

During break-in (first 10 hours of operation) of a new or rebuilt engine, mix a recommended oil with the fuel at a 50:1 ratio in combination with the oil injection system to ensure adequate lubrication during break-in process. Be certain oil and fuel is thoroughly mixed in fuel tank. After initial 10 hours of operation, switch to straight gasoline in the fuel tank.

The lower unit gears and bearings are lubricated with oil contained in the gearcase. Recommended gearcase oil is Suzuki Outboard Motor Gear Oil or a suitable equivalent SAE 90 hypoid gear oil. Gearcase capacity is approximately 230 mL (7.8 ozs.). Lower unit oil should be changed after the first 10 hours of operation and after every 100 hours or seasonally thereafter. Reinstall drain and vent plugs securely, using a new gasket if necessary, to ensure water tight seal.

FUEL SYSTEM

CARBURETOR. Three Mikuni B26-20 carburetors are used. Refer to Fig. S210-1 for exploded view. Initial setting of pilot air screw (12) is 1-1/2 to 2 turns out from a lightly seated position. Final adjustment should be made with engine at normal operating temperature and running in forward gear. Adjust idle speed

with idle speed switch located on outside of lower cover so engine idles at approximately 650-700 rpm. Adjust pilot air screw so engine idles smoothly and will accelerate cleanly without hesitation. Readjust idle speed to 650-700 rpm if necessary.

Main fuel metering is controlled by main jet (5). Standard main jet for normal operation is #125. Standard pilot jet (11) for normal operation is #70.

To check float level, remove float bowl (7) and invert carburetor body (1). Measure float level from float bowl mating surface to bottom of float at 180 degrees from needle valve as shown in Fig. S210-2. Float level should be 16.5-18.5 mm (0.65-0.73 in.). Bend tang on float to adjust float level.

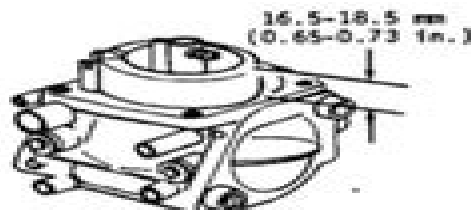


Fig. S210-2—Measure float level from float bowl mating surface to bottom of float 180 degrees from needle valve as shown. Bend tang on float to adjust float level.

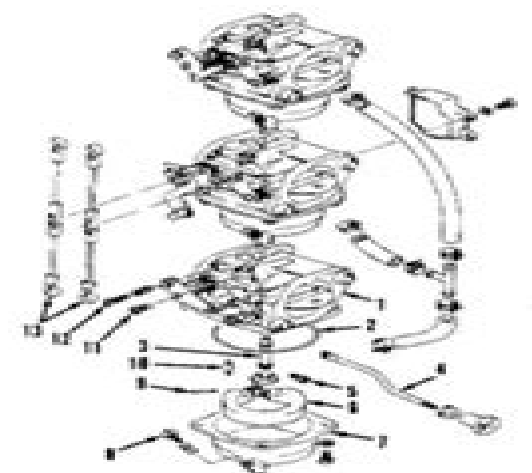


Fig. S210-1—Exploded view of Mikuni B26-20 carburetors used.

- | | |
|----------------------|---------------------------|
| 1. Body | 8. Drain screw |
| 2. Gasket | 9. Float pin |
| 3. High speed needle | 10. Needle valve |
| 4. Choke rod | 11. Pilot pin |
| 5. Main jet | 12. Pilot screw |
| 6. Pin | 13. Throttle control rods |
| 7. Float bowl | |

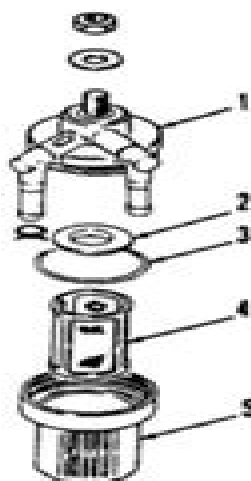


Fig. S210-3—Exploded view of fuel filter assembly.

- | |
|-------------|
| 1. Filter |
| 2. Seal |
| 3. "O" ring |
| 4. Filter |
| 5. Bowl |

FUEL FILTER. A fuel filter assembly is used to filter the fuel prior to entering the fuel pump. Periodically unscrew bowl (5—Fig. S210-3) and withdraw filter element (4). Clean bowl and filter element in a suitable solvent and blow dry with clean compressed air. Inspect filter element for excessive blockage or other damage and renew if necessary. Reassemble in reverse order of disassembly. Renew "O" ring (3) and seal (2) upon reassembly.

FUEL PUMP. A diaphragm-type fuel pump is used. Refer to Fig. S210-4 for exploded view. Fuel pump is mounted on the side of power head cylinder block and is actuated by crankcase pulsations.

When servicing pump, scribe reference marks on pump body to aid alignment during reassembly. Defective or questionable components should be renewed. Diaphragm should be renewed if air leaks or cracks are noted, or if deterioration is evident.

REED VALVES. The reed valves are located behind the intake manifold. The intake manifold must be removed to access reed block and valves assembly.

Renew reed valves (2—Fig. S210-5) if petals are broken, cracked, warped, rusted or bent, or if tip of petal stands open in excess of 0.2 mm (0.008 in.) from seat area. Do not attempt to bend or straighten a damaged reed petal. Reed stop opening (O) should be 3.8 mm (0.15 in.). When reassembling reed valve assembly, apply Suzuki Thread Lock 1342 or a suitable equivalent thread locking compound to threads of screws (4).

SPEED CONTROL LINKAGE. To adjust speed control linkage, loosen throttle lever adjusting screws (1—Fig. S210-6) on top and bottom carburetors and rotate throttle levers (2) counterclock-

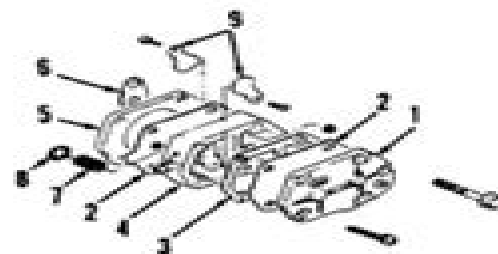


Fig. S210-4—Exploded view of fuel pump assembly.

- | | |
|---------------|----------------|
| 1. Cover | 6. Gasket |
| 2. Diaphragm | 7. Spring |
| 3. Gasket | 8. Spring seat |
| 4. Valve body | |
| 5. Plate | |

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