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A. 15 HP IDLE QUALITY

The 15 HP model requires a spark plug with a .060" air gap for optimum idle quality. Be sure to check the spark plugs for the correct heat range and correct air gap whenever servicing. Often the owner replaces the spark plugs and the air gap is incorrect.

B. PROPELLER RUBBING, STALKER-THRUSTER 12/24

If the propeller rubs against the cap assembly it indicates the armature has moved too far forward because of distortion of the thrust disc in the nose cone. To correct the problem replace the nose cone. The replacement nose cones incorporate a design change to prevent distortion of the thrust disc. If the problem occurs within the warranty period it will be covered by warranty.

C. 1989-1/2 MARINER 40 HP (2 CYL.) RFI SPARK PLUG BOOTS

The above models are equipped with spark plug boots to reduce RFI (radio frequency interference). If these spark plug boots are replaced with conventional spark plug boots the "over-speed" circuit may be adversely affected i.e. misfiring at mid-range.

D. 1989-1/2 MARINER 40 HP (2 CYL.) IGNITION SPECIFICATIONS

MARINER: 40 HP (6E9) 2-Cylinder S/N M-015001, ML-350001, EO-150001 and ELO-450001 and Above

ADI Test Seq.	Test	Selector* Sw. Position	DVA Leads		Scale Reading @ 300-2000 RPM	Volts (Scale x 10)
			Red	Black		
	Ignition Coil PRI	400 VDC	Ground	Orange	11-24	110-240
	Charge Coil	400 VDC	Brown	Ground	13-27	130-270
	*Trigger (Pulse) Coil	200 VDC	Red/White	Ground	4-6	4-60

*Only use Quicksilver Multi-Meter P/N 91-99750

E. 6, 8, 9.9 & 15 HP EXHAUST RELIEF HOLES

Exhaust relief holes in gear housing are required, when using sail/work boat propellers for high reverse thrust applications.

Drill two 1/2" (12.5mm) diameter exhaust relief holes (a) (1 each side) into gear housing, as shown. A dimple is provided at this location for ease of drilling.

