OWNER’S MANUAL

TOHATSU CORPORATION
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Printed in Japan
READ THIS MANUAL BEFORE USING THE OUTBOARD MOTOR. FAILURE TO FOLLOW THE INSTRUCTIONS AND SAFETY PRECAUTIONS IN THIS MANUAL CAN RESULT IN SERIOUS INJURY OR DEATH. KEEP THIS MANUAL IN A SAFE LOCATION FOR FUTURE REFERENCE.
YOUR TOHATSU OUTBOARD MOTOR

OWNER REGISTRATION AND IDENTIFICATION
Upon purchasing this product, be sure that the WARRANTY CARD is correctly and completely filled out and mailed to the addressee noted there on. This WARRANTY CARD identifies you as the legal owner of the product and serves as your warranty registration.

TO THE EXTENT PERMITTED BY APPLICABLE LAW, YOUR OUTBOARD MOTOR WILL NOT BE COVERED BY THE APPLICABLE LIMITED WARRANTY, IF THIS PROCEDURE IS NOT FOLLOWED.

PRE-DELIVERY CHECK
Be sure that the product has been checked by an authorized TOHATSU dealer before you take delivery.

Limited Warranty
Please refer to the TOHATSU outboard motor Limited warranty provided to you with this product, the terms and conditions of which, as amended from time to time, are incorporated by reference into the manual.
Serial Number
In the space below, please record the outboard motor’s serial number (indicated both on the lower motor cover and on the cylinder block). The serial number will be needed in the event of theft or to quickly identifying the outboard motor type.

Serial Number:

To You, Our Customer
Thank you for selecting a TOHATSU outboard motor. You are now the proud owner of an excellent outboard motor that will service you for many years to come. This manual should be read in its entirety and the inspection and maintenance procedures described later in this manual should be followed carefully. Should a problem arise with the outboard motor, please follow the troubleshooting procedures listed at the end of this manual. If the problem persists, contact an authorized TOHATSU service shop or dealer.

We hope you will enjoy your outboard motor and wish you good luck in your boating adventures.

TOHATSU CORPORATION
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GENERAL SAFETY INFORMATION

NOTICE : DANGER/WARNING/CAUTION/Note
Before installing, operating or otherwise handling your outboard motor, be sure to thoroughly read and understand this Owner's Manual and carefully follow all of the instructions. Of particular importance is information preceded by the words "DANGER," "WARNING," "CAUTION," and "Note." Always pay special attention to such information to ensure safe operation of the outboard motor at all times.

DANGER
Failure to observe will result in severe personal injury or death, and possibly property damage.

WARNING
Failure to observe could result in severe personal injury or death, or property damage.

CAUTION
Failure to observe could result in personal injury or property damage.

Note
This instruction provides special information to facilitate the use or maintenance of the outboard motor or to clarify important points.

EMERGENCY STOP SWITCH
The Emergency Stop Switch will stall the outboard motor when the stop switch tether is pulled off. This stop switch tether can be attached to the operator of the outboard motor to minimize or prevent injuries from the propeller in case the operator falls overboard.
We highly recommend use of the Emergency Stop Switch tether.

WARNING
Accidental activation of the Emergency Stop Switch (such as the tether being pulled out in heavy seas) could cause passengers to lose their balance and even fall overboard, or it could result in loss of power in heavy seas, strong currents, or high winds. Loss of control while mooring is another potential hazard.
To minimize accidental activation of the Emergency Stop Switch, the 500 mm (20 inch.) stop switch tether is coiled and can extended to a full 1,300 mm (51 inch.).
SAFE OPERATION OF BOAT
As the operator/driver of the boat, you are responsible for the safety of those aboard and those in other boat around yours, and for following local boating regulations. You should be thoroughly knowledgeable on how to correctly operate the boat, outboard motor, and accessories. To learn about the correct operation and maintenance of the outboard motor, please read through this manual carefully. It is very difficult for a person standing or floating in the water to take evasive action should he or she see a power boat heading in his/her direction, even at a slow speed. Therefore, when your boat is in the immediate vicinity of people in the water, the outboard motor should be shifted to neutral and shut off.

⚠️WARNING

SERIOUS INJURY IS LIKELY IF A PERSON IN THE WATER MAKES CONTACT WITH A MOVING BOAT, GEAR HOUSING, PROPELLER, OR ANY SOLID DEVICE RIGIDLY ATTACHED TO A BOAT OR GEAR HOUSING.

SERVICING, REPLACEMENT PARTS & LUBRICANTS
We recommend that only an authorized service shop perform service or maintenance on this outboard motor. Be sure to use genuine parts, genuine lubricants, or recommended lubricants.

MAINTENANCE
As the owner of this outboard motor, you should be acquainted with correct maintenance procedures. It is the operator’s responsibility to perform all safety checks and to ensure that all lubrication and maintenance instructions are complied with for safe operation. Please comply with all instructions concerning lubrication and maintenance. You should take the engine to an authorized dealer or service shop for periodic inspection at the prescribed intervals. Correct periodic maintenance and proper care of this outboard motor will reduce the chance of problems and limit overall operating expenses.

MOUNTING
Outboard motor mounting must be performed by trained service person(s) using lift or hoist with sufficient capacity.
# SPECIFICATIONS

## MF, EF, EP

<table>
<thead>
<tr>
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<tr>
<td>Transom Height S·L</td>
<td>mm (in)</td>
<td>404 (15.9)</td>
<td>552 (21.7)</td>
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<td>Weight S Kg (lb)</td>
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<td>Idle Speed rpm</td>
<td>rpm</td>
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<tr>
<td>Engine Type</td>
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<tr>
<td>Piston Displacement mL (Cu in)</td>
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<tr>
<td>Exhaust System</td>
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<td>Through hub exhaust</td>
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<tr>
<td>Cooling System</td>
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<td>Water cooling</td>
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<td>Engine Lubrication</td>
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<td>Trochoid pump</td>
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<td>Starting System</td>
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<td>Manual</td>
<td>Electric starter motor*</td>
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<td>Ignition System</td>
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<td>Flywheel Magneto C.D. ignition</td>
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<td>Spark Plug</td>
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<td>NGK DCPR6E</td>
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<tr>
<td>Trim Position</td>
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<tr>
<td>Engine Oil mL (qt.)</td>
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<td>NMMA FC-W certified 10W-30 or API SF, SG, SH, SJ, SL or SM, 10W-30/40 Approx. 1.800 (1.9)</td>
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<tr>
<td>Gear Oil mL (fl.oz.)</td>
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<tr>
<td>Fuel Tank Capacity L (US gal)</td>
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<tr>
<td>Gear Reduction Ratio</td>
<td></td>
<td>1.92 (12 : 23)</td>
<td></td>
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<tr>
<td>Emission Control System</td>
<td></td>
<td>ECU</td>
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* Specifications subject to change without notice.

* : with manual
### SPECIFICATIONS

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<tr>
<th>Item</th>
<th>MODEL</th>
<th>25B MFG 30B MFG</th>
<th>25B EFG 30B EFG</th>
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<td>78 (172)</td>
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<tr>
<td>Weight L Kg (lb)</td>
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<tr>
<td>Engine Type</td>
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<td>Number of Cylinder</td>
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## EFT, EPT

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<td>4-Stroke EFI</td>
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**NAMES OF PARTS**

**MF, EF, EP**

![Diagram of boat motor with numbered parts]

* : MF and EF type only.  
☆ : EF type only.

1. Tilt Handle
2. Top Cowl
3. Bottom Cowl
4. Cooling Water Check Port
5. Oil Drain Bolt
6. Anti Ventilation Plate
7. Trim Tab
8. Sub Water Inlet
9. Water Inlet
10. Propeller
11. Oil Plug (Lower)
12. Oil Plug (Upper)
13. Drive Shaft Housing
14. Thrust Rod
15. Clamp Bracket
16. Clamp Screw
17. ☆ Throttle Grip
18. ☆ Shift Lever
19. Starter Handle
20. Stop Switch
21. Warning Lamp
22. ☆ Starter Switch
23. Fuel Connector
24. Primer Bulb
25. Fuel Connector
26. Fuel Tank Cap
27. Air Vent Screw
28. Fuel Pick up Elbow
29. Fuel Tank
30. Remote Control
31. Main Switch
32. Stop Switch
33. Cord Assembly
NAME OF PARTS

MFG, EFG

1. Tilt Handle
2. Top Cowl
3. Bottom Cowl
4. Cooling Water Check Port
5. Oil Drain Bolt
6. Anti Ventilation Plate
7. Trim Tab
8. Sub Water Inlet
9. Water Inlet
10. Propeller
11. Oil Plug (Lower)
12. Oil Plug (Upper)
13. Drive Shaft Housing
14. Thrust Rod
15. Clamp Bracket
16. Lock Lever
17. Tilt Stopper
18. Throttle Grip
19. Shift Lever
20. Starter Handle
21. Stop Switch
22. Warning Lamp
23. Starter Switch (EFG type only)
24. Fuel Connector
25. Shock Absorber
26. Primer Bulb
27. Fuel Connector
28. Fuel Tank Cap
29. Air Vent Screw
30. Fuel Pick up Elbow
31. Fuel Tank
**NAME OF PARTS**

**EFT, EPT**

- **①** Tilt Handle
- **②** Top Cowl
- **③** Bottom Cowl
- **④** Power Tilt Switch
- **⑤** Cooling Water Check Port
- **⑥** Oil Drain Bolt
- **⑦** Anti Ventilation Plate
- **⑧** Trim Tab
- **⑨** Sub Water Inlet
- **⑩** Water Inlet
- **⑪** Propeller
- **⑫** Oil Plug (Lower)
- **⑬** Oil Plug (Upper)
- **⑭** Drive Shaft Housing
- **⑮** Thrust Rod
- **⑯** Clamp Bracket
- **⑰** Tilt Stopper
- **⑱** * Clamp Screw
- **⑲** * Throttle Grip
- **⑳** * Shift Lever
- **㉑** Starter Handle
- **㉒** Stop Switch
- **㉓** Warning Lamp
- **㉔** * Starter Switch
- **㉕** Fuel Connector
- **㉖** Power Tilt
- **㉗** Primer Bulb
- **㉘** Fuel Connector
- **㉙** Fuel Tank Cap
- **㉚** Air Vent Screw
- **㉛** Fuel Pick up Elbow
- **㉜** Fuel Tank
- **㉝** Power Tilt Switch
- **㉞** Remote Control
- **㉘** Main Switch
- **㉙** Stop Switch
- **㉚** Cord Assembly
- **㉛** Emergency Stop
- **㉜** Switch Tether

* : EFT type only.
1. Mounting the outboard motor on boat

**WARNING**
Most boats are rated and certified in terms of their maximum allowable horsepower, as shown on the boat’s certification plate. Do not equip your boat with an outboard motor that exceeds this limit. If in doubt, contact your dealer.

Do not operate the outboard motor until it has been securely mounted on the boat in accordance with the instructions below.

MF, EF, EP type
To attach the outboard motor to the boat, tighten the clamp screws by turning their handles.
Also, use the bolts to secure the outboard motor brackets on transom board.
Secure the outboard motor with a rope to prevent loss overboard.

**CAUTION**
- Before beginning the running test, check that the boat with maximum capacity loading floats on the water in a proper attitude. Check the position of water surface on the driveshaft housing. If the water surface is near the bottom cowling, in high waves, water may enter the engine cylinders.
- Incorrect outboard motor mounting height or existence of underwater object(s), such as hull bottom design, bottom surface conditions or underwater accessories, can cause water spray possibly reaching the engine through an opening of the bottom cowling during cruising. Exposing the engine to such conditions for extended periods can lead to severe engine damage.

**Note**
A rope is not included in the standard accessories.
MFG, EFG, EFT, EPT type
② Power Tilt and Gas Assist type

![Diagram of mounting bolts and washers](image)

**CAUTION**
Mounting bolts should be installed with the bolt head at inside surface of the transom. Mounting bolts installed with the threaded end at the inside surface of the transom can cause personal injury.

**Notes**
1. Apply sealing agent, such as silicone sealed between the bolts and the transom board holes before tightening the bolts.
2. Be sure to tighten the mounting bolt nuts to the specified torque. (30 Nm (3.0kgf)13 ft·lb)

**WARNING**
- Mounting the outboard motor without following this manual can lead to unsafe conditions such as poor maneuverability, lack of control or fire.
- Loose clamp screws and/or mounting bolts can lead to the release or displacement of the outboard motor, possibly resulting in lost of control and/or serious personal injury. Be sure that fasteners are tightened to the specified torque (30 Nm (3.0kgf)13ft·lb). Check the fasteners for tightness from time to time.
- Be sure to use outboard mounting fasteners included in the outboard motor package or their equivalents in terms of size, material, quality and strength. Tighten fasteners to the specified torque (30 Nm (3.0kgf)13ft·lb). Test cruise to check if fasteners are tightened securely.
- Outboard motor mounting must be performed by trained service person(s) using lift or hoist with sufficient capacity.
2. Installing the remote control devices

**WARNING**

When using other than Tohatsu's genuine remote control box, DO NOT select the one without neutral safety switch that prevents in-gear start.

Use of remote control box without neutral safety switch can allow start of engine with gear at other than neutral shift, potentially leading passengers to falling or causing passenger to be thrown overboard.

It is recommended that you consult with your authorized dealer for installation and adjustment of the remote control device.

- **Installation of the Remote Control Cables (Box side):**
  Follow the instruction manual provided with the remote control.

- **Installation of the Remote Control on your boat:**
  Follow the instruction manual provided with the remote control.

- **Installation of the Remote Control Cable (engine side) and the Cord Assembly (Wiring Harness):**

  1. **Fitting of connecting parts to cables**

     Screw the tip of the remote control cable into the cable joint up to approx. 10 mm (0.39 inch), then lock them with a lock nut. Apply grease to the hole of the cable joint.

**CAUTION**

Be careful not to loop the remote control cables to a diameter of 406 mm (16 inches) or less.

**Note**

Put the control lever in the Neutral position and the Free Accel lever in the fully closed position.
3. Installing the battery

① Place the battery box in a convenient position away from possible water spray. Securely fasten both the box and the battery so they do not shake loose.

Note

Minimum recommended battery: 12V, 70AH (465 Marine Cranking Amps (MCA) or 350 Cold Cranking Amps (CCA)). Specifications and features of batteries vary among the manufacturers. Consult the manufacturer for details.

WARNING

Battery electrolyte contains sulfuric acid and thus is hazardous, causing a burn if it comes in contact with your skin, or poisonous if swallowed.

Keep battery and electrolyte away from reach of children.

When handling the battery, be sure to:

- Read all warnings shown on the battery case
- Prevent electrolyte from coming in contact with any part of your body. Contact can cause serious burn or, if it comes in contact with your eye, loss of sight. Use safety glasses and rubber gloves.

In case battery electrolyte comes in contact with:

- Skin, flush thoroughly with water.
- Eye, flush thoroughly with water, and then seek immediate medical treatment.

In case battery electrolyte is swallowed:

- Seek immediate medical treatment.

Note

Confirm the outboard motor shifts correctly when the shift lever is placed in Forward and Reverse position. Also confirm the throttle valve is closed at idle, in Neutral, Forward, and Reverse. Confirm the throttle valve is fully open when in Forward at the wide open position.

3 Connecting the Cord assembly (Wiring Harness)

Connect cable harness B to cable harness A. Location of the connectors is near the recoil starter of starboard side in the cowl.

\[\text{Cable Harness B (From remote control)}\]

\[\text{Cable Harness A (Outboard motor side)}\]

WARNING

Do not disconnect the cord assembly when the outboard motor is in operation or you will lose control of the outboard motor.
② Connect the positive lead (+) to the positive terminal (+) of the battery, and then connect the negative lead (−). When disconnecting the battery always remove the negative lead (−) first. After connecting the positive terminal (+), securely place a cap on it to prevent short circuits.

![Battery diagram]

**WARNING**

Battery generates explosive hydrogen gas. Be sure to:
- Charge the battery in a well-ventilated place.
- Place the battery away from any source of fire, sparks and open flames such as burners or welding equipment.
- Do not smoke when handling the battery.
- Do not smoke near the battery when the battery is charging.

**CAUTION**

- Make sure that the battery leads do not get stuck between the outboard motor and boat when turning, etc.
- The starter motor may fail to operate if the leads are incorrectly connected.
- Be sure to correctly connect the (+) and (−) leads. If not, the charging system will be damaged.
- Do not disconnect the battery leads from battery while the engine is operating, the electrical parts could be damaged.
- Always use a fully charged battery.

**CAUTION**

Do not use a battery that is not recommended. Use of a battery not recommended can lead to poor performance of, and/or damage to, the electrical system.

![Battery cord diagram]
## PRE-OPERATING PREPARATIONS

### Use of unleaded gasoline

**UNITED STATES AND CANADA:** Use a major brand of automotive unleaded gasoline with a minimum posted octane rating of 87. Mid-grade automotive gasoline that contain fuel injector cleaner are preferred for added internal engine cleanliness. Leaded gasoline is not recommended.

**INTERNATIONAL:** Use a major brand of automotive unleaded gasoline with a minimum posted octane rating of 91RON. Automotive gasoline that contain fuel injector cleaner are preferred for added internal engine cleanliness. Leaded gasoline is acceptable in areas where unleaded gasoline is not available.

### Use of alcohol free gasoline

Use of low-quality gasoline results in a short engine life as well as starting difficulties and other engine problems. We recommend use for Fuel stabilizer.

**Note**

TOHATSU recommend the use of gasoline if its ethanol content is less than 10% or methanol content is less than 5%, only in case alcohol free gasoline is not available. The alcohol component of the gasoline absorbs moisture from the air, which may disturb regular fuel flow in the fuel system.
and also accelerate rusting of engine parts. Mixing of the moisture in the engine oil can also deteriorate the properties of the lubricant.

If the use of gasoline containing alcohol is inevitable, or presence of alcohol is suspected in the gasoline, it is strongly recommended to add a filter that has water separating capability, and check the fuel system for leaks and mechanical parts for corrosion and abnormal wear more frequently.

And, in case any of such abnormality is found, discontinue the use of such gasoline and contact our dealer immediately.

Damages resulting from the use of gasolines that contain alcohol are not covered under the limited warranty.

Fuel tank capacity:
25 liters (6.6 U.S. gal)---for 30, 40, 50

Fuel Tank: When using a fixed fuel tank in place of genuine fuel tank, it is recommended to select a one with a structure facilitating interior cleaning.

2. Recommended engine oil

Use only high quality 4-stroke engine oil to insure performance and prolonged engine life.

Use NMMA FC-W certified 4-stroke engine oil below.

10W-30: is recommended for use in all temperature.

25W-40: may be used at temperatures above 4˚C (40˚F).

You can also use oils that carry the API rating of SF, SG, SH, SJ, SL, or SM. Select the appropriate viscosity, based on atmospheric temperature, from the chart below.

<table>
<thead>
<tr>
<th>ENGINE OIL</th>
<th>ATMOSPHERIC TEMP.</th>
</tr>
</thead>
<tbody>
<tr>
<td>20W-40, 20W-50</td>
<td>-30 to 40˚C (96 to 96˚F)</td>
</tr>
<tr>
<td>15W-40, 15W-50</td>
<td>-22 to 68˚C (-4 to 68˚F)</td>
</tr>
<tr>
<td>10W-40, 10W-50</td>
<td>-14 to 50˚C (-22 to 150˚F)</td>
</tr>
<tr>
<td>10W-30</td>
<td>-30 to 40˚C (-22 to 96˚F)</td>
</tr>
</tbody>
</table>

CAUTION

The engine oil is drained for shipping from the factory. Be sure to fill the engine to the proper level before starting engine. (To properly fill the engine with oil follow the instructions in section 9 of this manual)

Note

Use of engine oils that do not meet these requirements will result in reduced engine life, and other engine problems.
3. Break-In

Your new outboard motor and lower unit require break-in for the moving components according to the conditions described in the following time table.

<table>
<thead>
<tr>
<th>Throttle Position</th>
<th>1-10min</th>
<th>10min-2hrs</th>
<th>2-3hrs</th>
<th>3-10hrs</th>
<th>After 10hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idle</td>
<td>Idle</td>
<td>Less than 1/2 throttle</td>
<td>Less than 3/4 throttle</td>
<td>3/4 throttle</td>
<td>Full throttle available</td>
</tr>
<tr>
<td>Speed</td>
<td>Approx. 3,000 rpm max</td>
<td>Full throttle run allowed for 1 min every 10 min</td>
<td>4,000 rpm</td>
<td>Full throttle run allowed for 2 min every 10 min</td>
<td></td>
</tr>
</tbody>
</table>

**Note**
Proper break-in allows outboard motor to deliver it full performance for longer service life.

**DANGER**
Do not operate the outboard motor in closed area or area with no forced ventilation.
Exhaust gas emitted by this outboard motor contains carbon monoxide that will cause death if inhaled continuously.
Inhaling the gas initially causes symptoms such as feeling of sickness, drowsiness and headache.
During operation of the outboard motor:
● Keep peripheral area well ventilated.
● Always attempt to stay on the windward side of emission.

**CAUTION**
Operating the outboard motor without break-in can shorten service life of the product.
If any abnormality is experienced during the break-in:
● Discontinue the operation immediately.
● Have the dealer check the product and take proper action(s) if necessary.

**Proper break-in allows outboard motor to deliver it full performance for longer service life.**
4. **Warning system**

If outboard motor encounters an abnormal condition of fault, the warning horn will emit a continuous beep or intermittent short beeps and the warning lamp (LED) will synchronize with the horn and engine speed will be limited (engine will not be stopped).

See next page for conditions which will lead to an abnormal condition or fault.

---

Location of warning horn and lamp

- **Warning horn**
  Located inside the remote control for EP models. Located in the top cowl for other models.

- **Warning lamp (LED)**
  Located on the front of bottom cowl.

**Note**

Warning lamp for optional tachometer will synchronize with the LED.
Warning indicators, faults and remedy.

<table>
<thead>
<tr>
<th>Sound</th>
<th>Lamp (LED)</th>
<th>Engine Low-speed limiter</th>
<th>Engine Over-speed limiter</th>
<th>Description of faults</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>One beep</td>
<td>On for 5 sec.</td>
<td></td>
<td></td>
<td>Normal system test when start up</td>
<td></td>
</tr>
<tr>
<td>Continuous</td>
<td>ON</td>
<td>ON</td>
<td></td>
<td>Water over temperature</td>
<td>①</td>
</tr>
<tr>
<td>Continuous (*2)</td>
<td>ON (*2)</td>
<td>ON (*2)</td>
<td></td>
<td>Low oil pressure (*1)</td>
<td>②</td>
</tr>
<tr>
<td>Continuous</td>
<td>ON</td>
<td>ON</td>
<td></td>
<td>Engine speed exceeds maximum allowable RPM</td>
<td>③</td>
</tr>
<tr>
<td>Intermittent short beep (*2)</td>
<td>Flashing (*2)</td>
<td>ON (*2)</td>
<td></td>
<td>Water temp or MAP sensor out of range</td>
<td>④</td>
</tr>
</tbody>
</table>

Remarks

*1: In this case, oil pressure switch is "ON".
*2: It is necessary to stop the engine, if you want to stop the working indicators and re-set the warning system.

Remedy

① Move to safe place quickly, and check the discharge of cooling water from the water check port at idle speed and stop engine. Remove any foreign matter on the gear case and propeller if necessary. Consult an authorized dealer if no discharge of cooling water.

② Move to safe place quickly, and stop the engine. Check the engine oil level, and add engine oil if necessary. Consult your dealer if the engine oil level is too low or too high.

③ Reduce the throttle to less than half opening, and move to safe place quickly, and stop the engine. Check the propeller for bent or damaged blades. Consult an authorized dealer if engine shows the same result even after replacing propeller with new one.

④ Return to your home port immediately, and stop the engine. Consult an authorized dealer.

**CAUTION**

Engine Low-speed limiter ON: Engine speed will be limited to 2,800 rpm, however you should not continue to run engine.

Engine Over-speed limiter ON: Engine speed will be limited to 6,300 rpm and engine will run rough until throttle is reduced.
Before starting engine for the first time after reassembling engine or off-season storage, disconnect stop switch lock and pull the starter handle completely out approximately 10 times in order to prime the oil pump.

1. Starting

⚠️ WARNING
In case engine starts in gear, do not start cruising. Stop engine immediately and consult an authorized dealer.

Note
The engine will not start unless the switch lock has been properly connected into the emergency stop switch.

⚠️ WARNING
Do not operate the engine with gear case out of water. Severe personal injury, or engine damage will result.

① Loosen the air vent screw on the tank cap.

② Attach the fuel connector to the engine connector. The arrow mark on the primer bulb should be facing the engine.

③ Feed fuel to the engine by squeezing the primer bulb until it is firm.

④ Be sure to install the stop switch lock to the stop switch.
MF, MFG, EF, EFG, EFT type

5 Place the shift lever in the Neutral position.

Be sure that the shift is in Neutral when starting the engine. This model is provided with start in gear protection.

6 Set the throttle grip to "START" position.

CAUTION

If the engine starts in gear, do not use it. Contact an authorized dealer.

Note

When the engine is warm, also set the throttle grip to "START" position.

Note

Start-in-gear protection prevents engine from starting at other than neutral shift. In-gear starting of engine will move the boat immediately, potentially leading to falling down or causing passenger(s) to be thrown overboard.
MF, MFG type
Engine is equipped with a compression release mechanism.
⑦ Pull the starter handle slowly until you feel engagement, keep pulling till you feel less resistance. Then pull it quickly. Repeat if necessary until started.

EF, EFG, EFT type
⑦ Push the starter switch button.
⑧ Release the button when the engine has started.

EP, EPT type
⑤ Insert the main switch key.
⑥ Set the control lever in the Neutral position.
Do not raise the free accel lever when starting the engine.
⑦ Turn the main switch key to START position.
⑧ Release the key when the engine has started.
The key returns to the original position, automatically.

Note
The free accel lever can not be raised when the control lever shift is in Forward or Reverse.
If the recoil starter fails to operate
◎ Remove the top cowl and the recoil starter. Wrap a rope around the starter pulley then pull quickly to start.
◎ Use a 10 mm socket wrench as a rope handle.
◎ Reinstall top cowl after engine starts.

⚠️ CAUTION
Do not keep turning starter motor for over 5 seconds, or the battery may be consumed, potentially making the engine starting impossible and/or damaging the starter. If cranking over 5 seconds fails to start engine, return main switch to "ON", and crank engine again after 10 seconds or more.

⚠️ WARNING
Be careful that your clothes or other items do not get caught in the rotating engine parts. To prevent accident and injury, do not re-attach the recoil starter after the engine has been started using the emergency starter rope. Be sure to put the top cowl back on. Immediately contact an authorized dealer when reaching shore.

Be sure that no bystander(s) is within 2 meters from back of starting operator.
Do not operate the outboard motor with top cowl removed from the power unit, or contacting turning flywheel which can lead to serious personal injury.
2. Warming up the engine

Warm the engine at low engine speeds for about three minutes. This allows the lubricating oil to circulate to all parts of the engine. Operating the engine without warm up shortens the engine’s life.

Be sure to check that cooling water is coming out of the cooling water check port during warm up.

⚠️ CAUTION
If the engine is operated without water discharging from the check port, the engine may overheat.

Engine speeds
Idling speed after warming up.
Remark: In case of cold engine starting, idling speed is increased about 300 rpm for several minutes.

<table>
<thead>
<tr>
<th>Clutch in (In gear)</th>
<th>Clutch off (Out of gear)</th>
</tr>
</thead>
<tbody>
<tr>
<td>850rpm</td>
<td>850rpm</td>
</tr>
</tbody>
</table>

PROPELLER SELECTION
Propeller must be selected that will allow the engine to reach recommended rpm when cruising at wide-open throttle.

<table>
<thead>
<tr>
<th>Wide-open throttle rpm range</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
</tr>
<tr>
<td>5,000~6,000rpm</td>
</tr>
<tr>
<td>30</td>
</tr>
<tr>
<td>5,250~6,250rpm</td>
</tr>
</tbody>
</table>

Genuine propellers are listed on PROPELLE TABLE of this manual.

⚠️ CAUTION
Be sure to stop engine immediately if cooling water check port is not discharging water, and check if cooling water intake is blocked. Operating engine could lead to overheating potentially leading to engine damage. Consult an authorized dealer if the cause cannot be found.
3. Forward and reverse

**WARNING**

Before shifting into forward or reverse, make sure that boat is properly moored and outboard motor can be steered fully to the right and left. Make sure that no swimmer(s) is ahead or astern of the boat.

**WARNING**

- Attach other end of emergency stop switch tether to the operator’s clothing or arm and keep it attached during cruising.
- Do not attach the tether to a part of clothing that can be torn easily when pulled.
- Arrange the tether so that will not be caught by any object when pulled.
- Be careful not to pull the tether accidentally during cruising. Unintentional stop of engine can cause loss of control of outboard motor. Rapid loss of engine power can lead to falling down or causing passenger(s) to be thrown overboard.

**Note**

Do not increase engine speed unnecessarily in reverse.

**WARNING**

Severe damage, and personal injury, may occur if shifting at high engine speed. Engine must be in the slow idle position before shifting is attempted.

- **Forward**
  
  Turn the throttle grip to reduce engine speed. When the engine reaches trolling (or idling) speed, quickly pull the shift lever to the Forward position.

- **Reverse**
  
  Reduce engine speed, when the engine reaches trolling (or idling) speed, quickly push the shift lever to the Reverse position.

**WARNING**

Before shifting, make sure that no swimmer(s) or obstacle(s) is ahead or astern of the boat.
**CAUTION**

Be sure to warm up engine well before starting cruise. Operating cold engine may cause damage to your motor.

**Note**

Idle speed may be higher during warming up of engine. If shifted to Forward or Reverse during warming up, it may be difficult to shift back to neutral. In such case, stop engine, shift to neutral, and restart engine to warm up.

**Note**

Frequent shifting to forward or reverse can accelerate wear or degradation of parts. In such case, replace gear oil earlier than the period specified.

**Forward**

Quickly push the control lever to the Forward (F) position 32°, where the gear is connected, while lifting up on the lock button located at the bottom of the control lever grip. Further shifting will open the throttle.

**Reverse**

Quickly pull the control lever to the Reverse (R) position at 32°, where the gear is connected, while lifting up on the lock button located at the bottom of the control lever grip. Further shifting will open the throttle.

**Note**

The control lever is inoperative unless the free accel lever is in the fully closed position.

**Note**

Reduce the engine speed when the control lever is in Neutral and do not increase the engine speed unnecessarily.
4. Stopping

MF, MFG, EF, EFG, EFT type

① Turn the throttle grip to the slow position.
② Put the shift lever in the Neutral position.
Run the engine for 2-3 minutes at idling speed if it has been running at full speed.
③ Push the stop switch to stop the engine or release the stop switch lock.

**WARNING**

- Do not shift into Reverse during planing, or control will be lost leading to serious personal injury, boat may swamp, and/or hull may be damaged.
- Do not shift into Reverse during cruising, or control may be lost, falling down or causing passenger(s) to be thrown overboard. Leading to serious personal injury, and steering system and/or shifting mechanism may be damaged.

EP, EPT type

① Put the shift lever in the Neutral position and run the engine for 2-3 minutes at idling speed if it has been running at full speed.
② Turn the main switch key to the OFF position.

**Notes**

- After stopping the engine, close the air vent screw on the tank cap.
- Disconnect the fuel connector of the engine or the fuel tank.
- Disconnect the battery cord of the EF or EP type engine, if the engine will not be used for more than 3 days.
5. Trim angle

The trim angle of the outboard motor can be adjusted to suit the transom angle of the hull, and load conditions. Choose an appropriate trim angle that will allow the anti-ventilation plate to run parallel to the water surface during operation.

MF, EF, EFG, EFT, EP type

- Proper trim angle
  The position of the thrust rod is correct if the hull is horizontal during operation.

- Improper trim angle
  Set the thrust rod lower if the bow of the boat rises above horizontal.

- Improper trim angle
  Set the thrust rod higher if the bow of the boat is below horizontal.

⚠️ WARNING
- Do not put hand or finger in between outboard motor body and clamp bracket when adjusting trim angle to prevent injury in case the outboard motor body falls.
- Unsuitable trim position can cause loss of control of boat. When testing a trim position, run boat slow initially to see if it can be controlled safely.

⚠️ WARNING
- Excessive trim up or down may lead to unstable boat operation, potentially causing the steering difficulty that leads to accident during cruising.
- Do not cruise at high speed if improper trim position is suspected. Stop the boat and readjust trim angle before continuing cruise.
- For outboard motor model with PTT switch on the bottom cowl, do not operate the switch during cruising, or control of boat may be lost.
EFT, EPT type
The provided Power tilt makes tilt-up/down electrically. It may be used as a power trim and tilt when the outboard motor is used with the light load condition. In this case, it can be adjusted to set the desired trim angle of the outboard motor in relation to the transom shape, planning speeds and load. It is imperative that the trim angle is adjusted correctly. Incorrect adjustment will cause the boat to sway, deteriorate engine performance and may cause unsafe steering conditions.

How to use the trim meter (option)
When the trim angle is set as desired, take a reading off the trim meter, and record it for future reference.

\[ \begin{align*}
Tilt range \quad & 74^\circ \\
8^\circ & \text{Trim angle}
\end{align*} \]

\[ \text{CAUTION} \]

The Power Trim & Tilt can be set to any trim angle, however, avoid cruising with the outboard motor tilted in the tilt range. Operating the boat in this manner, the outboard motor may ingest air into the water cooling system, resulting in engine overheating.
Improper Trim Angle (bow rises too high)
If the trim angle is excessive, the bow will rise out of the water and the speed will decrease. Furthermore, the bow may sway or the bottom may slam the water while cruising. In this case, decrease the trim angle by pressing the switch on the remote control level to "DN".

Improper Trim Angle (bow dips into the water)
If the trim angle is too small, the bow will dip into the water, the speed will decrease, and water may enter the boat. In this case, the trim angle should be increased by pressing the switch on the remote control lever to "UP".

Proper Trim Angle
The trim angle is optimum when the boat is parallel to the water surface while running.

WARNING
- Do not put hand or finger in between outboard motor body and clamp bracket when adjusting trim angle to prevent injury in case the outboard motor body falls.
- Unsuitable trim position can cause loss of control of boat. When testing a trim position, run boat slow initially to see if it can be controlled safely.

WARNING
- Excessive trim up or down may lead to unstable boat operation, potentially causing the steering difficulty that leads to accident during cruising.
- Do not cruise at high speed if improper trim position is suspected. Stop the boat and readjust trim angle before continuing cruise.
- For outboard motor model with PTT switch on the bottom cowl, do not operate the switch during cruising, or control of boat may be lost.
6. Tilt up, tilt down and shallow water operation

MF, EF, EP type

**WARNING**
When tilting up or down, be careful not to place your hand between the swivel bracket and the stern bracket. Be sure to tilt the outboard motor down slowly.

**Note**
Stop the engine before tilting up.

■ Tilt up
Push the reverse lock lever down until it stops. (This is the tilt up position.) Now, tilt the outboard motor all the way up until it is locked in place.

■ Tilt down
Pull the reverse lock lever upward until it stops. (This is the tilt down position.) Now, lift up the outboard motor slightly, and then allow gravity to lower it for you.

**CAUTION**
Do not put hand or finger in between outboard motor body and clamp bracket when adjusting trim angle to prevent injury in case the outboard motor body falls.

**WARNING**
Do not tilt up outboard motor during operation, or engine may be damaged from overheating due to lack of sufficient cooling water.
Shallow water operation

**WARNING**
During shallow water operation, be careful not to place your hand between the swivel bracket and the stern bracket. Be sure to tilt the outboard motor down slowly.

**Note**
Slow down to trolling speed, and shift into neutral before setting outboard motor to shallow water drive position.

5

**WARNING**
- Run at lowest possible speed when using shallow water drive.
- Tilt lock is disabled when in shallow water drive position.
- When driving shallow water, be careful not to strike outboard motor against sea bottom, or propeller may be pushed out of water, resulting in loss of control.

1. Shallow water running position:
Put the reverse lock lever in the tilt up position, and tilt up the outboard motor to put the outboard motor in the shallow water running position.

2. Return to normal running position:
Put the reverse lock lever in the tilt down position, slightly lift up the outboard motor, and then put it down.

**CAUTION**
While in shallow water drive position, do not operate the outboard motor in reverse. Operate the outboard motor at slow speed and keep the cooling water intake submerged.

**CAUTION**
Do not overtilt outboard motor when driving shallow water, or air may be sucked through subwater inlet, potentially leading to engine overheating.
MGF, EFG type (Gas Assist type)

■ Tilt up
Move (UP) lock lever to "Free" position. Fully tilt up the outboard motor. While keeping the outboard motor in full tilt up position, move, (DOWN) lock lever to 'Lock' position. For safety, set the tilt stopper into the set-up position, although the outboard motor is kept in the tilt up position after the lock lever is moved (DOWN) to "Lock" position.

■ Tilt down
Move (UP) lock lever to "Free" position. Release the tilt stopper from the set-up position while slightly tilting up outboard motor. Release outboard motor down to thrust rod. Move (DOWN) lock lever to 'Lock" position after the outboard motor is completely tilted down.

---

**WARNING**
Do not tilt up or down outboard motor when swimmer(s) or passenger is near to prevent them from being caught between outboard motor body and clamp bracket in case the outboard motor body falls.

**WARNING**
When tilting up outboard motor with fuel joint for over a few minutes, be sure to disconnect fuel hose or close fuel cock, or fuel may leak, potentially catching fire.

**CAUTION**
Do not tilt up outboard motor while engine operates, or no cooling water may be fed, leading to engine seizure due to overheating.
### Shallow water operation

#### WARNING

During shallow water operation, be careful not to place your hand between the swivel bracket and the stern bracket. Be sure to tilt the outboard motor down slowly.

1. **Shallow water running position**
   - Move (UP) lock lever to "Free" position. Tilt up outboard motor into desired shallow water running. While keeping the outboard motor in the desired shallow water running position, move (DOWN) lock lever "Lock" position.

2. **Return to normal running position**
   - Move (UP) lock lever to "Free" position. Outboard motor moves down to thrust rod. Move (DOWN) lock lever to "Lock" position.

#### CAUTION

Do not overtill outboard motor when driving shallow water, or air may be sucked through subwater inlet, potentially leading to engine overheating.

#### EFT, EPT type

1. **Operate the Power Trim & Tilt switch and tilt the outboard motor up.**

   The outboard motor can also be tilted up using the switch provided under the bottom cowl.

   It is possible to tilt up or down in spite of main switch "ON" or "OFF".

---

**CAUTION**

While in shallow water drive position, do not operate the outboard motor in Reverse. Operate the outboard motor at slow speed and keep the cooling water intake submerged.
If the battery is dead, and the power trim & tilt switch thus inoperative, turn the manual valve a few turns in the Manual direction. This will allow manual tilting of the outboard motor.

If the tilt stopper is used, the tilt can be locked after the outboard motor has been tilted up.

Note

For U.S.A. market only

High altitude:
When engine operates at high altitude engine may need to have a high altitude kit installed. Otherwise, operating the engine at high altitude may increase its emissions and decrease fuel efficiency and performance. Please see "LIMITED WARRANTY INFORMATION" for more detail.
# REMOVING AND CARRYING THE OUTBOARD MOTOR

## 1. Removing the outboard motor

1. Stop the engine.
2. Disconnect the fuel connector, the remote control cables and the battery cords from the outboard motor.
3. Remove the outboard motor from boat and completely drain the water from the gear case.

### CAUTION

Engine may be hot immediately after operating and could cause burns if touched. Allow Engine to cool down before attempting to carry the outboard.

## 2. Carrying the outboard motor

Keep the outboard motor in a vertical position when carrying.

### WARNING

Close air vent screw of fuel tank and fuel cock before carrying or storing outboard motor and fuel tank, or fuel may leak, potentially catching fire.

## 3. Storing the outboard motor

Outboard motor should be stored in a vertical position.

### Note

If the outboard motor must be laid down be sure the tiller handle faces down as shown in the drawing above. Elevate power unit 2 inches to 4 inches if traveling to avoid oil spillage.

### CAUTION

Do not carry or store outboard motor in any of positions described below. Otherwise, engine damage or property damage could result from leaking oil.
TRAILERING

MGF, EFG type (Gas Assist type)

**WARNING**
Do not go under outboard motor tilted up even if it is supported by support bar, or accidental fall of outboard motor could lead to severe personal injury.

**WARNING**
Close air vent screw of fuel tank and fuel cock before carrying or storing outboard motor and fuel tank, or fuel may leak, potentially catching fire.

**WARNING**
When taking outboard motor from package or removing outboard motor from the boat, never release the lock lever. If the lock lever is released, it will very easy for the clamp bracket to spring up to the tilting direction because it is not fixed.

**WARNING**
Never attempt to disassemble shock absorber of gas assist tilt system. It is dangerous because high pressure gas is included in the shock absorber.

*Care must be taken so as not to release lock lever by accident.  
*For more safety, tie the clamp bracket to the outboard motor with a rope.  
*Pay attention to the tilting direction so as not to be injured by the springing stern bracket.

**CAUTION**
The tilt support device supplied on your outboard motor is not intended for towing. It is intended to support the outboard motor while the boat is docked, beached, etc.

**CAUTION**
When trailering the outboard motor should be in a vertical (normal running) position, fully down. Trailering in the tilted position may cause damage to the outboard motor, boat, etc. If trailering with outboard motor fully down is not available (the gear case skeg is too close to the road in a vertical position), fix the outboard motor securely using a device (like a transom saver bar) in the tilted position.

**WARNING**
Please disconnect fuel connector except when operating engine. Fuel leakage is a fire or explosion hazard, which can cause serious injury or death.
## 1. Steering friction

Adjust this lever to achieve the desired steering friction (drag) on the tiller handle. Move lever towards (a) to tighten friction and move lever towards (b) to loosen friction.

![Steering friction lever](image)

### WARNING

Do not overtighten the throttle grip or remote control tensioner or it could result in difficulty of movement resulting in the loss of control causing an accident and could lead to severe injury.

## 2. Throttle grip

Friction adjustment of the throttle grip can be made with the throttle adjustment screw.

![Throttle adjustment screw](image)

## 3. Remote Control Lever Load

(Throttle friction adjustment screw)
To adjust the load of the remote control lever, turn the throttle friction adjustment screw on the front of the remote control. Turn clockwise to increase the load and counterclockwise to decrease it.
4. Trim Tab Adjustment

If straight-line cruising can not be achieved, adjust the trim tab located under the anti-ventilation plate.

◎ If the boat veers toward the right, direct the trim tab towards A.
◎ If the boat veers toward the left, direct the trim tab towards B.

![Trim tab diagram]

**WARNING**

- Inappropriate adjustment of trim tab could cause steering difficulty. After installing or readjusting trim tab, check if steering load is even.
- Tighten trim tab bolt to specified torque.

**WARNING**

- Be sure that outboard motor is secured to transom or service stand, or accidental drop or fall of outboard motor could lead to severe personal injury.
- Be sure to lock outboard motor if it is tilted up, or accidental fall of outboard motor could lead to severe personal injury.
- Do not go under outboard motor tilted up and locked, or accidental fall of outboard motor could lead to severe personal injury.

**Notes**

- The trim tab also acts as an anode to prevent electrolytic corrosion. Therefore do not paint or grease this part.
- After adjustment securely tighten the trim tab fixing bolt.
- Check for looseness of the bolt and the trim tab at regular intervals.

- Due to corrosion, the trim tab will wear down over time. The trim tab should be replaced when it has eroded 2/3 of its regular size.
Care of your outboard motor
To keep your outboard motor in the best operating condition, it is very important that you perform daily and periodic maintenance as suggested in the maintenance schedules that follow.

EPA Emissions Regulations
EPA (United States Environmental Protection Agency) has emission regulations regulating air pollution from new outboard motors. All new outboard motor manufactured by us are certified to EPA as conforming to the requirements of the regulations. This certification depends upon factory standards. Therefore, factory specifications must be followed when servicing emission related controls, or making adjustments. Maintenance, replacement, or repair of the emission control devices and systems may be performed by any marine SI (Spark Ignition) engine repair establishment or individual.

CAUTION

- Your personal safety and that of your passengers depends on how well you maintain your outboard motor. Carefully observe all of the inspection and maintenance procedures described in this section.
- The maintenance intervals shown in the checklist apply to an outboard motor in normal use. If you use your outboard motor under severe conditions such as frequent full-throttle operation, frequent operation in brackish water, or for commercial use, maintenance should be performed at shorter intervals. If in doubt, consult your dealer for advice.
- We strongly recommend that you use only genuine replacement parts on your outboard motor. Damage to your outboard motor arising from the use of other than genuine parts is not covered under the warranty.
1. Daily Inspection

Perform the following checks before and after use.

<table>
<thead>
<tr>
<th>Item</th>
<th>Points to Check</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel System</td>
<td>● Check the amount of fuel in the tank.</td>
<td>Replenish</td>
</tr>
<tr>
<td></td>
<td>● Check for debris or water in the fuel filters.</td>
<td>Clean or replace</td>
</tr>
<tr>
<td></td>
<td>● Check the rubber hoses for fuel leakage.</td>
<td>Replace</td>
</tr>
<tr>
<td>Engine Oil</td>
<td>● Check the oil level.</td>
<td>Fill oil</td>
</tr>
<tr>
<td>Electrical Equipment</td>
<td>● Check that the main switch functions normally.</td>
<td>Replace</td>
</tr>
<tr>
<td></td>
<td>● Check that the battery electrolyte level and specific gravity are normal.</td>
<td>Replenish or recharge</td>
</tr>
<tr>
<td></td>
<td>● Check for loose connections on the battery terminal.</td>
<td>Retighten</td>
</tr>
<tr>
<td></td>
<td>● Check that the stop switch functions normally and make sure the lock plate is</td>
<td>Remedy or replace</td>
</tr>
<tr>
<td></td>
<td>there.</td>
<td>Clean or replace</td>
</tr>
<tr>
<td></td>
<td>● Check cords for loose connections and damage.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>● Check the spark plugs for dirt, wear and carbon build-up.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>● Check the warning horn (one beep) and warning LED lamp (ON for 5 to 7 secs.)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>when start up.</td>
<td></td>
</tr>
<tr>
<td>Recoil Starter</td>
<td>● Check the rope for wear and chafing.</td>
<td>Replace</td>
</tr>
<tr>
<td></td>
<td>● Check the ratchet engagement.</td>
<td>Correct or replace</td>
</tr>
<tr>
<td>Clutch and Propeller System</td>
<td>● Check that clutch engages correctly when operating the shift lever.</td>
<td>Adjust</td>
</tr>
<tr>
<td></td>
<td>● Visually Check propeller for bent or damaged blades.</td>
<td>Replace</td>
</tr>
<tr>
<td></td>
<td>● Check the propeller nut is tightened and the split pin is present.</td>
<td></td>
</tr>
<tr>
<td>Installation of Motor</td>
<td>● Check all the bolts attaching the motor to the boat.</td>
<td>Tighten</td>
</tr>
<tr>
<td></td>
<td>● Check the thrust rod installation.</td>
<td></td>
</tr>
<tr>
<td>Power Trim &amp; Tilt</td>
<td>● Check working of the tilt up and down of the motor.</td>
<td></td>
</tr>
<tr>
<td>Cooling Water</td>
<td>● Check that cooling water is discharged from the cooling water check port after</td>
<td>Repair</td>
</tr>
<tr>
<td></td>
<td>the engine has started.</td>
<td></td>
</tr>
<tr>
<td>Tools and Spares</td>
<td>● Check that there are tools and spare parts for replacing spark plugs, the</td>
<td></td>
</tr>
<tr>
<td></td>
<td>propeller, etc.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>● Check that you have the spare rope.</td>
<td></td>
</tr>
<tr>
<td>Steering Devices</td>
<td>● Check the operation of the steering handle.</td>
<td>Repair</td>
</tr>
<tr>
<td>Other parts</td>
<td>● Check if the anode is securely installed.</td>
<td>Repair if necessary</td>
</tr>
<tr>
<td></td>
<td>● Check the anode for corrosion and deformation.</td>
<td>Replace</td>
</tr>
</tbody>
</table>

⚠️ **WARNING**

Do not use outboard motor if any abnormality is found during pre-operation check or it could result in severe damage to the motor or severe personal injury.
Maintaining engine oil
If the engine oil is low, the life of the engine will be shortened significantly.

■ Checking oil level
① Stop the engine and set it in a vertical position.
② Remove the top cowl.
③ Remove the dipstick.
④ Wipe oil off the oil dipstick with a clean rag.
⑤ Put in the dipstick.
⑥ Take out the dipstick and check the oil level.
⑦ Replace the dipstick.

■ Replenishing engine oil
If the oil level is low, or at lowest mark, add recommended oil to the upper dipstick mark.

CAUTION
- Do not add engine oil of brand and grade other than existing one. In case engine oil of other brand or grade is added, drain all oil and ask dealer for treatment.
- In case other than engine oil such as gasoline is put in the oil chamber, empty the chamber and ask dealer for treatment.
- When replenishing engine oil, be careful not to allow entry of foreign matters such as dust and water into oil chamber.
- Wipe off engine oil well immediately if spilled.
- Do not replenish engine oil over upper limit. If overfilled, remove oil to upper limit. If engine oil is over the upper limit, it can leak potentially leading to engine damage.

Notes
Consult with an authorized dealer if the engine oil is milky color, or appears contaminated.

Notes
The oil level should be checked when the engine is cold.
Washing outboard motor
If outboard motor is used in salt water, brackish water or water with a high acidic level, use fresh water to remove salt, chemicals or mud from exterior and cooling water passage after every cruising or before storing outboard motor for long time. Before flushing, remove the propeller and the forward thrust holder.

⚠️ CAUTION
Keep cooling water passage free of clogs, or lack of cooling water flow could lead to engine overheating, potentially resulting in engine trouble.

〇 Notes
It is recommended to check chemical properties of water on which your outboard motor is regularly used.

⚠️ WARNING
Do not start engine without removing propeller, or accidentally turning propeller could cause personal injury.

⚠️ WARNING
Never start or operate the engine indoors or in any space which is not well ventilated. Exhaust gas contains carbon monoxide, a colorless and odorless gas which can be fatal if inhaled for any length of time.

⚠️ CAUTION
Keep engine at idle speed during flushing.

■ Use a drive cleaner
1. Remove propeller and thrust holder (refer to Propeller Replacement).
2. Seal the sub water inlet with tape.
3. Install the drive cleaner on the water inlet portion.
4. Attach a water hose to the drive cleaner.
   Turn on the water and adjust the flow.
5. Start the engine and run it at idle speed in neutral position.
6. Check for a steady stream of water flowing out of the cooling water check port. Continue flushing the outboard motor for 3 to 5 minutes, carefully monitoring water supply at all times.
7. Stop the engine, turn off the water, and remove the drive cleaner and tape.
   Reinstall the propeller.
Replacing the propeller
A worn-out or bent propeller will lower the motor's performance, and cause engine trouble.
Before removing the propeller, remove the spark plug caps from the spark plugs to protect against personal injury.

![Propeller Diagram]

1. Remove the split pin, propeller nut and washer.
2. Remove the propeller and thrust holder.
3. Apply genuine grease to the propeller shaft before installing a new propeller.
4. Install the thrust holder, propeller, washer and propeller nut onto the shaft.
5. Install a new split pin into the nut hole and bend it.
Stop the engine.

Remove the top cowl.

Remove the spark plug caps.

Remove the spark plugs by turning it counter-clockwise, using a 5/8" socket wrench and handle.

Attach spark plug and tighten to specified torque.

Use spark plug NGK DCPR-6E.

Replacing the spark plugs

### WARNING
- Do not hold propeller with hand(s) when loosening or tightening propeller nut. Put a piece of wood block between propeller blade and anti-ventilation plate to hold propeller.
- Do not install propeller without thrust holder, or propeller boss could be damaged.
- Do not reuse split pin.
- After installing split pin, spread the pin apart to prevent it from falling out which could lead to the propeller coming off during operation.

If the spark plug(s) is fouled, has carbon build up, or is worn, it should be replaced. When reusing spark plugs, remove dirt from the electrodes and adjust spark gap to specification.

### CAUTION
- Do not reuse spark plug with damaged insulation, or sparks can leak through crack, potentially leading to electric shock, explosion and/or fire.
- Do not touch spark plugs immediately after stopping engine as they will be hot and could cause severe burns if touched. Allow motor to cool down first.

### Notes
When inspecting the plug, always clean the gasket surface and use a new gasket. Wipe off any dirt from the threads and screw in the spark plug to the correct torque.

1. Stop the engine.
2. Remove the top cowl.
3. Remove the spark plug caps.
4. Remove the spark plugs by turning it counter-clockwise, using a 5/8" socket wrench and handle.
5. Attach spark plug and tighten to specified torque.

Use spark plug NGK DCPR-6E.

![Electrode](image)

Spark gap (0.8 to 0.9 mm, 0.031 to 0.035 in)

### Notes
- Spark plug torque: 18.0Nm (13.3ft-lb) (1.84kgf-m)
  - If a torque-wrench is not available when you are fitting a spark plug, a good estimate of the correct torque is 1/4 to 1/2 a turn past finger-tight. Have the spark plug adjusted to the correct torque as soon as possible with a torque-wrench.
Replacing the anode
A sacrificial anode protects the outboard motor from galvanic corrosion. Anode is located on the gear case and the cylinder. When the anode is eroded more than 2/3, replace it.

Notes
- Never grease or paint the anode.
- At each inspection re-tighten the anode attaching bolt. As it is likely to be subjected to electrolytic corrosion.

Checking and Refilling Oil in the Power Trim & Tilt.
① Check the oil level of the reservoir tank as shown on the right while the tank is kept in a vertical position. Tilt the outboard motor up to check the oil level in the tank. Remove the oil cap by turning counter-clockwise, then check if the oil level reaches the bottom line of the plug hole.

WARNING
- Be sure that outboard motor is secured to transom or service stand, or accidental drop or fall of outboard motor could lead to severe personal injury.
- Be sure to lock outboard motor if it is tilted up, or accidental fall of outboard motor could lead to severe personal injury.
- Do not go under outboard motor tilted up and locked, or accidental fall of outboard motor could lead to severe personal injury.
CAUTION
Do not unscrew the oil plug with the outboard motor tilted down. Pressurized oil in the oil tank may spurt out.

② Recommended oil
Use an automatic transmission fluid or equivalent.
Recommended oils are as shown below.
ATF Dexron III

③ Air purging from the Power Trim and Tilt unit.
Entrapped air in the Power Trim & Tilt unit will cause poor tilting movement and increased noise.
With the outboard motor mounted on the boat, set the manual release valve to the Manual side, and tilt the outboard motor manually up/down 5-6 times while checking the oil level. When done, close the valve by turning it clockwise towards the Power side.
2. Periodic Inspection

It is important to inspect and maintain your outboard motor regularly. At each interval on the chart below, be sure to perform the indicated servicing. Maintenance intervals should be determined according to the number of hours or number of months, whichever comes first.

<table>
<thead>
<tr>
<th>Description</th>
<th>Inspection intervals</th>
<th>Inspection procedure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>First 20 hours of 1 month</td>
<td>Every 50 hours of 3 months</td>
<td></td>
</tr>
<tr>
<td>Fuel System</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel filter</td>
<td>○</td>
<td>○</td>
<td>Check and clean or Replace if necessary.</td>
</tr>
<tr>
<td><em>High pressure fuel filter</em></td>
<td>○</td>
<td></td>
<td>Replace every 200 hrs or 2 years Entire cartridge</td>
</tr>
<tr>
<td>Piping/Hoses</td>
<td>○</td>
<td>○</td>
<td>Check and clean or Replace if necessary.</td>
</tr>
<tr>
<td>Fuel tank</td>
<td>○</td>
<td>○</td>
<td>Clean</td>
</tr>
<tr>
<td>Ignition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spark plug</td>
<td>○</td>
<td>○</td>
<td>Check gaps. Remove carbon deposits or Replace if necessary.  0.8-0.9mm (0.031-0.035in)</td>
</tr>
<tr>
<td>*Starter rope</td>
<td>○</td>
<td>○</td>
<td>Check for wear or chafing</td>
</tr>
<tr>
<td>*Starter motor</td>
<td>○</td>
<td></td>
<td>Check for salt deposits and the battery cable condition.</td>
</tr>
<tr>
<td>Starting System</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine oil</td>
<td>○</td>
<td>○</td>
<td>Replace if necessary.</td>
</tr>
<tr>
<td>Oil filter</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Valve Clearance</em></td>
<td>○</td>
<td>○</td>
<td>Replace every 200 hrs or 2 years Entire cartridge</td>
</tr>
<tr>
<td>*Timing belt</td>
<td></td>
<td>○</td>
<td>Check and Replace if necessary.</td>
</tr>
<tr>
<td>*Air filter</td>
<td></td>
<td>○</td>
<td>Replace every 200 hrs or 2 years for ISC</td>
</tr>
<tr>
<td>Lower Unit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Propeller</td>
<td>○</td>
<td>○</td>
<td>Check for bent blades, damage, wear.</td>
</tr>
<tr>
<td>Gear oil</td>
<td>Replace</td>
<td>Replace</td>
<td>Change or replenish-oil and check for water leaks. 280mL (9.5 fl.oz.)</td>
</tr>
<tr>
<td>*Water pump</td>
<td>○</td>
<td>○</td>
<td>Check for wear or damage. Replace impeller every 12 months.</td>
</tr>
<tr>
<td><em>Power trim &amp; tilt</em></td>
<td>○</td>
<td>○</td>
<td>Check &amp; replenish oil, manually operate</td>
</tr>
<tr>
<td>*Warning system</td>
<td>○</td>
<td>○</td>
<td>Check function</td>
</tr>
<tr>
<td>Bolts and Nuts</td>
<td>○</td>
<td>○</td>
<td>Retighten</td>
</tr>
<tr>
<td>Sliding and Rotating Parts. Grease Nipples</td>
<td>○</td>
<td>○</td>
<td>Apply and pump in grease.</td>
</tr>
<tr>
<td>Outer Equipment</td>
<td>○</td>
<td>○</td>
<td>Check for corrosion.</td>
</tr>
<tr>
<td>Anode</td>
<td>○</td>
<td>○</td>
<td>Check for corrosion and deformation. Replace if necessary.</td>
</tr>
</tbody>
</table>

*Have this handled by your dealer.
Replacing engine oil

Engine oil mixed with dust or water will dramatically shorten the life of the engine.

To change engine oil:

1. Stop the engine and set it in a tilted position.
2. Remove the top cowl and oil filler cap. Allow it to cool.
3. Turn the steering on the outboard motor so that the drain hole is facing downward.
4. Put a oil drain pan under the oil drain screw.
5. Remove the oil drain screw and completely drain oil from the engine.
6. Tighten the oil drain screw.
7. Reset the engine in a vertical position.
8. Fill the engine through filler port with recommended oil (see chart below) to the upper dipstick mark.
9. Tighten the oil filler cap.

You can also use NMMA FC-W certified 4-stroke outboard oil below.

- **10W-30**: is recommended for use in all temperature.
- **25W-40**: may be used at temperatures above 4°C (40°F).

### CAUTION

Use of engine oils that do not meet these requirements will result in reduced engine life, and other engine problems.

<table>
<thead>
<tr>
<th>Atmospheric temp.</th>
<th>˚C</th>
<th>˚F</th>
</tr>
</thead>
<tbody>
<tr>
<td>-30</td>
<td>-22</td>
<td>7</td>
</tr>
<tr>
<td>-20</td>
<td>-4</td>
<td>14</td>
</tr>
<tr>
<td>-10</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>0</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>10</td>
<td>20</td>
<td>68</td>
</tr>
<tr>
<td>20</td>
<td>30</td>
<td>86</td>
</tr>
<tr>
<td>30</td>
<td>40</td>
<td>96</td>
</tr>
</tbody>
</table>

### Oil volume needed for complete oil replacement

<table>
<thead>
<tr>
<th></th>
<th>With oil filter replacement</th>
<th>Without oil filter replacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper limit (Max.)</td>
<td>1,800ml (1.90 US qt.)</td>
<td>1,600ml (1.69 US qt.)</td>
</tr>
<tr>
<td>Lower limit (Min.)</td>
<td>1,500ml (1.58 US qt.)</td>
<td>1,300ml (1.37 US qt.)</td>
</tr>
</tbody>
</table>
Replacing oil filter

1. Drain oil from the engine.
2. Place a rag or towel below the oil filter to absorb any spilled oil.
3. Unscrew old filter by turning the filter to the left.
4. Clean the mounting base. Apply film of clean oil to filter gasket. Do not use grease. Screw new filter on until gasket contacts base, then tighten 3/4 to 1 turn.

**CAUTION**

You may be injured due to high engine temperatures if you fill engine oil just after stopping. Changing engine oil should be done after the engine has been cooled.

**CAUTION**

- Do not overfill engine oil, or engine oil could leak and/or engine could be damaged. If engine oil level is over upper limit marks of oil gauge, drain oil to level lower than upper limit.
- Be sure that outboard motor is in upright and level position when checking or changing oil.
- Stop engine immediately if low oil pressure warning lamp is lit or oil leak is found, or engine could be severely damaged. Consult dealer.

**Notes**

- If any amount of water is found in engine oil, making it milky white, consult dealer.
- If engine oil is contaminated with fuel, emitting strong fuel smell, consult dealer.
- Some oil dilution is normal if engine is idled or trolled for long periods, especially in cooler water temperatures.
Cleaning the fuel filters and the fuel tank
Fuel filters are provided inside the fuel tank and engine.

**WARNING**
Gasoline and its vapors are very flammable and can be explosive.
- Do not start this procedure while engine is operating or hot even after stopping it.
- Place fuel filter away from every source of ignition such as sparks or open flames.
- Wipe off gasoline well immediately if spilled.
- Install fuel filter with all related parts in place, or fuel leak could occur, leading to catching fire or explosion.
- Check fuel system regularly for leakage.
- Contact authorized dealer for fuel system services. Services by unqualified person could lead to engine damage.

- **Fuel filter (for engine)**
  ① Check in the cup for water and foreign matter.

- **High pressure fuel filter (for engine)**
  Entire cartridge should be replaced every 200 hours of operation or 2 years.

- **Fuel filter (for fuel tank)**
  Remove the fuel pickup elbow of the fuel tank by turning it counterclockwise and clean the fuel filter.

- **Fuel tank**
  Water or dirt in the fuel tank will cause engine performance problems. Check and clean the tank at specified times or after the outboard motor has been stored for a long period of time (over three months).

② If present, disconnect hoses from the fuel connector (male) and the fuel pump.
③ Remove the cup, filter and O-rings from the fuel filter body.
④ Remove fuel and any water or foreign matter from the cup, filter and hoses.
⑤ Reset all parts.

- **Fuel filter (for engine)**

- **Fuel tank**

- **Fuel filter (for fuel tank)**

- **Fuel tank**

- **Fuel tank**

- **Fuel filter (for engine)**

- **Fuel tank**

- **Fuel filter (for fuel tank)**

- **Fuel tank**

- **Fuel filter (for engine)**

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- **Fuel tank**

- **Fuel filter (for engine)**

- **Fuel tank**

- **Fuel filter (for fuel tank)**

- **Fuel tank**

- **Fuel filter (for engine)**

- **Fuel tank**

- **Fuel filter (for fuel tank)**

- **Fuel tank**

- **Fuel filter (for engine)**

- **Fuel tank**

- **Fuel filter (for fuel tank)**

- **Fuel tank**

- **Fuel filter (for engine)**

- **Fuel tank**

- **Fuel filter (for fuel tank)**

- **Fuel tank**

- **Fuel filter (for engine)**

- **Fuel tank**

- **Fuel filter (for fuel tank)**

- **Fuel tank**
Replacing gear oil

**WARNING**
- Be sure that outboard motor is secured to transom or service stand, or accidental drop or fall of outboard motor could lead to severe personal injury.
- Be sure to lock outboard motor if it is tilted up, or accidental fall of outboard motor could lead to severe personal injury.
- Do not go under outboard motor tilted up and locked, or accidental fall of outboard motor could lead to severe personal injury.

1. Remove the oil plugs (upper and lower), and completely drain the gear oil into a pan.

2. Insert the oil tube nozzle into the lower oil plug hole, and fill with gear oil by squeezing the oil tube until oil flows out of the upper plug hole.

3. Install the upper oil plug, and then remove oil tube nozzle and install the lower oil plug.

**CAUTION**
Do not reuse oil plug gasket. Always use new gasket and tighten oil plug properly to prevent entry of water into lower unit.

**Notes**
- If water in the oil, giving it a milky colored appearance. Contact your dealer.

**Notes**
- Use genuine gear oil or the recommended one (API GL-5: SAE #80 to #90).
  Required volume: approx. 280 ml.
Before you put your outboard motor in storage, it is a good opportunity to have it serviced and prepared by your dealer.

### Engine

1. Wash the engine exterior and flush the cooling water system thoroughly with fresh water. Drain the water completely. Wipe off any surface water with an oily rag.
2. Use a dry cloth to completely wipe off water and salt from the electrical components.
3. Drain all fuel from the fuel hoses, fuel pump, and vapor separator, and clean these parts. Keep in mind that if gasoline is kept in the vapor separator for a long time, gum and varnish will develop, causing the float valve to stick, restricting the fuel flow.
4. Remove the spark plugs and spray storage oil (available from an authorized dealer) into the combustion chamber through the spark plug holes while slowly turning the motor over using the recoil starter.
5. Change the engine oil.
6. Change the gear oil in the gear case.
7. Apply grease to the propeller shaft.
8. Apply grease to all sliding parts, joints, nuts, and bolts.
9. Stand the outboard motor up vertically in a dry place.

### Battery

1. Disconnect the battery cables.
2. Wipe off any chemical deposits, dirt, or grease.
3. Apply grease to the battery terminals.
4. Charge the battery completely before storing it for the winter.
5. Recharge the battery once a month to prevent it from discharging and the electrolyte from deteriorating.
6. Store the battery in a dry place.

### Electric Starter Motor

Coat the internal pinion gears and the shaft of the electric starter motor with grease. Do not put grease on the teeth of the starter pinion or flywheel or increased wear or damage will occur.

---

![CAUTION]

Before servicing the motor for storage:
- Remove the battery cables.
- Remove the spark plug caps from the spark plugs.
- Do not run the motor out of the water.

![WARNING]

Be sure to use cloth to remove fuel remaining in the cowl and dispose of it in accordance with local fire prevention and environment protection regulations.
4. Pre-season check

① Check that the shift and throttle function properly.
(Be sure to turn the propeller shaft when checking the shift function or else the shift linkage may be damaged.)

Notes
The following steps must be taken when first using the engine after winter storage.
① Fill fuel tank completely.
② Warm up the engine for 3 minutes in the ‘NEUTRAL’ position.
③ Run the engine for 5 minutes at the slowest speed.
④ Run the engine for 10 minutes at half speed.
In Steps ② and ③ above, the oil used for storage inside the engine will be flushed out to assure optimum performance.

② Check the electrolyte level, and measure the voltage and specific gravity of the battery.

<table>
<thead>
<tr>
<th>Specific Gravity at 20 °C</th>
<th>Terminal Voltage (V)</th>
<th>Charge Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.120</td>
<td>10.5</td>
<td>Fully discharged</td>
</tr>
<tr>
<td>1.160</td>
<td>11.1</td>
<td>1/4 charged</td>
</tr>
<tr>
<td>1.210</td>
<td>11.7</td>
<td>1/2 charged</td>
</tr>
<tr>
<td>1.250</td>
<td>12.0</td>
<td>3/4 charged</td>
</tr>
<tr>
<td>1.280</td>
<td>13.2</td>
<td>Fully charged</td>
</tr>
</tbody>
</table>

③ Check that the battery is secure and the battery cables are properly installed.

5. Motor submerged in water

After taking your outboard motor out of the water, immediately take it to your dealer.
The following are the emergency measures to be taken for a submerged outboard motor, if you cannot take it to your dealer right away.
① Wash the outboard motor with fresh water to remove salt or dirt.
② Remove the engine oil drain screw and completely drain water and oil from the engine.
③ Remove the spark plugs, and completely drain the water from the engine by pulling the recoil starter several times.
Replace oil filter and oil to the correct level.
The oil and filter may need to be changed again after running a short period to get all moisture completely out of the crankcase.
④ Inject a sufficient amount of engine oil through the spark plug holes.
Pull the recoil starter several times to circulate the oil throughout the outboard motor.

CAUTION
Do not attempt to start submerged outboard motor immediately after it is recovered, or engine could be severely damaged.
6. Cold weather precautions

If you moor your boat in cold weather at temperatures below 0°C (32°F), there is the danger of water freezing in the cooling water pump, which may damage the pump, impeller, etc. To avoid this problem, submerge the lower half of the outboard motor into the water.

7. Checking after striking underwater object

Striking the sea bottom or an underwater object may severely damage the outboard motor. Immediately bring the outboard motor to the dealer and ask for the following checks.

① Looseness or damage of power unit installation bolts, gear case and extension case bolts, propeller shaft housing bolts, propeller or propeller shaft upper and lower mount rubber bolts, and/or mount bracket bolts.

Ask an authorized dealer to tighten any loose bolts and nuts, and to replace damaged parts.

② Damage to mount rubber, the tilt stopper, thrust rod, gears and clutch, and/or propeller.

Ask an authorized dealer to replace damaged or defective parts.
## TROUBLESHOOTING

If you encounter a problem, consult the check list below to determine the cause and to take the proper action.
An authorized dealer will always be happy to provide any assistance and information.

<table>
<thead>
<tr>
<th>Possible cause</th>
<th>FUEL SYSTEM</th>
<th>E/SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Empty fuel tank</td>
<td>Difficult to start engine</td>
<td>●</td>
</tr>
<tr>
<td>Incorrect connection of fuel system</td>
<td>Engine runs erratically</td>
<td>●</td>
</tr>
<tr>
<td>Air entering fuel line</td>
<td>Low engine speed/Poor boat speed</td>
<td>●</td>
</tr>
<tr>
<td>Deformed or damaged fuel hose</td>
<td>Battery will not hold charge</td>
<td>●</td>
</tr>
<tr>
<td>Closed air vent on fuel tank</td>
<td>Starter motor will not crank</td>
<td>●</td>
</tr>
<tr>
<td>Clogged fuel filter or fuel pump</td>
<td>Power T &amp; T inoperative</td>
<td>●</td>
</tr>
<tr>
<td>Use of improper engine oil</td>
<td>Warning lamp &quot;ON&quot; *1</td>
<td>●</td>
</tr>
<tr>
<td>Use of improper gasoline</td>
<td>Warning lamp &quot;Flash&quot; *2</td>
<td>●</td>
</tr>
<tr>
<td>Not enough fuel supply by primer</td>
<td>Water temp or MAP sensor out of range or improper or loose wiring connection.</td>
<td>●</td>
</tr>
</tbody>
</table>
### ELECTRICAL SYSTEM

<table>
<thead>
<tr>
<th>Possible cause</th>
<th>Short circuit of engine stop switch</th>
<th>Rectifier failure</th>
<th>Lack of stop switch lock plate</th>
<th>Disconnection of wire or loose ground connection</th>
<th>Blown 20 Amp fuse in the starting circuit</th>
<th>Not shifted into neutral position</th>
<th>Weak battery or battery connections are loose or corroded</th>
<th>Ignition key switch failure</th>
<th>Wiring or electrical connection faulty</th>
<th>Starter motor or starter solenoid failure</th>
<th>Power trim &amp; tilt switch defective, Solenoid is defective</th>
<th>Wrong wiring, disconnection, poor connection</th>
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<tbody>
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</tbody>
</table>
## Troubleshooting

<table>
<thead>
<tr>
<th>Difficult to start engine</th>
<th>Engine runs erratically</th>
<th>Low engine speed/Poor boat speed</th>
<th>Battery will not hold charge</th>
<th>Starter motor will not crank</th>
<th>Power T &amp; T inoperative</th>
<th>Warning lamp “ON”*1</th>
<th>Warning lamp “Flash”*2</th>
<th>Possible cause</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COMPRESSION &amp; OIL SYSTEM</strong></td>
<td><img src="below" alt="bullet" /> <img src="below" alt="bullet" /></td>
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<td><img src="below" alt="bullet" /></td>
<td>Low compression</td>
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<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td>Carbon deposits in the combustion chamber</td>
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<td><img src="below" alt="bullet" /></td>
<td>Incorrect valve clearance</td>
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<td><img src="below" alt="bullet" /></td>
<td>Low oil pressure/level, oil pump failure, Clogged oil filter (Pressure switch ON)</td>
</tr>
<tr>
<td><strong>OTHERS</strong></td>
<td><img src="below" alt="bullet" /></td>
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<td><img src="below" alt="bullet" /></td>
<td>Insufficient throttle aperture</td>
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<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td>Insufficient cooling water flow, clogged or defective pump</td>
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<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td>Faulty thermostat</td>
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<td><img src="below" alt="bullet" /></td>
<td>Cavitations or ventilation</td>
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<td><img src="below" alt="bullet" /></td>
<td>Incorrect propeller selection</td>
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<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td>Damaged or bent propeller</td>
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<td><img src="below" alt="bullet" /></td>
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<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td>Improper thrust rod position</td>
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<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td>Unbalanced load on boat</td>
</tr>
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<td><img src="below" alt="bullet" /></td>
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<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td>Transom too high or too low</td>
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<td><img src="below" alt="bullet" /></td>
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<td><img src="below" alt="bullet" /></td>
<td><img src="below" alt="bullet" /></td>
<td>A great deal of air is contained inside pump</td>
</tr>
</tbody>
</table>

*1: Horn also sounds continuously.
*2: Horn also sounds intermittently.
### TOOL KIT AND SPARE PARTS

The following is a list of the tools and spare parts provided with the motor.

<table>
<thead>
<tr>
<th>Items</th>
<th>Quantity</th>
<th>Remark</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Service tools</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tool bag</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Pliers</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Socket wrench</td>
<td>1</td>
<td>10 × 13 mm</td>
</tr>
<tr>
<td>Socket wrench</td>
<td>1</td>
<td>16 mm</td>
</tr>
<tr>
<td>Socket wrench handle</td>
<td>1</td>
<td>Cross-and straight-point</td>
</tr>
<tr>
<td>Screwdrivers</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Screwdriver handle</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Spare parts</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Starter rope</td>
<td>1</td>
<td>1,000 mm</td>
</tr>
<tr>
<td>Spark plug</td>
<td>2</td>
<td>NGK DCPR6E</td>
</tr>
<tr>
<td>Split pin</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Parts Packaged with Engine</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel tank</td>
<td>1</td>
<td>25L</td>
</tr>
<tr>
<td>Primer bulb</td>
<td>1 set</td>
<td></td>
</tr>
<tr>
<td>Remote control box</td>
<td>1 set</td>
<td>for EP and EPT</td>
</tr>
<tr>
<td>Drag link</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Bracket fixing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bolt</td>
<td>2</td>
<td>8 mm</td>
</tr>
<tr>
<td>Nut</td>
<td>2</td>
<td>8 mm</td>
</tr>
<tr>
<td>Washer</td>
<td>4</td>
<td>8 mm</td>
</tr>
<tr>
<td>Bolt</td>
<td>4</td>
<td>12 mm</td>
</tr>
<tr>
<td>Nut</td>
<td>4</td>
<td>12 mm</td>
</tr>
<tr>
<td>Washer A, B</td>
<td>4 each</td>
<td>A (large)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B (small)</td>
</tr>
</tbody>
</table>

*for MF/EF and EP

*for MFG/EFG/EFT and EPT
OPTIONAL ACCESSORIES

- Flushing attachment
- Drive cleaner
- Genuine gear oil (500ml)
- Touch-up paint (300ml)
- Genuine engine oil (450ml)
- Trim Meter
- Trim Meter Kit
Use a genuine propeller.
A propeller must be selected so that the engine rpm measured at wide open throttle while cruising is within the recommended range.

25: 5,000 to 6,000 rpm
30: 5,250 to 6,250 rpm

<table>
<thead>
<tr>
<th>Propeller Mark</th>
<th>Light boats</th>
<th>Heavy boats</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>9.9 x 14.2</td>
<td>10.2 x 8.3</td>
</tr>
<tr>
<td>DS13</td>
<td>9.6 x 13</td>
<td></td>
</tr>
<tr>
<td>DS12</td>
<td>9.8 x 12</td>
<td></td>
</tr>
<tr>
<td>DS11</td>
<td>9.8 x 11</td>
<td></td>
</tr>
<tr>
<td>DS10</td>
<td>9.72 x 10</td>
<td></td>
</tr>
<tr>
<td>DS9</td>
<td>9.72 x 9</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>10.2 x 8.3</td>
<td></td>
</tr>
</tbody>
</table>
READ THIS MANUAL BEFORE USING THE OUTBOARD MOTOR. FAILURE TO FOLLOW THE INSTRUCTIONS AND SAFETY PRECAUTIONS IN THIS MANUAL CAN RESULT IN SERIOUS INJURY OR DEATH. KEEP THIS MANUAL IN A SAFE LOCATION FOR FUTURE REFERENCE.
OWNER'S MANUAL

TOHATSU CORPORATION
Address: 5-4, 3-chome, Azusawa, Itabashi-ku,
TOKYO, 174-0051 JAPAN
Phone: TOKYO (03)3966-3117
FAX: TOKYO (03)3966-2951
URL: www.tohatsu.co.jp

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