

Motor Startup Procedure

- Check fuel level and top off with regular 87 octane if necessary
- Open gas tank vent (small button in center of large tank cap)
- Tilt engine to vertical position (lift prop end until it releases)
- Lower engine mount WITHOUT stressing fuel/electrical lines
- Place engine shift lever (front of motor) in NEUTRAL (straight up)
- Turn on ONE battery at master switch near stairs

Cold Starts (1st of the Day)

- Squeeze priming bulb on fuel line 4-6 times until firm
- Turn throttle at the end of throttle stalk to START position
- Push the engine start button (black button near fuel line)
- Pull out choke button (next to shift lever) ONLY if needed (<70 degrees)
- Reduce choke after starting; push in completely after warm up
- Always push choke completely in after 1-2 minute warm up

Warm Starts (Restarts within a few hours)

- Squeeze priming bulb on fuel line 1-2 times if needed
- DO NOT CHOKE
- Turn throttle at the end of throttle stalk to RESTART position
- Push the engine start button (black button near fuel line)

Motor Operation

- If engine start button does not respond, check shift lever again
- Check that cooling water test stream is good
- Shift quickly into or out of neutral with THROTTLE DOWN (idle)
- Do NOT shift directly from forward to reverse or vice versa
- To go forward, pull shift lever forward
- To reverse, push shift lever back
- Advance throttle by turning grip counter-clockwise
- Be careful that throttle stalk is not in contact with boat

Motor Shutdown Procedure

- Reduce throttle to full low idle position (clockwise)
- Shift into Neutral
- Push and hold the red 'kill' button for 5 seconds.

At Dock

- Raise engine mount and place throttle stalk in vertical position
- Tilt engine carefully so prop end is completely out of the water
- IMPORTANT: Rotate so throttle (port) side of motor is down
- OK to leave tank vent button open to avoid pressure build up
- Close tank vent if tank has to be transported or water exposure possible
- Slide back the round metal collar to disconnect fuel line IF NECESSARY

Discussion

What's different this spring (2013):

The lower tip of the outboard motor is starting to corrode badly from too much contact with the Bay. We therefore have to tilt the motor at the dock to get the engine completely out of the water. This makes the motor a bit more likely to contact the dock. To reduce motion at the stern and to keep the lines from tangling with the motor, we no longer cross over the stern dock lines. You will notice that the lines are now much shorter than they were last year.

Raise the motor mount before tilting. The motor easily tilts if not in reverse gear. If tilted too far, it will release and come back to vertical. So, it's just a matter of tilting it about 45 degrees or so. Tilt it higher when you want to release it back to vertical.

You will notice that the motor may tend to swivel left or right when tilted. It's not stable in the center position. Here, it's important to swivel it so that the throttle stalk is down. That puts the oil dip stick and oil fill cap on the high side. They are located on the starboard side of the engine under the cover.

More reminders of what not to do:

Never shift gears unless the engine is fully idle – fully throttled down.

Never use the choke on a warm day or when the engine is already warm. Never leave the choke on if you had to use it to start the motor. (I have found the engine with the choke still on.)

Don't use more throttle than you need. It will push the boat at probably 80% of hull speed with only 1/3 throttle. Running at high RPM will simply shorten the life of the engine and waste fuel.

Never step on the engine cover or tug on the throttle stalk when raising or lowering the engine. Both the cover and throttle stalk are flimsy and easily damaged. Please use the main handle on the front of the engine or the grip on the back side of the cover to lower, raise or tilt the engine.

Never put old fuel in the engine. You can top off the onboard tank using fuel from the red can in the shed. If that can is empty, then take both to the nearest station and fill with standard 87 octane gas. The club will reimburse you, so please keep the receipt.

End of season maintenance:

Typically we winterize the motor in the fall and do the tune up or annual maintenance in the spring. It's important to use the "cuffs" to run fresh water through the cooling system. The engine should be run with the fuel line disconnected until all the fuel in the carburetor is consumed. Then use a remove the small screw at the base of the carburetor bowl so that all remaining fuel drains out. This prevents residues from fouling the carburetor. Finally, the spark plugs should be removed to mist the cylinders with storage compound to prevent cylinder corrosion. It helps to spin the engine using the starter with the plugs removed.