

Important Break-In Information

Models Affected

MERCURY/MARINER

225/250 HP, 3.0 Litre Models

Serial Number 0G655747 and above

2.5 & 3.0 Litre Optimax/DFI Models

Serial Number 0G655747 and above

Proper Break-In Procedure

The Red/White Warning Decal that is attached to the top cowl **should not** be removed prior to the delivery of the engine. The decal may be removed after the break-in period. Break-in procedures should be thoroughly explained by the dealer as outlined in the Operations and Maintenance Manual. The customer should be informed of the correct fuel grade and oils to be used in these engines, as well as the normal operating water pressure. These recommendations are as follows:

MINIMUM POSTED OCTANE FUEL REQUIREMENTS: (ALL MODELS)

- U.S. & Canada - 87 Octane
- International - Use a major brand of automotive unleaded gasoline with a minimum posted octane rating of 90 RON.

OIL RECOMMENDATIONS:

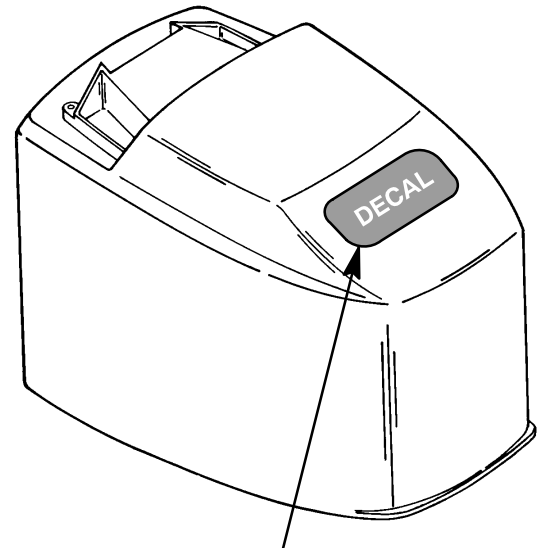
- Carburetor/EFI Models - Use TCW-3 two-cycle outboard engine oil. (Use a 50:1 gasoline/oil mixture in conjunction with the oil supplied from the oil injection system)
- Optimax/DFI Models - Use only Quicksilver TCW-3 Premium Plus Outboard Engine Oil. Severe damage may result from the use of an inferior oil.

NOTE: Do not mix oil with the fuel during the break-in period of an Optimax/DFI Engine. Use straight gasoline during and after the break-in period.

WATER PRESSURE:

- 3.0 Litre Models - 8 to 10 psi Minimum @ 5000 RPM
- 2.5 Litre Optimax/DFI Models - 12 psi Minimum @ 5500 RPM

IMPORTANT: These engines require the load of normal boating conditions for proper break-in. Avoid extended periods of operation at idle and at wide open throttle.



IMPORTANT

ENGINE BREAK-IN CYCLE AS DESCRIBED IN THE OPERATION AND MAINTENANCE MANUAL IS EXTREMELY IMPORTANT TO THE LIFE OF THIS OUTBOARD MOTOR. NEGLECTING TO PROPERLY BREAK-IN THIS OUTBOARD MOTOR MAY CAUSE PREMATURE ENGINE DAMAGE WHICH MAY NOT BE COVERED BY THE LIMITED WARRANTY. PLEASE READ THE OPERATION AND MAINTENANCE MANUAL FOR PROPER BREAK-IN PROCEDURE.

THIS OUTBOARD MOTOR HAS CAPABILITIES OF SUPPLYING RPM HISTORY TO DIAGNOSTIC TEST EQUIPMENT. IN THE EVENT OF PREMATURE ENGINE FAILURE MERCURY MARINE MAY REQUEST THE ELECTRONIC CONTROL MODULE (ECM) BE RETURNED TO THE FACTORY TO READ THE RPM HISTORY OF THE ENGINE.