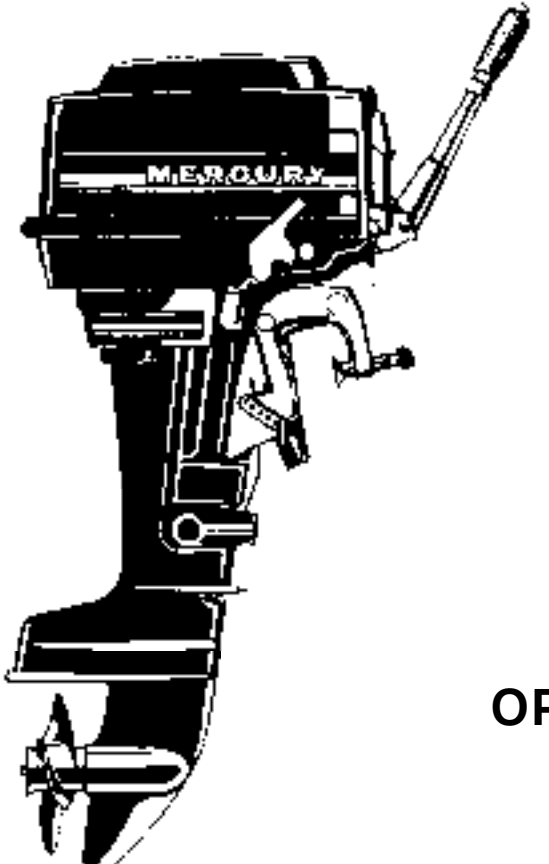


MERCURY

MERC
4.5 • 7.5
9.8

OPERATION AND MAINTENANCE MANUAL

90-99865 (ENGLISH)

GENERAL INFORMATION

IMPORTANT OWNER IDENTIFICATION and REGISTRATION INFORMATION

It is essential that your selling dealer fills out the Motor Registration Card completely and mails it to the Mercury Distributor immediately upon sale of the new product. It identifies name and address of the original purchaser, product model and serial number, date of sale, type of use and selling dealer's code, his name and address. The dealer also certifies that you are the original purchaser and user of the product.

See Warranty Policy and information on outside back cover of this book.

IMPORTANT: Read this book carefully and thoroughly, particularly SAFETY WARNING, CAUTION and IMPORTANT information in bold type, such as this paragraph.

DIRECTIONAL REFERENCES

All directional references are given as they appear when viewing boat from stern, looking toward bow.

SERIAL NUMBER

The serial number is stamped into the serial number plate on the swivel bracket. This number is the manufacturer's key to numerous engineering details which apply to your motor. When ordering parts, accessories and tools, or when corrrsponding with the dealer in regard to service matters, always specify model and serial number.

PERIODIC CHECKUP

After 20 hours, an inspection should be [illegible] by an Authorized Outboard Dealer at local rates and paid for by the owner.

After the 20-hour check, your outboard should be taken to an Authorized Dealer every 100 hours of operation - or at least once each year - for lube changr, tuneup, etc.

To find the Authorized Service facilities in your locality, or when traveling, refer to the classified or yellow pages in the local telephone directory under "Outboard Motors" or "Marine Engines."

This owner's publication includes operation and service instructions. If disassembly or replacement, particularly of internal parts, is required, the owner is advised to see an Authorized Service Dealer and not to attempt the repair work himself.

SPECIFICAPIONS

	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Piston [illegible]	180cc (11 Cu. In.)	90cc (5.5 Cu. In.)
Recommended Spark Plug	[illegible] QL-77J4	[illegible] QL-78V
Spark Plug Gap	[illegible]	

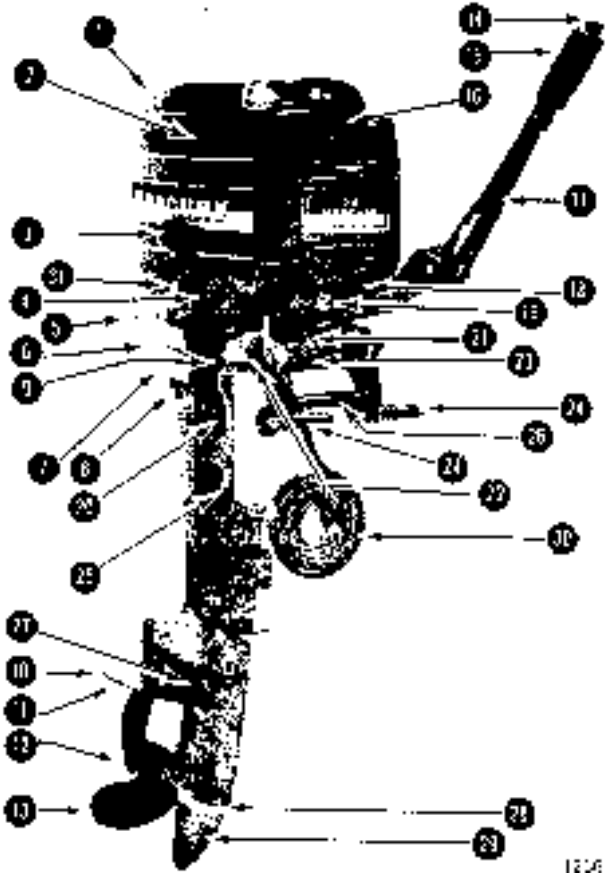
	[illegible]	[illegible]	[illegible]
[illegible] (1)	[illegible]	[illegible]	[illegible]
[illegible] (2)	[illegible]	[illegible]	[illegible]
RPM Range	4500-5500		
Fuel Tank Capacity*			
Liters	11-1/11.	11-1/4	11-1/4
[illegible] Gals.	2-1/2	2-1/2	2-1/2
U.S. Gallons	3	3	3

* Additional capacity for oil included.

(1) [illegible]

(2) [illegible]

Printed in U.S.A.



2-Cyl. Merc 7.5E Shawn

MOTOR INSTALLATION

OUTBOARD MOTOR MOUNTING

SAFETY WARNING: Before operating motor, it is advisable to bolt the motor to the transom. During operation, clamp screws should be checked occasionally for tightness on the transom. Failure to bolt motor to transom may result in damage to boat, loss of motor and possible injury to occupants of boat.

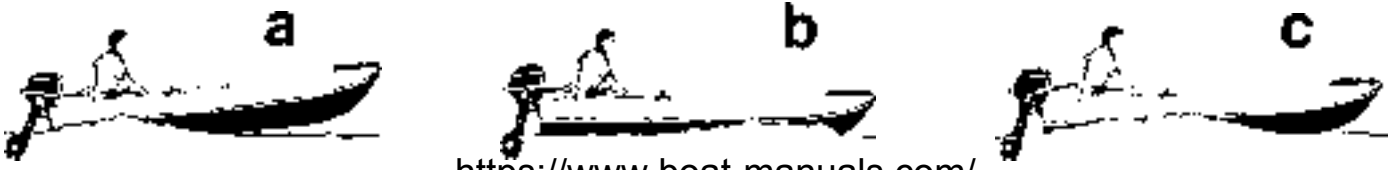
Your motor is designed for a recommended transom height. To avoid damage to transom and to prevent motor from working loose during operation, it is important that clamp (thumb) screws are tightened securely and equally. Thumb screw grips should be in (or near) a horizontal plane to allow full tilt up and turn of motor. Failure to observe this thumb screw position could result in damage to steering parts.

TILT ANGLE ADJUSTMENT

Holes are provided in the clamp brackets to permit change in location of tilt lock pin for proper adjustment of tilt angle. Adjust tilt angle so that boat rides level (Figure 2)

(2) How to Plane a Boat

a WRONG! Bow Up
b WRONG! Bow Down
c RIGHT! Plane or Even keel



ELECTRICAL ACCESSORIES CONNECTIONS

Any accessories, such as horn, running lights, etc. should be installed with electrical connections attached directly to the battery terminals via the screws on the battery lugs.

LIGHTING CIRCUIT (Merc 9.8-7.5)

Manual starting Merc 9.8-7.5 engines are equipped with a lighting circuit which supplies 12 volts (unregulated) AC power. Lighting harness [illegible] is needed for operation of auxiliary lighting. A 16 gauge wire is recommended for auxiliary light wiring.

PROPELLER RECOMMENDATIONS

PROPELLERS

For propeller recommendations applying to your particular boat, consult your dealer. Using an improper propeller can cause serious damage to your outboard motor.

SAFETY WARNING: When installing or removing propeller, place a block of wood between the anti-cavitation plate and propeller to prevent accidental motor starting and to protect the Rands from propeller blades while removing the propeller nut.

INSTALLING PROPELLER

1. To aid in future removal of the propeller, liberally coat the propeller shaft splines with one of the following Quicksilver products:
   — Special Lubricant 101
   — 2-4-C Multi-Lube
   — Perfect Seal
2. Slide collar arid propeller onto shaft.
3. Place washer and nut (Figure **3)** on end of propeller shaft and, will, wood block still in place, tighten nut securely.

REMOVING PROPELLER

1. Place a flat block of wood between anti-cavitation plate and propeller.
2. Remove propeller shaft nut and washer. (Figure 3)
3. Slide propeller off shaft.

(3) Propeller Removal and Installation

a Propeller Nut
b Splined Washer
c Quicksilver Propeller
d Collar
e Propeller Shaft
f Gear Housing

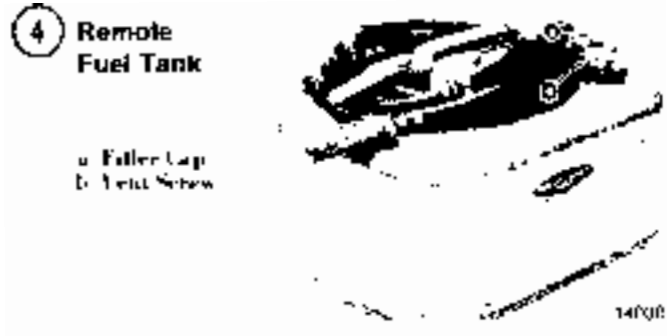
FUEL MIXTURE AND FUEL SYSTEM

INSTALLING FUEL TANK

1. Place fuel tank in position in bottom of boat. (Figure 4)

2. Connect fuel line to motor by inserting twist connector into receptacle in bottom cowl. (Figure 5) Arrange the fuel line so that it cannot become pinched, kinked, sharply bent or stretched during operation of the motor. Check with the motor in far left and right turn positions.

CAUTION: Use CARE when transporting fuel tanks, whether in a boat or car. DO NOT fill fuel tanks to maximum capacity. Cool gasoline expands considerably and builds up pressure in the fuel tank due to higher outside temperatures. This can cause fuel leakage and a potential fire hazard.



5 Twist Connector

GASOLINE-OIL SELECTION

Use any gasoline that will satisfactorily operate an automobile engine, and Quirksilver Formula 50-D 2-Cycle Outboard Lubricant. If 50-D oil is not available, consult your Authorized Dealer for an acceptable oil.

CAUTION: The use of other than Formula 50-D Oil or an acceptable oil may cause piston scoring, bearing failure or both. DO NOT, under any circumstances, use multi-grade or other highly-detergent automobile oils or oils which contain metallic additives. Use of improper gasolines and/or oil can cause serious damage to **your** outboard motor.

FUEL MIXTURE

Use a 50:1 gasoline-oil ratio as shown in the following chart.

Type Oil	Metric Measure	Imperial Measure	U.S. Measure
Formula 50-D	100 cc oil to each 20 liters of gasoline	[illegible]	[illegible]
Other Acceptable Oils	[illegible]		

CORRECT FUEL MIXING PROCEDURE

CAUTION: Observe fire prevention rules, particularly the matter of smoking. Mix **fuel** outdoors or at least in a well-ventilated location.

Mix fuel directly in the remote tank. Measure accurately the required amounts of oil and gasoline. Pour a small amount of gasoline into remote tank (Figure 1) and add a small amount of oil (about the same amount as gas). Mix thoroughly by shaking or stirring vigor-

ously, then add balance of oil and gasoline and mix again. Cleanliness is of prime importance in mixing fuel, as even a very small particle of dirt can cause carburetion trouble.

IMPORTANT: Always use fresh gasoline. When standing, gasoline forms certain gum and varnish deposits and, when kept in a tank for a length of time, may give carburetor trouble and cause spark plug fouling.

IMPORTANCE OF CONSISTENT FUEL MIXTURES

Carburetor idle adjustment is sensitive to furl mixture variations which result from use of different gasolines and oils or due to inaccurate measuring or mixing. This may necessitate frequent readjustment of the carburetor idle needle. Be consistent. Prepare each batch of fuel exactly the same as previous ones.

IMPORTANT: Using less than the recommended proportion of oil may result in very serious motor damage from lack of sufficient lubrication. Using more than the recommended proportion of oil will cause spark plug fouling, erratic carburetion excessive smoking and faster-than-normal carbon accumulation.

BREAK-IN PROCEDURE

CAUTION: Follow break-in procedure carefully.

Operate a new motor at varied throttle settings for the first hour (one hour). Avoid both wide open throttle operation and prolonged idle in cold water areas during this period.

After thr first hour (one hour) of operation, the motor is ready for normal operation and may be run at any speed. DO NOT EXCEED the full throttle RPM range listed in "Specifications", preceding.

OPERATION

NOTICE: Models **7.5/9.8** ONLY: If your **motor** will be operated primarily in cold water areas [normal water temperature BELOW **50"** F **(10"** C)] **and/or** areas where extreme day-to-day temperature variations of **20"** F to **40"** F (-6" **C** to 5" C) are common, we recommend installation of a thermostat (OPTIONAL ACCESSORY for **7.5/9.8** models) in the engine cooling system.

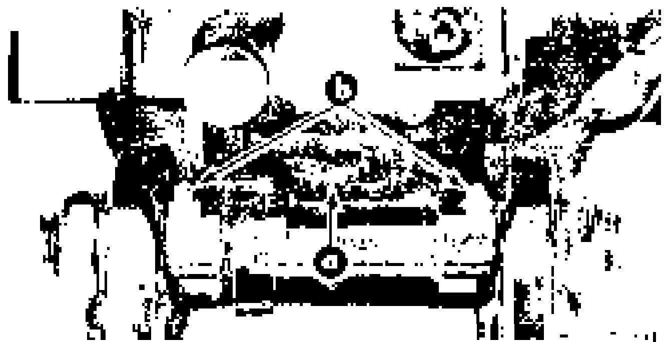
A thermostat controlled cooling system maintains a constant, higher engine operating temperature, thus providing smoother engine operation, particularly at slower operating speeds. See an Authorized Servicing Dealer for this accessory.

CO-PILOT ADJUSTMENT

[illegible]

[illegible]

(6) Co-Pilot Adjustment - **Merc 9.8-7.5-4.5**

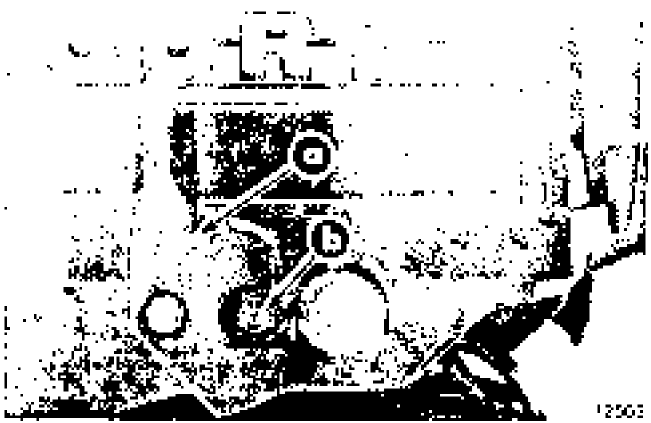


[illegible]

SHIFTING GEARS

Gear shift lever is located on right side of motor. The [illegible] Gear positions are FORWARD (toward front), NEUTRAL (vertical) as shown in Figure 7 and REVERSE (toward rear).

7 Shift Lever and Moto 9.8E and 7.5E Electric Start Button



a Shift Lever
b Electric Start Button

THROTTLE SETTINGS

[illegible]

FOR EMERGENCY STOP: Depress "Stop button" of bottom cowl (Figure 12)

[illegible]

(8) Twist Grip Throttle

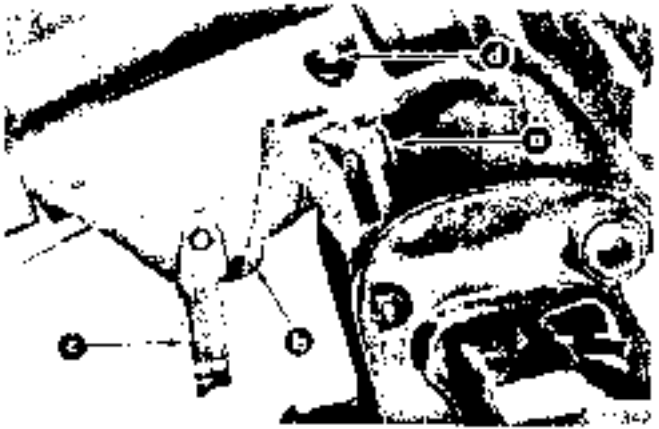
a Ring
b Troll Set

TILT STOP LEVER

Motor can be locked up for storage purposes by pulling tilt stop lever (Figure 9) with motor fully tilted.

IMPORTANT: Do not use tilt slop lever while trailering. Tilt motor and place a block of wood between clamp and swivel bracket.

(9) Tilt Stop



a Tilt Stop Lever
b Reverse Lock Lever
c Troll Bracket
d Swivel Bracket Fitting

STARTING PROCEDURE - MANUAL

1 Be sure fuel tank contains a sufficient amount of fuel mixture and that tank is properly secured in boat.

2. Connect fuel line to motor by inserting fuel connector into receptacle and twist to lock. Twist to unlock, as shown in Figure 5.

3. Open air vent screw on fuel tank cap.

4. Prime fuel system by squeezing primer bulb until firm (Figure 10). When fully primed, bulb will feel firm.

5. Shift into neutral.

12809

10 **Priming Fuel System**

11 **Manual Choke (a) - Merc 9.8-7.5**

SAFETY WARNING: Be sure that outboard is in "NEUTRAL" gear before attempting to start motor electrically or manually. If outboard starts while in gear, occupants may be thrown from boat.

6. Rotate twist grip throttle to "Start" position (Figure 8).

7. If the engine is cold, pull out the choke knob (Figure 11) to place the choke in "On" position (on Merc 4.5, set the choke in closed position as indicated by arrow). Use of the choke is not necessary if engine is warm.

8. With shift lever in neutral position, pull starter handle.

0. After pulling starter handle once, place manual choke in "Off" position and again pull starter handle to start motor. Should a cold motor falter after starting, quickly move choke "On" and "Off" several times until motor runs steadily.

IMPORTANT: Starter is automatic rewind type. Proper operating technique will add many hours of life to starter cable and to starter internal mechanism. Grasp handle firmly and pull outward slowly until engagement of ratchet mechanism can be felt. Then continue outward pull with a full, vigorous stroke. Do not release handle at end of stroke and allow it to snap back. Retain grip on handle and allow cable to rewind slowly. Ratchet release mechanism is designed so that starter cannot engage during **rewind**.

STARTING PROCEDURE - ELECTRIC

Merc 9.8 and 7.5

1. Connect battery leads to proper terminals of starter. Red lead of harness to positive (+) post of battery and black lead to negative (-) post of battery. Use grease to prevent corrosion of terminals.

2. Be sure that fuel tank contains adequate supply of fuel mixture and that tank is properly connected to line.

3. Connect fuel line to motor by inserting twist connector into receptacle on cowl. Lock by twisting ⅛-turn clockwise (Figure 5)

4. Open air vent screw on fuel tank cap (Figure 1)

5. Prime carburetor and fuel system by squeezing priming tube on fuel line. When fully primed, pressure will be felt. (Figure 10)

6. Shift into neutral.

7. Rotate twist grip throttle to "Start" position. (Figure [illegible])

8. [illegible] position.

IMPORTANT: Avoid use of choke during normal operation or if motor is warm.

9. With shift lever in neutral, press startrr button *to* actuate [illegible] startrr. (Figure 7) As soon as motor starts to run, release button arid push choke knob in.

IMPORTANT: The starter motor is not designed for continuous operation, and serious damage may result if operated continuously for more than 30 seconds. Pause and allow the starter motor to cool off for 2 minutes.

10. If motor should falter, actuate manual choke.

OPERATION WITHOUT BATTERY
(Electric Starting Models)

[illegible]

> SAFETY WARNING: Battery leads MUST BE taped off (insulated) or positioned in a manner that prevents a completed circuit between the leads.

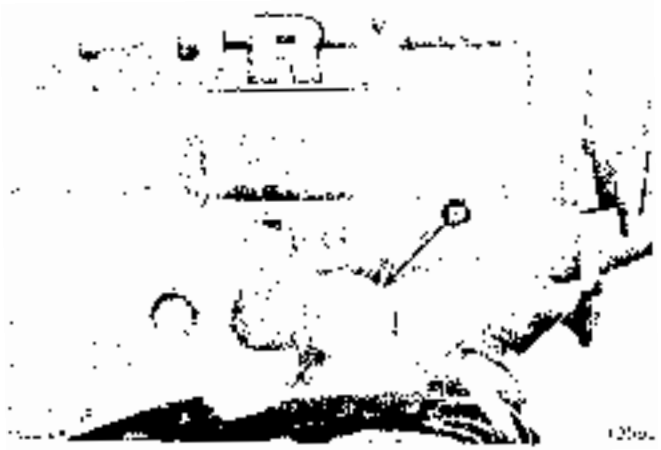
STOPPING PROCEDURE

If the motor is to remain installed on the boa . ready for immediate restart, stop by shifting into neutral and

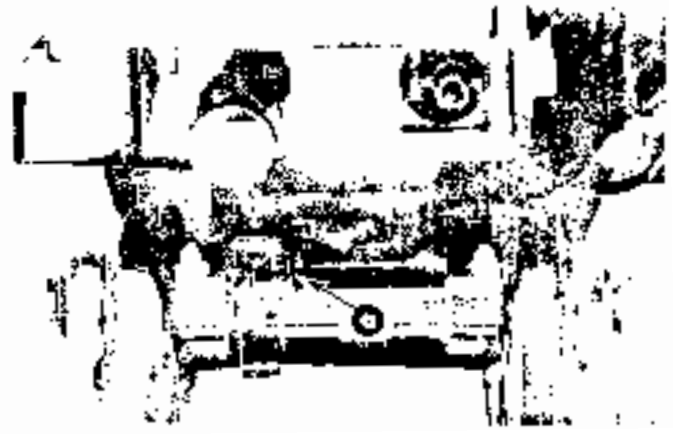
depressing "Stop" button. (Figure 12) Hold "Stop" button down until motor has stopped running completely.

Close air vent screw on fuel tank.

(12) Stopping (a) - Merc 9.8-7.5-4.5



(13) Troll (a) - Merc 9.8-7.5-4.5



TILT-UP AND SHALLOW WATER TROLL LEVER OPERATION

Motor can be tilted up manually only when placed in "Forward" gear. (Figure 7)

Merc 9.8-7.5-4.5 motors can be placed in a shallow water "Troll" position and released from this position as follows:

1. Rrtard twist grip throttle to "Shift Range" (Figure 8) and shift into "Forward" (Figure 7).

2. P.-h lever in direction of "Troll." (Figure 13)

3. Tilt motor up manually to engage in shallow water "Troll" position.

4. To release from shallow water "Troll," retard throttle and shift to "Forward." Push lever to the side and down, then tilt motor manually to disengage from the "Troll" position.

SHALLOW WATER OPERATION

CAUTION: When shift lever is in "Neutral" or "**Reverse**" position, lower unit is locked in normal operating position. Shock load of impact could cause transom breakage, particularly **when** boat is backing up. Proceed cautiously when in reverse motion and be careful of underwater obstructions. Do not accelerate motor to high RPM.

OPERATION IN SALT WATER

Prior to operation in salt water, all [illegible] the [illegible] be removed, and the motor [illegible] sprayed with an approved corrosion [illegible] after use.

DON'TS

1. Don't operate motor out-of-&dle or with [illegible] attachments, or water pumps or [illegible] overheating. Read "Flushing" [illegible] carefully. Flushing.

2. Don't operate motor with [illegible] removed.

3. Don't try to shift gears or [illegible] twist grip throttle is in "Shift Range" position.

4. Don't start motor in gear [illegible] shift is [illegible].

5. **Do not tilt motor up with steering handle.**

CAVITATION

Cavitation, which is evident when the motor speeds up but boat speed is reduced, is caused by one of the following:

1. Propeller operating too close to the surface.
2. Transom too high.
3. Tilt angle adjusted so that lower unit is too high.
4. Boat riding stern-high because of improper loading. (Figure 2)
5. Propeller fouled by weeds, rope, etc.
6. Damaged or broken propeller blades. Broken blade usually is indicated by excessive vibration.
7. Propeller safety clutch slipping due to damage.

WATER PUMP OPERATION

Normal water pump operation is indicated by a steady, "tell-tale" stream of water issuing from a small hole at the rear of the bottom cowl while the motor is running. (Figure 1)

IMPORTANT: On 9.8 and 7.5 models, which are equipped with a thermostat (OPTIONAL ACCESSORY) in the cooling system (Figure 14), a "tell-tale" stream is NOT visible until the engine reaches normal operating temperatures, and the thermostat opens (5 to 45 seconds, depending upon engine RPM and water temperature).

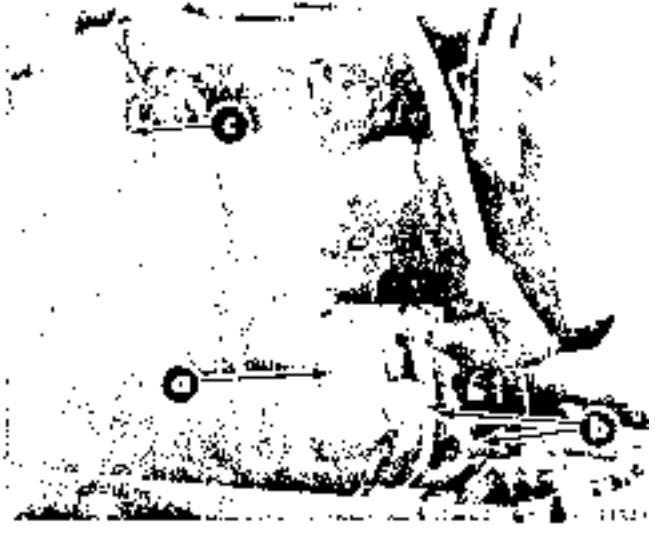
If the "tell-tale" is intermittent or absent during operation (frryuent visual check, STOP MOTOR IMMEDIATELY, and

- Check gear housing water intake for possible restriction (wreds, mud. etc.).
- Check "tell-tale" hose for possible restriction (use a piece of wire).
- Models 9.8 arid 7.5 equipped with thermostat Check thermostat and/or thermostat housing for possible restriction and/or thermostat malfunction. (Figure 14)

If no restriction is evident, a malfunction has occurred at some other point within the cooling system, possibly the water pump itself

Operation with a defective water pump or obstructed in the cooling system will cause overheating and severe engine damage. Refer the motor to an Authorized Service facility.

(14) Rectifier/Alternator Leads - Merc 9.8 and 7.5



a Rectifier
b Yellow/Red Alternator Leads
c Thermostat Housing (Optional Mercsport)

SAFETY WARNING: If the motor will not be operated for a period of time, if it is to be removed from the boat or if it is to be tilted up, we recommend the following practice to prevent spillage from the carburetor throat and bowl and to prevent gum formations in the carburetor during storage:

1. Disconnect the fuel line
2. **Allow motor to run at idling speed until it stops of its own accord, indicating the carburetor has run dry**

REMOVING MOTOR FROM BOAT

When removing, keep motor in an upright position, resting on its skeg, until all water has drained from the driveshaft housing. If the motor is placed on its side while water remains in or on the driveshaft housing, some water may enter the cylinders through the exhaust ports and cause serious damage.

ADJUSTMENTS/MAINTENANCE

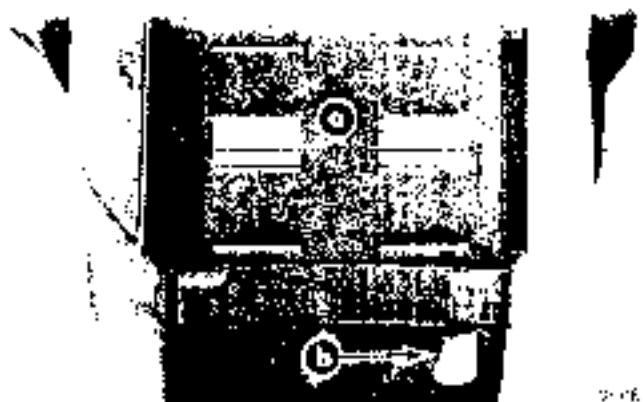
REMOVING TOP COWL

MERC 9.8-7.5: Remove top cowl by pushing cowl release lever on rear of bottom cowl and lifting cowl off (up and forward). (Figure 15)

MERC 4.5: Pull the two latch pin levers outward from side of bottom cowl (Figure 16) and lift top cowl off (up and forward).

Avoid operation of motor with cowling removed.

(15) Removing Top Cowl - Merc 9.8-7.5



a Top Cowl
b Top Cowl Latch

16 **Removing Top Cowl - Merc 4.5**

CARBURETOR ADJUSTMENT

The carburetor has a fixed high [illegible] jet, but an idle mixture adjustment is provided.

IDLE MIXTURE ADJUSTMENT (FIGURE 17)

Idle mixture cannot be adjusted effectively while in "Neutral [illegible] Forward [illegible] adjusting.

[illegible]

[illegible]

1. [illegible]

2. [illegible]

3. Continue turning [illegible] too lean a mixture is obtained, and motor [illegible] down and misfires.

(17) Idle Adjustment

a Idle Adjustment
b Rich (Turn Left)
Lean (Turn Right)

1. Set adjustment screw halfway between rich and lean.

5. Do not adjust leaner than necessary to attain reasonably smooth idling. When in doubt, it is preferable to set mixture slightly rich rather than too lean.

SERVICING FUEL TANK FILTER (FIGURE 18)

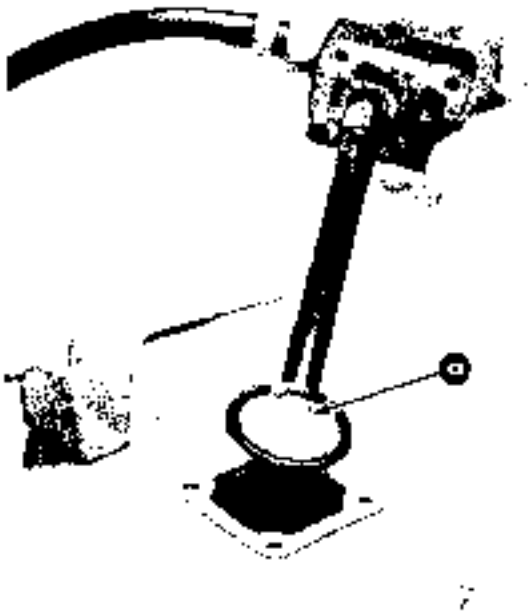
Periodically the fuel line from tank to [illegible] and [illegible] pickup tube filter [illegible] must be cleaned by rinsing in clean fuel or gasoline or kerosene.

SERVICING CARBURETOR FUEL FILTER/SCREEN

Carburetor fuel filter screens [illegible] are adequate to take care of all requirements under normal use. If, after all other checks, fuel filter screen blockage is the cause of the trouble, clean or replace the fuel filter screen, as necessary (Figure 19).

NOTE: Model 3.5 filter screen is located under the strainer cover on top of the carburetor.

(18) Fuel Tank Filter



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a Fuel Tank Filter

(19) Carburetor Fuel Screen - Merc 9.8-7.5

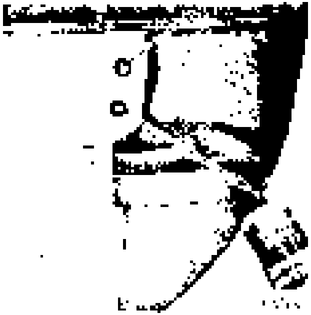
a Fuel Screen Cover
b Fuel Screen

LUBRICATION (FIGURE 20)

Periodically (every 25 hour,) lubricate the lower drive unit with Quicksilver Super Duty Outboard Gear Lubricant as follows:

IMPORTANT: Do not use regular automotive grease in the lower drive unit.

20 Lubrication



[illegible]

[illegible]

IMPORTANT: Never apply lubricant to the lower unit without first removing lubricant vent screw, as the injected lubricant displaces air which must be allowed to escape so that the gear housing can be completely filled.

2. Insert lubricant tube into fill plug hole and inject lubricant until excess fluid starts to flow out of lubricant vent screw hole, indicating that the housing is filled.

3. Replace lubricant vent screw first, then fill plug, taking special care that the washer is in place under the head of each so that water will not leak past the threads into the gear housing.

[illegible]

[illegible]

[illegible]

2. [illegible]

LUBRICATION CHART

Fig.	Description	Type Lubricant	Fresh Water Frequency	Salt Water Frequency
30	Gear Housing	Quicksilver Super Duty Lubricant	After First 10 Days, Then Each 30 Days	Same as Fresh Water
19	Swivel Bracket and Swivel Pin	Quicksilver 2-4-C or Multipurpose Lubricant	Every 60 Days	Every 30 Days
6	Tilt Tube Fitting			
20	Throttle-Shift Linkage			
9	Reverse Lock Lever			
1	Thumb Screws	Quicksilver Anti-Corrosion Grease	Once in Season	Every 30 Days
3	Propeller Shaft	Quicksilver — Special Lubricant 101 — 2-4-C Multi-Lube — Perfect Seal		

NOTE: Lubricants, sealers, etc., can be obtained from your Authorized Servicing Dealer.

SERVICING SPARK PLUGS

> SAFETY WARNING: Do **not touch** or disconnect any ignition system parts **while** engine is running or while battery cables of electric starting **models** are connected. Do not **remove spark plug connectors** and hold them in your hand to check for spark while **engine** is running, **as** high voltage is present. Never attempt to turn engine over by hand **with** propeller **or** flywheel.

1. Remove spark plugs, clean and regap. If the center electrode is eroded, replace with new spark plug.

2. Install spark plugs. Start the threads one or two turns with fingers to avoid danger of cross-threading. After seating plug finger-tight on gasket, an additional [illegible] turn with a wrench will generally be sufficient to tighten. Do not over-tighten.

3. Connect the spark plug leads to its respective spark plug.

PREPARATION FOR STORAGE OR SHIPMENT

1. Operate motor in water (or on flushing system). Disconnect the fuel line from the motor and allow motor to run at idling speed until it stops of its own accord, indicating that the carburetor has run dry.

2. Drain fuel tank.

3. Lubricate lower drive unit.

4. Remove spark plugs.

5. Rotate crankshaft to a position where the No. 1 (top) piston is at bottom dead center position. This can be determined by inserting a pencil or rod into the spark plug hole. Apply a Mercury

approved engine seal into the spark plug hole of the No. 1 cylinder, allowing time for some of the oil to drain into the crankcase via the transfer port. Repeat this operation for the other cylinder, then install spark plugs and operate the starter momentarily to distribute oil around the inside of the crankcase and cylinders.

6. Clean the motor thoroughly, including all accessible powerhead parts. Install cowling and apply a thin film of clean, fresh motor oil to all painted surfaces.

7. To **aid in** future removal of the propeller, liberally coat the propeller shaft splines with one of the following Quicksilver products:
   - Special Lubricant 101
   - 2-4-C Multi-Lube
   - Perfect Seal

IMPORTANT: When storing outboard motor for the winter, be sure that all water is drained from the gear housing (thru the propeller herb). Trapped water may freeze and expand, thus cracking the gear housing and/or water pump housing.

Check and refill lower unit, as explained, before storage to protect against possible water leakage into gear housing which is caused by loose lubricant vent screw or loose fill plug. Be sure to replace gaskets under screws, replacing any damaged gaskets.

ATTENTION REQUIRED FOLLOWING OPERATION IN SALT WATER OR SILT

Even though the interior surfaces are treated to resist corrosion, there still is a possibility of a mechanical buildup of salt and silt deposits which no form of protective coating can prevent and which can be remedied only by occasional flushing with fresh water.

1. When your outboard is left on the boat, tilt the unit out of the water.

2. Lubricate thumb screws with Quicksilver Anti-Corrosion Grease.

3. To aid in future removal of the propeller, liberally coat the propeller shaft splines with one of the following Quit-itsilver products
   - Special Lubricant 101
   - 2-4-C Multi-Lube
   - Perfect Seal

4. Entire powerhead can be sprayed with a coating of a Mercury approved rust preventive oil to protect the finish of all parts beneath the cowl. The exterior also can be sprayed or wiped *to* prevent salt corrosion from dulling the finish.

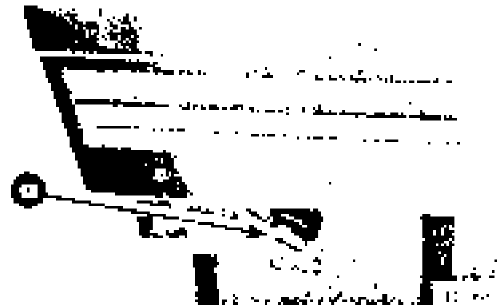
5. To flush motor:

   a. Remove threaded plug marked "FLUSH" and washer from flushing hole. Plug is located beneath drive shaft trim cover on 9.8-7.5 HP models (Figure 21) and on right side of bottom cowl on 4.5 HP model (Figure 22).

   b. Connect flushing device and attach garden hose coupling with hose.

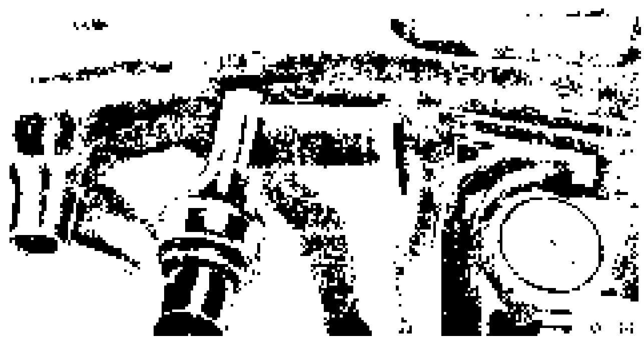
   c. Turn on water but DO NOT OPERATE the outboard while flushing. Water flow is strong enough that flushing can be done with water [illegible] from the water tap. DO NOT USE hot water pressure.

(21) **Flush Plug - Merc 9.8-7.5**



a. Flush Plug

(22) **"FLUSH" Plug - Merc 4.5**



While and after flushing, keep motor in upright position, resting on skeg, until all water has drained from drive shaft housing to prevent water from entering the powerhead via drive shaft housing and exhaust ports.

By following the preceding simple preventive maintenance operations at regular intervals, longer life will be added to your motor when used in salt water.

ATTENTION REQUIRED FOLLOWING COMPLETE SUBMERSION

In an effort to deter serious internal engine damage and avert expensive engine repairs, a motor, that has been submerged, requires IMMEDIATE service upon recovery.

1. Wash entire motor with clean, fresh water to remove mud, silt, weeds, salt, etc.

2. Remove the spark plug and purge the engine and carburetor of as much water as possible (''crank'' engine with spark plug holes facing downward).

3. If compressed air is available, ''blow-dry'' the engine internally and externally.

4. Pour a liberal amount of Quicksilver Engine Cleaner or Quicksilver Formula 50-D Outboard Lubricant into the engine via the carburetor and spark plug hole.

5. Manually ''crank'' engine to distribute the lubricant within the engine, then drain excess lubricant from engine.

6. Reinstall spark plug and high tension lead.

IMPORTANT: If it appears that the engine DID NOT take in any foreign material (mud, sand, weeds, etc), and "cranks" freely, the engine should be started. If there is evidence that foreign material had entered the engine, the engine should be disassembled and cleaned (take motor to an Authorized Dealer for service).

7. Start engine and operate at low RPM for a minimum of 5 minutes, then run engine at varied throttle settings for an additional 15-20 minutes. (Normal operation will continue the drying-out process, displacing remaining moisture and providing internal lubrication.)

8. If engine performance still indicates engine troubie. take motor to an Authorized Dealer for further service.

TROUBLESHOOTING

IMPORTANT: The following chart is intended as a guide to aid in finding and correcting minor outboard motur malfunctions, should they occur. Possible causes are listed in order of probability and, even though some may appear to be quite obvious, these same causes often are overlooked when a problem occurs. If a problem cannot be located and corrected with the aid of the guide, see your Authorized Dealer for further service. For manual start engines, disregard references to electric starting.

SAFETY WARNING: Before attempting any checks or repairs, battery cables on electric start model MUST BE REMOVED from battery to prevent possible personal injury or damage to equipment.

Trouble	Possible Cause	Remedy

Trouble	Possible Cause	Remedy
A. Engine will not start or is hard to start	7. Loose or corroded Latter! connections	[illegible]
	8 Stale or contaminated fuel	[illegible]
	9. Improper fuel-oil ratio	[illegible]
	10. Defective or wrong type spark plugs	[illegible]
	11. Poor connections or damaged ignition wiring	[illegible]
B. Poor idling or engine misses while idling	1 Fouled spark plugs	[illegible]
	2 Improper carburetion	[illegible]
	3. Stale or contaminated fuel	[illegible]
	4. Throttle shutter not closing completely	[illegible]
	5. Defective ignition component	[illegible]
	6. Reed valve open or broken	[illegible]
C. Engine misses at high speed	1. Fouled or wrong type spark plugs	[illegible]
	2. Stale or contaminated fuel	[illegible]
	3. Wrong fuel and oil mixture	[illegible]

[illegible] Engine misfires at high speeds [illegible]	[illegible]	[illegible]
	[illegible]	5. See "Carburetor", preceding in manual.
	6. [illegible] spark timing	6. See [illegible] Dealer for proper synchronization.
	7. Engine overheating	7. See "G", [illegible] following in chart.
[illegible] battery [illegible]	1. Corroded or loose battery terminals	1. Clean and tighten battery terminals.
	2. Low electrolyte level	2. Fill battery to recommended level.
	3. Worn out or inefficient battery	3. Replace battery with one of recommended capacity.
	4. [illegible] use of electrical [illegible]	4. Use battery of [illegible] capacity.
	5. Defective rectifier	5. See [illegible] Dealer for repair.
	6. Defective alternator	6. See [illegible] Dealer for repair.
I. Motor speed faster than normal	1. Transom too high	[illegible]
	2. Boat improperly loaded	2. [illegible]
	3. Tilt angle not correctly adjusted	[illegible]
	4. Propeller of wrong pitch or diameter	[illegible] RPM range.
	5. Propeller damaged	[illegible]

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Trouble	Possible Cause	Remedy
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

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[illegible]	[illegible]	[illegible]

WARRANTY

I. We warrant each new Mercury Outboard Motor and accessories attached, hereto, (hereafier referred to as "Product", manufactured by us, to be free from defects in material and workmanship.

II. This warranty shall become effective only upon our receipt of a completed Product Registration Card, which shall register the Product so registered by serial number. This warranty shall remain in effect for a period of one (1) year from date of purchase.

III. Since this warranty applies to defects in material and workmanship, it does not apply to normal worn parts, adjustments, tuneups or to damage caused by: 1) Neglect, lack of maintenance, accident, abnormal operation or improper installation or service; 2) Use of an accessory or part not manufactured or sold by us; **3)** Operation with fuels, oils or lubricants which are not suitable for use with the Product; 4) Participating in or preparing for racing or other competitive activity or operating with a racing type lower unit; or 5) Alteration or removal of parts.

IV. Reasonable access must be provided to the product for warranty service This warranty will not apply to: 1) Haul out, launch, towing and dockage charges; telephone or rental charges of any type, inconvenience, loss of time or income; or other consequential damages; or 2) Removal and/or reinstallment of boat partitions or material because of boat design for necessary access to the Product.

V. Claim shall be made under this warranty by delivering the Product for inspection to a Mercury Marine dealer authorized to service the Purchaser's Product. If purchaser cannot deliver Product to such authorized dealer, he may give notice in writing to the area Mercury Marine distributor or Branch Manager or to the Company. Mercury Marine shall then arrange for the inspection and repair, provided such service is covered under this warranty. Purchaser shall pay for all related transportation charges and/or travel time. Further, if the service is not covered by this warranty, purchaser shall pay for all related labor and material. Any Product or parts shipped by purchaser for inspection or repair must be shipped with transportation charges prepaid.

The Owner's Registration MerCard is the only valid registration identification and must be presented at the time warranty service is required. Warranty claims will not be accepted without presentation of the MerCard.

VI. Our obligation under this Warranty shall be limited to repairing a defective part or at our option replacing such part or parts as shall be necessary to remedy any malfunction resulting from defects in material or workmanship as covered by this Warranty. We reserve the right to change or improve the design of any Product without assuming any obligation to modify any Product previously manufactured.

VII. This warranty is in lieu of all other warranties expressed or implied and may not be modified or extended by anyone, except that any qualification or restriction contained herein which is prohibited by any law where the Product is sold and such qualification or restriction only. is null and void. All other qualifications and restrictions of this warranty remain in full force arid effect. There are no warranties which extend beyond the description on the face hereof.

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