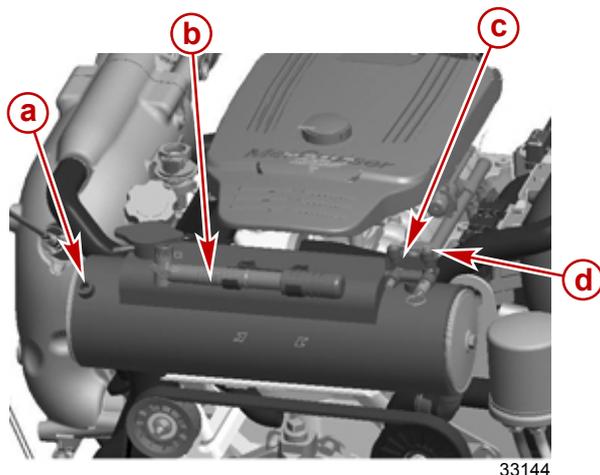


- a - Actuator fitting
- b - Green indicators
- c - Manual release valve
- d - Blue air pump
- e - Lever (locking)

8293

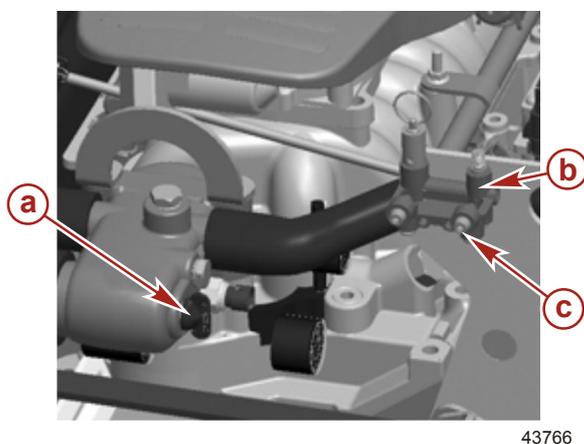
6. Pump air into the system until both green indicators extend and water drains from both sides of the engine. The port side will begin draining before the starboard side.

7. Immediately remove the blue drain plug from the side of the thermostat housing or the heat exchanger. This must be removed within 30 seconds to properly vent the cooling system.



**Closed cooling models (V8 model shown)**

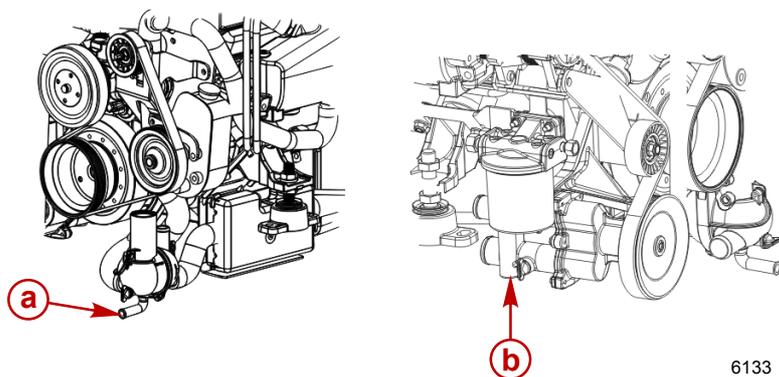
- a - Blue drain plug location
- b - Blue air pump
- c - Air manifold
- d - Green indicators



**Seawater cooled models**

- a - Blue drain plug location
- b - Air manifold
- c - Green indicators

8. Verify that water is draining from each opening. If not, use the **Three-Point Manual Drain System** instructions.

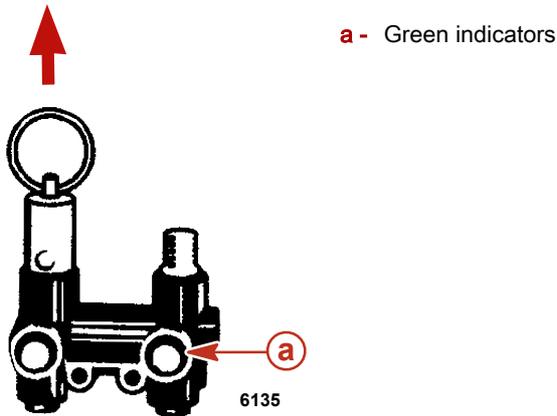


- a - Port side drain location
- b - Starboard side drain location (two blue plugs)

9. Allow the system to drain for a minimum of ten minutes. Pump air as necessary to keep the green indicators extended.
10. Crank the engine over slightly with the starter motor to purge any water trapped in the seawater pump. Do not allow the engine to start.
11. Reinstall the blue drain plug in the thermostat housing or heat exchanger.
12. Remove the air pump from the air manifold and return it to the mounting bracket.
13. Mercury MerCruiser recommends leaving the drain system open while transporting the boat or while performing other maintenance. This helps ensure that all water is drained.

## Section 6 - Storage

14. Before launching the boat, pull up on the manual release valve. Verify that the green indicators are no longer extended.

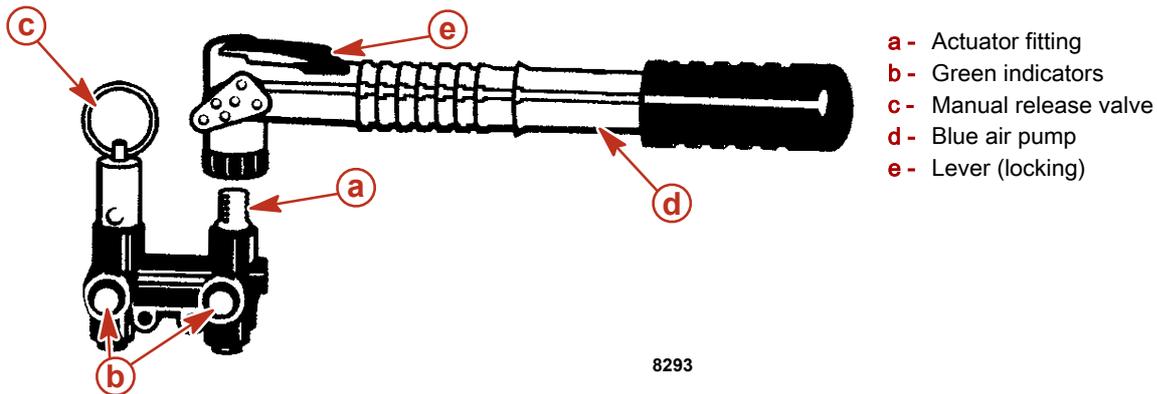


15. Open the seacock, if equipped, or unplug and reconnect the water inlet hose prior to operating the engine.

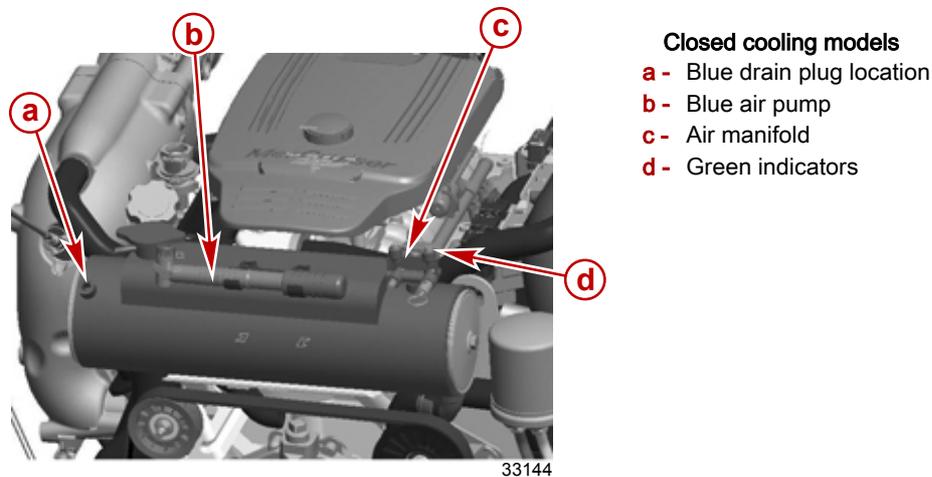
### Boat Out of the Water

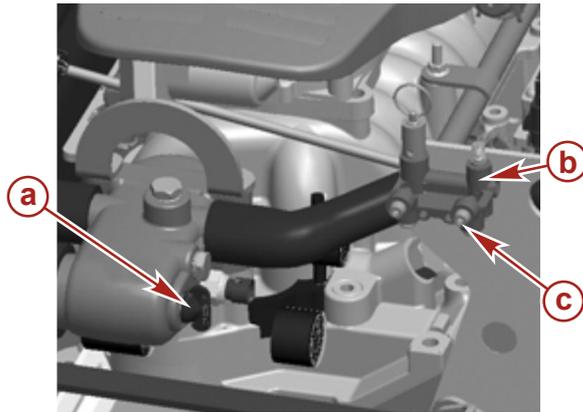
**NOTE:** This procedure is written for the air pump that is attached to the engine. However, any air source can be used.

1. Place the boat on a level surface to ensure complete draining of the system.
2. Remove the blue air pump from the engine.
3. Ensure that the lever on top of the pump is flush with the handle (horizontal).
4. Install the air pump on the actuator fitting.
5. Pull the lever on the air pump (vertical) to lock the pump onto the fitting.



6. Pump air into the system until both green indicators extend and water drains from both sides of the engine. The port side will begin draining before the starboard side.



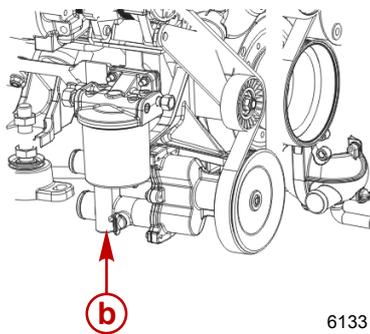
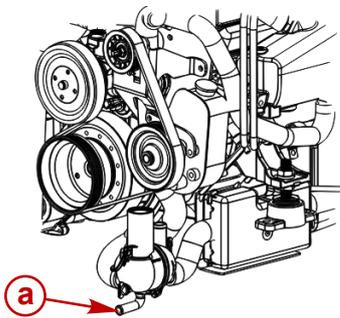


43766

**Seawater cooled models—Non-catalyst**

- a** - Blue drain plug location
- b** - Air manifold
- c** - Green indicators

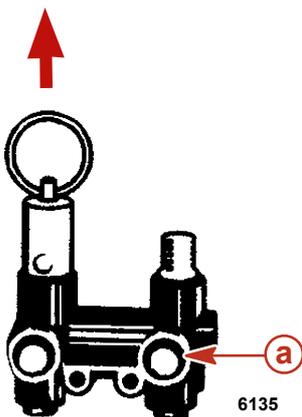
7. Verify that water is draining from each opening. If not, use the **Three Point Manual Drain System** instructions.



- a** - Port side drain location
- b** - Starboard side drain location

6133

8. Allow the system to drain for a minimum of ten minutes. Pump air as necessary to keep the green indicators extended.
9. Crank the engine over slightly with the starter motor to purge any water trapped in the seawater pump. Do not allow the engine to start.
10. Remove the air pump from the air manifold and return it to the mounting bracket.
11. Mercury MerCruiser recommends leaving the drain system open while transporting the boat or while performing other maintenance. This helps ensure that all water is drained.
12. Before launching the boat, pull up on the manual release valve. Verify that the green indicators are no longer extended.



- a** - Green indicators

6135

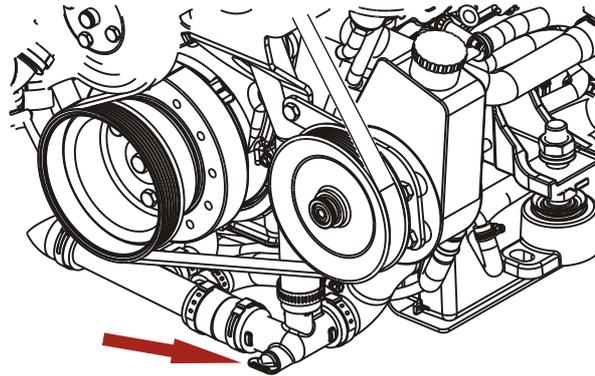
**Manual Single-Point Drain System (Alpha)**

**Boat in the Water**

1. Close the seacock (if equipped) or remove and plug the water inlet hose.

## Section 6 - Storage

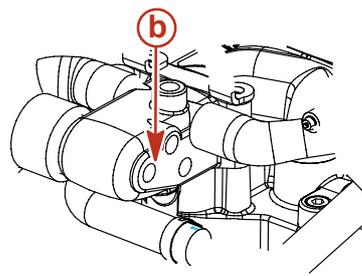
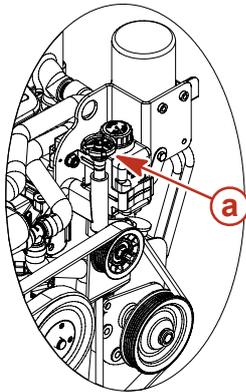
- a. **4.3 MPI EC**—Remove the blue plug at the distribution housing at the lower front right corner of the engine.



45951

**4.3 MPI EC**

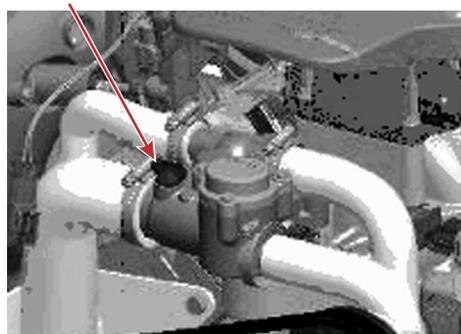
- b. **5.0 MPI EC**—Rotate the blue handle counterclockwise until it stops (approximately two turns). The red on the handle shaft indicates that the drain system is open. Do not force the handle as this will create new threads.
2. **4.3 MPI EC and 5.0 MPI EC**—Immediately remove the blue drain plug from the side of the thermostat housing. This must be removed within 30 seconds to properly vent the cooling system.



6136

**a -** Blue handle

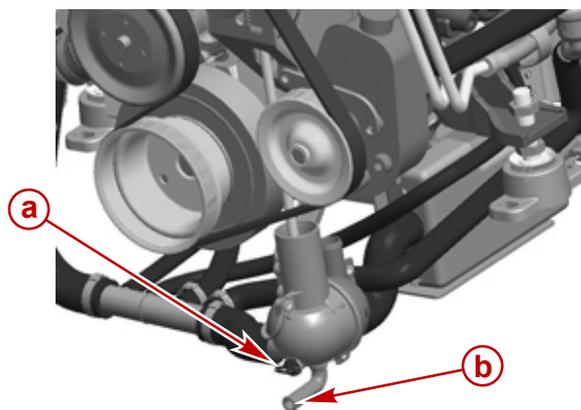
**b -** Blue drain plug location, V8 location



46068

**Blue drain plug, V6 location**

3. Visually verify that water is draining. On the 5.0 MPI EC, if water does not drain, remove the blue drain plug from the distribution housing and drain manually.



#### 5.0 MPI EC

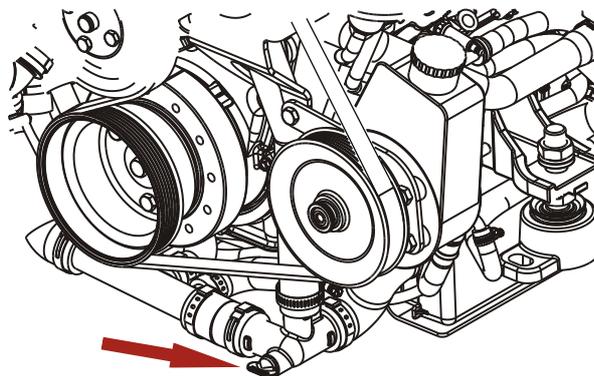
- a - Blue drain plug
- b - Drain location - orange or red

33152

4. Allow the system to drain for a minimum of ten minutes. We recommend leaving the drain system open while transporting the boat or performing other maintenance.
5. Reinstall the blue drain plug in the thermostat housing.
6. Close the drain system by rotating the blue handle clockwise until it stops or install the blue drain plug. The handle is fully seated when no red is visible. Do not overtighten the handle, as this action will create new threads.
7. Open the seacock (if equipped) or unplug and reconnect the water inlet hose before operating the engine.

### Boat Out of the Water

1. Place the boat on a level surface to ensure complete draining of the system.
  - **4.3 MPI EC**—Remove the blue plug at the distribution housing at the lower front right corner of the engine.



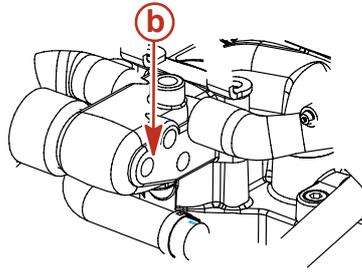
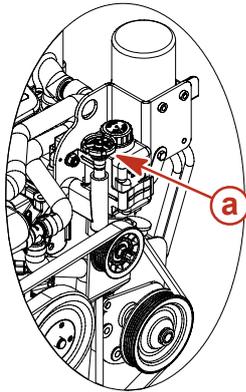
45951

#### 4.3 MPI EC

- **5.0 MPI EC**—Rotate the blue handle counterclockwise until it stops (approximately two turns). The red on the handle shaft indicates that the drain system is open. Do not force the handle as this will create new threads.

## Section 6 - Storage

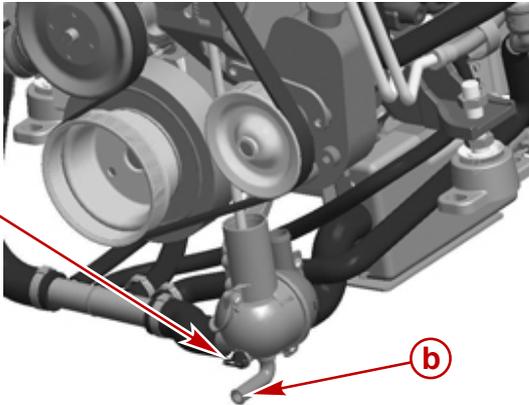
2. **4.3 MPI EC and 5.0 MPI EC**—Immediately remove the blue drain plug from the side of the thermostat housing. This must be removed within 30 seconds to properly vent the cooling system.



6136

- a - Blue handle
- b - Blue drain plug location

3. Visually verify that water is draining. On the 5.0 MPI EC, if water does not drain, remove the blue drain plug from the distribution housing and drain manually.



33152

### 5.0 MPI EC

- a - Blue drain plug
- b - Drain location - orange or red

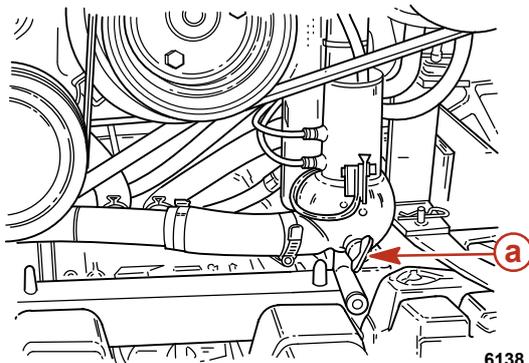
4. Allow the system to drain for a minimum of ten minutes. We recommend leaving the drain system open while transporting the boat or performing other maintenance.
5. Reinstall the blue drain plug in the thermostat housing.
6. Close the drain system by installing the blue drain plug or rotating the blue handle clockwise until it stops. The handle is fully seated when no red is visible. Do not overtighten the handle, as this action will create new threads.

## Three-Point Manual Drain System—Seawater Cooled

### Boat in the Water

**NOTE:** Use this procedure if your engine is not equipped with an air actuated single-point drain system or if the air actuated single-point drain system fails.

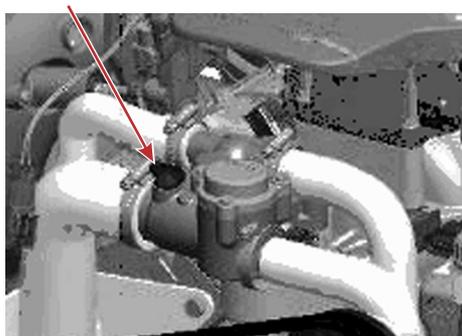
1. Close the seacock (if equipped) or remove and plug the water inlet hose.
2. Remove the blue drain plug from the distribution housing (lower front, port side).



6138

- a - Blue drain plug

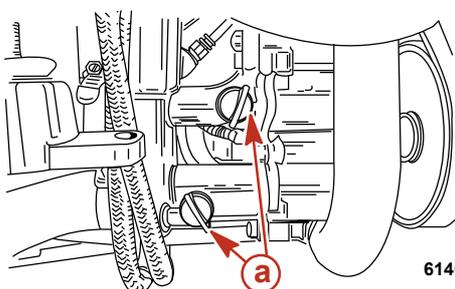
- To properly vent the cooling system, remove the blue drain plug from the side of the non-catalyst thermostat housing within 30 seconds.



46068

Blue drain plug

- Remove the two blue drain plugs from the seawater pickup pump (front, starboard side).



6140

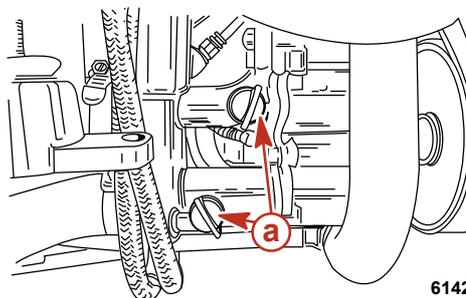
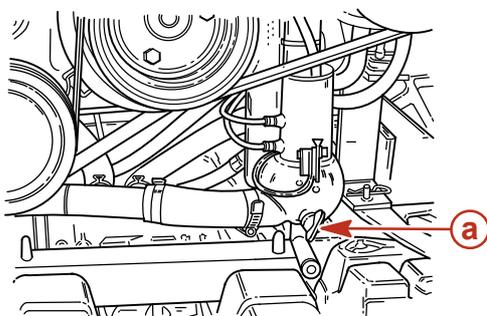
a - Two blue drain plugs, starboard side

- Verify that water is draining from each opening.
- Allow the system to drain for a minimum of five minutes. We recommend leaving the drain system open while transporting the boat or performing other maintenance to ensure that all water is drained.
- Crank the engine over slightly with the starter motor to purge any water trapped in the seawater pickup pump. Do not allow the engine to start.
- Before launching the boat or starting the engine, close the drain system by installing the four blue drain plugs.
- Open the seacock, if equipped, or unplug and reconnect the water inlet hose prior to operating the engine.

### Boat Out of the Water

**NOTE:** Use this procedure if your engine is not equipped with an air actuated single-point drain system or if the single-point drain system fails.

- Place the boat on a level surface to ensure complete draining of the system.
- Remove three blue drain plugs: one from the distribution housing (lower front, port side) and two from the seawater pickup pump (front, starboard side).



6142

a - Blue drain plug

- Verify that water is draining from each opening.

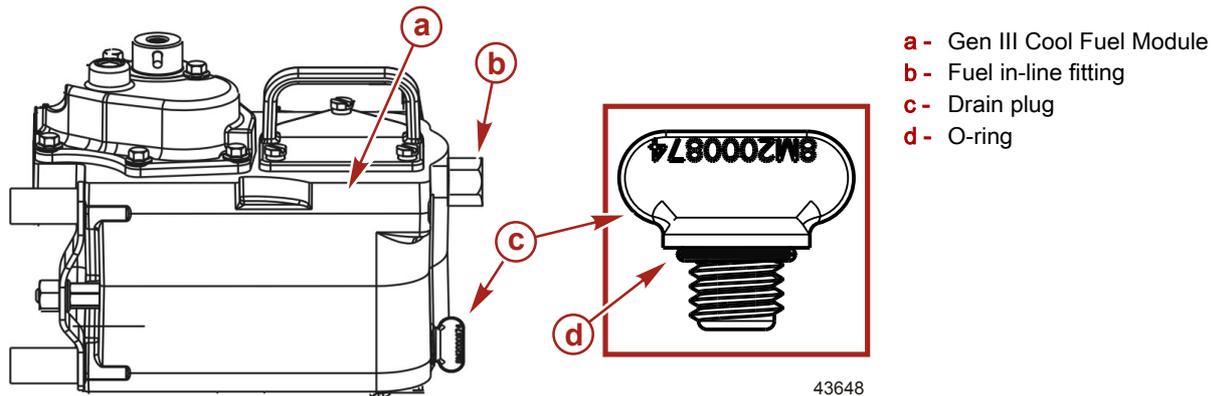
## Section 6 - Storage

4. Allow the system to drain for a minimum of five minutes. We recommend leaving the drain system open while transporting the boat or performing other maintenance to ensure that all water is drained.
5. Crank the engine over slightly with the starter motor to purge any water trapped in the seawater pickup pump. Do not allow the engine to start.
6. Before launching the boat or starting the engine, close the drain system by installing the three blue drain plugs.

### Draining Water from the Gen III Cool Fuel Module

Mercury MerCruiser recommends draining the Gen III Cool Fuel Module if it is equipped with a drain plug.

1. Remove the drain plug from the Gen III Cool Fuel Module and allow the water to completely drain from the module.
2. Inspect the drain plug and the O-ring for damage. Replace if needed.
3. Place the O-ring on the drain plug and install the drain plug in the module drain hole. Tighten the drain plug to finger-tight.



### Battery Storage

Whenever the battery will be stored for an extended period of time, be sure the cells are full of water and the battery is fully charged and in good operating condition. It should be clean and free of leaks. Follow the battery manufacturer's instructions for storage.

### Recommissioning the Power Package

1. Ensure that all cooling system hoses are connected properly and hose clamps are tight.

#### CAUTION

Disconnecting or connecting the battery cables in the incorrect order can cause injury from electrical shock or can damage the electrical system. Always disconnect the negative (-) battery cable first and connect it last.

2. Install a fully charged battery. Clean the battery cable clamps and terminals and reconnect the cables. Tighten each cable clamp securely when connecting.
3. Coat the terminal connections with a battery terminal anticorrosion agent.
4. Perform all the checks in the **Before Starting** column of the **Operation Chart**.

#### NOTICE

Without sufficient cooling water, the engine, the water pump, and other components will overheat and suffer damage. Provide a sufficient supply of water to the water inlets during operation.

5. Start the engine and closely observe instrumentation to ensure that all systems are functioning correctly.
6. Carefully inspect the engine for fuel, oil, fluid, water, and exhaust leaks.
7. Inspect the steering system, shift and throttle control for proper operation.

## Section 7 - Troubleshooting

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## Diagnosing EFI Problems

Your authorized Mercury MerCruiser dealer has the proper service tools for diagnosing problems on electronic fuel injection (EFI) systems. The electronic control module (ECM) on these engines has the ability to detect some problems with the system when they occur, and store a Trouble Code in the ECMs memory. This code can then be read later by a service technician using a special diagnostic tool.

## Diagnosing DTS Problems

Your authorized Mercury MerCruiser dealer has the proper service tools for diagnosing problems on digital throttle and shift (DTS) systems. The electronic control module (ECM)/propulsion control module (PCM) on these engines has the ability to detect some problems with the system when they occur, and store a Trouble Code in the ECM/PCMs memory. This code can then be read later by a service technician using a special diagnostic tool.

## Additional Operation Instructions for Axis Systems

If your boat has DTS engines equipped with an Axis system, refer also to the **Axis Operation Manual** included with the boat.

## Engine Guardian System

The Engine Guardian System monitors the critical sensors on the engine for any early indications of problems. The system will respond to a problem by emitting a continuous beep and/or reducing engine power in order to provide engine protection.

If Guardian System has been activated, reduce throttle speed. The horn will turn off when throttle speed is within the allowable limit. Consult an authorized Mercury MerCruiser dealer for assistance.

## Troubleshooting Charts

### Starter Motor Will Not Crank Engine, or Cranks Slowly

| Possible Cause   | Remedy  |
|--|---|
| Battery switch turned off.                               | Turn the switch on.   |
| Remote control not in neutral position.                  | Position the control lever in neutral.  |
| Open circuit breaker or fuse.                            | Check and reset the main power circuit breaker or replace the fuse. Check the 5-amp fuse on the power harness connected to the battery, and replace if necessary. |
| Loose or dirty electrical connections or damaged wiring. | Check all electrical connections and wires (especially battery cables). Clean and tighten all faulty connections.   |
| Bad battery or low battery voltage.                      | Test the battery and charge if necessary; replace if bad.   |
| Lanyard stop switch activated.                           | Check the lanyard stop switch.  |

### Engine Will Not Start or Is Hard to Start

| Possible Cause                                 | Remedy  |
|--|---|
| Lanyard stop switch activated.                 | Check the lanyard stop switch.  |
| Improper starting procedure.                   | Read the starting procedure.  |
| Insufficient fuel supply.                      | Fill fuel tank or open valve.   |
| Faulty ignition system component.              | Service the ignition system.  |
| Clogged fuel filter.                           | Replace fuel filter.  |
| Stale or contaminated fuel.                    | Drain fuel tank. Fill with fresh fuel.  |
| Fuel line or tank vent line kinked or clogged. | Replace kinked lines or blow out lines with compressed air to remove obstruction. |
| Faulty wire connections.                       | Check wire connections.   |
| EFI system fault.                              | Have EFI system checked by an authorized Mercury MerCruiser dealer.               |

## Engine Runs Rough, Misses, or Backfires

| Possible Cause                                      | Remedy  |
|---|---|
| Clogged fuel filter.                                | Replace filter.   |
| Stale or contaminated fuel.                         | Drain fuel tank. Fill with fresh fuel.  |
| Kinked or clogged fuel line or fuel tank vent line. | Replace kinked lines or blow out lines with compressed air to remove obstruction. |
| Flame arrestor dirty.                               | Clean the flame arrestor.   |
| Faulty ignition system component.                   | Service ignition system.  |
| Idle speed too low.                                 | Have EFI system checked by an authorized Mercury MerCruiser dealer.               |
| EFI system fault.                                   | Have EFI system checked by an authorized Mercury MerCruiser dealer.               |

## Poor Performance

| Possible Cause                                  | Remedy  |
|---|---|
| Throttle not fully open.                        | Inspect the throttle cable and linkages for proper operation.       |
| Damaged or improper propeller.                  | Replace the propeller.  |
| Excessive bilge water.                          | Drain and check for cause of entry.                                 |
| Boat overloaded or load improperly distributed. | Reduce load or redistribute load more evenly.                       |
| Flame arrestor dirty.                           | Clean the flame arrestor.   |
| Boat bottom fouled or damaged.                  | Clean or repair as necessary.                                       |
| Ignition problem.                               | See <b>Engine Runs Rough, Misses, or Backfires</b> .                |
| Engine overheating.                             | See <b>Excessive Engine Temperature</b> .                           |
| EFI system fault.                               | Have EFI system checked by an authorized Mercury MerCruiser dealer. |

## Excessive Engine Temperature

| Possible Cause  | Remedy   |
|---|--|
| Water inlet or seacock closed.                                | Open.  |
| Drive belt loose or in poor condition.                        | Replace or adjust belt.  |
| Seawater pickups or sea strainer obstructed.                  | Remove obstruction.  |
| Faulty thermostat.  | Replace.   |
| Coolant level (if equipped) low in closed cooling section.    | Check for cause of low coolant level and repair. Fill system with proper coolant solution. |
| Heat exchanger or fluid cooler plugged with foreign material. | Clean heat exchanger, engine oil cooler, and transmission oil cooler (if equipped).        |
| Loss of pressure in closed cooling section.                   | Check for leaks. Clean, inspect, and test pressure cap.                                    |
| Faulty seawater pickup pump.                                  | Repair.  |
| Seawater discharge restricted or plugged.                     | Clean exhaust elbows.  |

## Insufficient Engine Temperature

| Possible Cause     | Remedy   |
|--------------------|----------|
| Faulty thermostat. | Replace. |

## Section 7 - Troubleshooting

### Low Engine Oil Pressure

| Possible Cause   | Remedy   |
|--|--|
| Insufficient oil in crankcase.                             | Check and add oil.   |
| Excessive oil in crankcase (causing it to become aerated). | Check and remove required amount of oil. Check for cause of excessive oil (improper filling).                      |
| Diluted or improper viscosity oil.                         | Change oil and oil filter, using correct grade and viscosity oil. Determine cause for dilution (excessive idling). |

### Battery Will Not Recharge

| Possible Cause   | Remedy   |
|--|--|
| Excessive current draw from battery.                     | Turn off nonessential accessories.   |
| Alternator drive belt loose or in poor condition.        | Replace and/or adjust.   |
| Unacceptable battery condition.                          | Test battery, replace if necessary.  |
| Loose or dirty electrical connections or damaged wiring. | Check all associated electrical connections and wires (especially battery cables). Clean and tighten faulty connections. Repair or replace damaged wiring. |
| Faulty alternator.                                       | Test alternator output, replace if necessary.  |

### Remote Control Is Difficult to Move, Has Excessive Play, or Makes Unusual Sounds

| Possible Cause  | Remedy   |
|---|--|
| Insufficient lubrication on shift and throttle linkage fasteners. | Lubricate.   |
| Obstruction in shift or throttle linkages.                        | Remove obstruction.  |
| Loose or missing shift and throttle linkages.                     | Check all linkages. If any are loose or missing, see authorized Mercury MerCruiser dealer immediately. |
| Shift or throttle cable kinked.                                   | Straighten cable or have authorized Mercury MerCruiser dealer replace cable if damaged beyond repair.  |

### Steering Wheel Jerks or Is Difficult to Turn

| Possible Cause                                   | Remedy  |
|--|---|
| Low power steering pump fluid level.             | Check for leak. Refill system with fluid.   |
| Drive belt loose or in poor condition.           | Replace and/or adjust.  |
| Insufficient lubrication on steering components. | Lubricate.  |
| Loose or missing steering fasteners or parts.    | Check all parts and fasteners. If any are loose or missing, see authorized Mercury MerCruiser dealer immediately. |
| Contaminated power steering fluid.               | See authorized Mercury MerCruiser dealer.   |

### Power Trim Does Not Operate (Motor Does Not Operate)

| Possible Cause   | Remedy  |
|--|---|
| Blown fuse.  | Replace fuse. Fuses may be located near the dash trim switch, at the trim pump, in the positive (red) power trim battery lead near the battery switch, or a combination of these. |
| Loose or dirty electrical connections or damaged wiring. | Check all associated electrical connections and wires (especially battery cables). Clean and tighten faulty connection. Repair or replace wiring.                                 |

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**Power Trim Does Not Operate (Motor Operates but Sterndrive Unit Does Not Move)**

| Possible Cause                     | Remedy                 |
|------------------------------------|------------------------|
| Trim pump oil level low.           | Fill pump with oil.    |
| Drive unit binding in gimbal ring. | Check for obstruction. |

Notes:

## Section 8 - Customer Assistance Information

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## Owner Service Assistance

### Local Repair Service

If you need service for your Mercury MerCruiser-powered boat, take it to your authorized dealer. Only authorized dealers specialize in Mercury MerCruiser products and have factory-trained mechanics, special tools and equipment, and genuine Quicksilver parts and accessories to properly service your engine.

**NOTE:** *Quicksilver parts and accessories are engineered and built by Mercury Marine specifically for Mercury MerCruiser sterndrives and inboards.*

### Service Away From Home

If you are away from your local dealer and the need arises for service, contact the nearest authorized dealer. If, for any reason, you cannot obtain service, contact the nearest regional service center. Outside the United States and Canada, contact the nearest Marine Power International service center.

### Stolen Power Package

If your power package is stolen, immediately inform the local authorities and Mercury Marine of the model and serial numbers and to whom the recovery is to be reported. This information is maintained in a database at Mercury Marine to aid authorities and dealers in recovery of stolen power packages.

### Attention Required After Submersion

1. Before recovery, contact an authorized Mercury MerCruiser dealer.
2. After recovery, immediate service by an authorized Mercury MerCruiser dealer is required to reduce the possibility of serious engine damage.

### Replacement Service Parts

#### WARNING

**Avoid fire or explosion hazard. Electrical, ignition, and fuel system components on Mercury Marine products comply with federal and international standards to minimize risk of fire or explosion. Do not use replacement electrical or fuel system components that do not comply with these standards. When servicing the electrical and fuel systems, properly install and tighten all components.**

Marine engines are expected to operate at or near full throttle for most of their life. They are also expected to operate in both fresh and saltwater environments. These conditions require numerous special parts. Exercise care when replacing marine engine parts because specifications are different from those of the standard automotive engine. For example, one of the most important special replacement parts is the cylinder head gasket. Marine engines cannot use steel-type automotive head gaskets because saltwater is highly corrosive. A marine engine head gasket uses special materials to resist corrosion.

Because marine engines must be capable of running at or near maximum RPM much of the time, they also have special valve springs, valve lifters, pistons, bearings, camshafts, and other heavy-duty moving parts.

Mercury MerCruiser marine engines have other special modifications to provide long life and dependable performance.

### Parts and Accessories Inquiries

Direct any inquiries concerning Quicksilver replacement parts and accessories to your local authorized dealer. The dealer has the necessary information to order parts and accessories for you. Only authorized dealers can purchase genuine Quicksilver parts and accessories from the factory. Mercury Marine does not sell to unauthorized dealers or retail customers. When inquiring about parts and accessories, the dealer requires the **engine model** and **serial numbers** to order the correct parts.

### Resolving a Problem

Satisfaction with your Mercury MerCruiser product is important to your dealer and to us. If you ever have a problem, question, or concern about your power package, contact your dealer or any authorized Mercury MerCruiser dealership. If you need additional assistance:

1. Talk with the dealership's sales manager or service manager. Contact the owner of the dealership if the sales manager and service manager have been unable to resolve the problem.
2. If your question, concern, or problem cannot be resolved by your dealership, please contact a Mercury Marine Service Office for assistance. Mercury Marine will work with you and your dealership to resolve all problems.

The following information will be needed by Customer Service:

- Your name and address
- Daytime telephone number

- Model and serial numbers for your power package
- The name and address of your dealership
- Nature of the problem

## Contact Information for Mercury Marine Customer Service

For assistance, call, fax, or write. Please include your daytime telephone number with mail and fax correspondence.

| United States, Canada |   |  |
|-----------------------|---|--|
| Telephone             | English +1 920 929 5040<br>Français +1 905 636 4751 | Mercury Marine<br>W6250 W. Pioneer Road<br>P.O. Box 1939<br>Fond du Lac, WI 54936-1939 |
| Fax                   | English +1 920 929 5893<br>Français +1 905 636 1704 |  |
| Website               | www.mercurymarine.com                               |  |

| Australia, Pacific |                 |   |
|--------------------|-----------------|---|
| Telephone          | +61 3 9791 5822 | Brunswick Asia Pacific Group<br>41-71 Bessemer Drive<br>Dandenong South, Victoria 3175<br>Australia |
| Fax                | +61 3 9706 7228 |   |

| Europe, Middle East, Africa |                 |  |
|-----------------------------|-----------------|--|
| Telephone                   | +32 87 32 32 11 | Brunswick Marine Europe<br>Parc Industriel de Petit-Rechain<br>B-4800 Verviers,<br>Belgium |
| Fax                         | +32 87 31 19 65 |  |

| Mexico, Central America, South America, Caribbean |                 |   |
|---|-----------------|---|
| Telephone   | +1 954 744 3500 | Mercury Marine<br>11650 Interchange Circle North<br>Miramar, FL 33025<br>U.S.A. |
| Fax   | +1 954 744 3535 |   |

| Japan     |               |  |
|-----------|---------------|--|
| Telephone | +072 233 8888 | Kisaka Co., Ltd.<br>4-130 Kannabecho Sakai-shi Sakai-ku<br>5900984 Osaka,<br>Japan |
| Fax       | +072 233 8833 |  |

| Asia, Singapore |              |  |
|-----------------|--------------|--|
| Telephone       | +65 65466160 | Brunswick Asia Pacific Group<br>T/A Mercury Marine Singapore Pte Ltd<br>29 Loyang Drive<br>Singapore, 508944 |
| Fax             | +65 65467789 |  |

## Customer Service Literature

### English Language

English language publications are available from:

Mercury Marine  
Attn: Publications Department  
W6250 West Pioneer Road  
P.O. Box 1939  
Fond du Lac, WI 54935-1939

Outside the United States and Canada, contact the nearest Mercury Marine or Marine Power International Service Center for further information.

When ordering be sure to:

## Section 8 - Customer Assistance Information

- List your product, model, year, and serial numbers.
- Check the literature and quantities you want.
- Enclose full remittance in check or money order (NO COD).

### Other Languages

To obtain an Operation, Maintenance and Warranty Manual in another language, contact the nearest Mercury Marine or Marine Power International Service Center for information. A list of part numbers for other languages is provided with your power package.

### Ordering Literature

Before ordering literature, have the following information about your power package available:

|            |  |               |  |
|------------|--|---------------|--|
| Model      |  | Serial Number |  |
| Horsepower |  | Year          |  |

### United States and Canada

For additional literature for your Mercury Marine power package, contact your nearest Mercury Marine dealer or contact:

| Mercury Marine               |                              |  |
|------------------------------|------------------------------|--|
| Telephone                    | Fax                          | Mail   |
| (920) 929-5110<br>(USA only) | (920) 929-4894<br>(USA only) | Mercury Marine<br>Attn: Publications Department<br>P.O. Box 1939<br>Fond du Lac, WI 54935-1939 |

### Outside the United States and Canada

Contact your nearest Mercury Marine authorized service center to order additional literature that is available for your particular power package.

|  |   |
|--|---|
| Submit the following order form with payment to: | Mercury Marine<br>Attn: Publications Department<br>W6250 West Pioneer Road<br>P.O. Box 1939<br>Fond du Lac, WI 54936-1939 |
|--|---|

#### Ship To: (Copy this form and print or type—This is your shipping label)

|                              |  |
|------------------------------|--|
| <b>Name</b>                  |  |
| <b>Address</b>               |  |
| <b>City, State, Province</b> |  |
| <b>ZIP or postal code</b>    |  |
| <b>Country</b>               |  |

| Quantity | Item | Stock Number | Price     | Total |
|----------|------|--------------|-----------|-------|
|          |      |              | .         | .     |
|          |      |              | .         | .     |
|          |      |              | .         | .     |
|          |      |              | .         | .     |
|          |      |              | .         | .     |
|          |      |              | Total Due | .     |

## Section 9 - Checklists

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## Predelivery Inspection (PDI)

**IMPORTANT:** This checklist is for packages that are not equipped with Axius. For engine packages equipped with Axius, use the Axius-specific checklist, which appears in Section 5 of the Axius Operation Manual.

Perform these tasks before the Customer Delivery Inspection (CDI).

| N/A                      | Check/<br>Adjust         | Item  |
|--------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | Service bulletin updates or repairs completed                                     |
|                          | <input type="checkbox"/> | Drain plug installed and drain valves closed                                      |
| <input type="checkbox"/> | <input type="checkbox"/> | Seawater inlet valve open   |
|                          | <input type="checkbox"/> | Engine mounts tight   |
| <input type="checkbox"/> | <input type="checkbox"/> | Engine alignment  |
| <input type="checkbox"/> | <input type="checkbox"/> | Drive unit fasteners tightened to specifications                                  |
| <input type="checkbox"/> | <input type="checkbox"/> | Power trim cylinders fasteners tight  |
|                          | <input type="checkbox"/> | Battery of proper rating, fully charged, secured, with protective covers in place |
|                          | <input type="checkbox"/> | All electrical connections tight  |
|                          | <input type="checkbox"/> | Exhaust system hose clamps tight  |
|                          | <input type="checkbox"/> | All fuel connections tight  |
|                          | <input type="checkbox"/> | Correct propeller selected, installed, and tightened to specifications            |
|                          | <input type="checkbox"/> | Throttle, shift, and steering system fasteners tightened to specifications        |
| <input type="checkbox"/> | <input type="checkbox"/> | Test OBDM warning system and MIL (light) operation (EC models only)               |
|                          | <input type="checkbox"/> | Steering operation throughout range   |
|                          | <input type="checkbox"/> | Throttle plates open and close completely   |
|                          | <input type="checkbox"/> | Crankcase oil level   |
| <input type="checkbox"/> | <input type="checkbox"/> | Power trim oil level  |
| <input type="checkbox"/> | <input type="checkbox"/> | Sterndrive unit oil level   |
| <input type="checkbox"/> | <input type="checkbox"/> | Power steering fluid level  |
| <input type="checkbox"/> | <input type="checkbox"/> | Closed cooling fluid level  |
| <input type="checkbox"/> | <input type="checkbox"/> | Transmission fluid level  |
| <input type="checkbox"/> | <input type="checkbox"/> | V-engines: serpentine belt tension  |
| <input type="checkbox"/> | <input type="checkbox"/> | Alternator belt tension (3.0L)  |
| <input type="checkbox"/> | <input type="checkbox"/> | Power steering pump belt tension (3.0L)   |
| <input type="checkbox"/> | <input type="checkbox"/> | SmartCraft gauges calibrated, if equipped   |
| <input type="checkbox"/> | <input type="checkbox"/> | Warning system operation  |
| <input type="checkbox"/> | <input type="checkbox"/> | Trim limit switch operation   |

### Predelivery Inspection Checklist, Continued

| N/A                      | Check/<br>Adjust         | Item  |
|--------------------------|--------------------------|---|
|                          |                          | <b>On-the-Water Test</b>  |
| <input type="checkbox"/> | <input type="checkbox"/> | Engine alignment (Inboard models only)  |
|                          | <input type="checkbox"/> | Starter neutral safety switch operation   |
|                          | <input type="checkbox"/> | E-stop switch/lanyard stop switch operation (all helms)   |
|                          | <input type="checkbox"/> | Seawater pump operation   |
|                          | <input type="checkbox"/> | Operation of instruments  |
|                          | <input type="checkbox"/> | Fuel, oil, and water leaks  |
|                          | <input type="checkbox"/> | Exhaust leaks   |
|                          | <input type="checkbox"/> | Ignition timing   |
|                          | <input type="checkbox"/> | Forward, neutral, and reverse gear operation  |
|                          | <input type="checkbox"/> | Steering operation throughout range   |
|                          | <input type="checkbox"/> | Acceleration from idle RPM is normal  |
|                          | <input type="checkbox"/> | WOT _____ RPM within specification (in forward gear)  |
| <input type="checkbox"/> | <input type="checkbox"/> | EC models: run two full operating cycles (key on/off) to WOT with engine at normal operating temperature while monitoring engine with G3 CDS to verify engine goes into closed-loop engine control. |
| <input type="checkbox"/> | <input type="checkbox"/> | Power trim operation  |
| <input type="checkbox"/> | <input type="checkbox"/> | Boat handling   |
|                          |                          | <b>After On-the-Water Test</b>  |
|                          | <input type="checkbox"/> | Propeller nut tightened to specification  |
|                          | <input type="checkbox"/> | Fuel, oil, coolant, water, and fluid leaks  |
|                          | <input type="checkbox"/> | Oil and fluid levels  |
|                          | <input type="checkbox"/> | Apply Quicksilver Corrosion Guard to engine package   |
|                          | <input type="checkbox"/> | Operation, Maintenance & Warranty manual in boat  |
|                          |                          | <b>If Boat Is Registered to a Resident of California</b>  |
| <input type="checkbox"/> | <input type="checkbox"/> | CARB hang tag in boat   |
| <input type="checkbox"/> | <input type="checkbox"/> | CARB decal properly affixed to boat hull  |

### Customer Delivery Inspection (CDI)

**IMPORTANT:** This checklist is for packages that are not equipped with Axius. For engine packages equipped with Axius, use the Axius-specific checklist, which appears in Section 5 of the Axius Operation Manual.

Perform these tasks after the Predelivery Inspection (PDI).

This inspection must take place in the presence of the customer.

| N/A                      | Completed                | Item  |
|--------------------------|--------------------------|---|
|                          | <input type="checkbox"/> | Operation and Maintenance manual—provide and review with customer. Emphasize the importance of safety warnings and Mercury engine testing procedures. |
|                          | <input type="checkbox"/> | Approve the external appearance of the product (paint, cowl, decals, etc.)  |
|                          | <input type="checkbox"/> | Warranty—provide and explain the limited warranty to the customer. Explain dealer services.   |
| <input type="checkbox"/> | <input type="checkbox"/> | Explain the optional Mercury Product Protection Plan (North America only)   |
|                          |                          | <b>Operation of equipment—explain and demonstrate:</b>  |
|                          | <input type="checkbox"/> | E-stop switch/lanyard stop switch operation (all helms)   |
|                          | <input type="checkbox"/> | Cause and effect of steering torque or pull; instruct on using a firm steering grip; explain boat spin-out and how to trim for neutral steering       |
| <input type="checkbox"/> | <input type="checkbox"/> | U.S. Coast Guard capacity plate   |
|                          | <input type="checkbox"/> | Proper seating  |
|                          | <input type="checkbox"/> | Importance of personal flotation devices (PFDs or life vests) and throwable PFDs (throw cushions)   |

## Section 9 - Checklists

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| N/A                      | Completed                | Item   |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Functions of SmartCraft accessories (if applicable)                        |
|                          | <input type="checkbox"/> | Off-season storage and maintenance schedule                                |
|                          | <input type="checkbox"/> | Engine (starting, stopping, shifting, using throttle)                      |
|                          | <input type="checkbox"/> | Boat (lights, battery switch location, fuses/breakers)                     |
| <input type="checkbox"/> | <input type="checkbox"/> | Trailer (if applicable)  |
|                          |                          | <b>Registration:</b>   |
|                          | <input type="checkbox"/> | Complete and submit warranty registration—provide the customer with a copy |