

Oil Injection

Most outboard manufacturers use a mechanically driven oil pump mounted on the engine block that is connected to the shaft by way of a linkage arm. The system is powered by the crankshaft, which drives a gear in the pump, creating oil pressure. As the engine speed is increased to normal engine speed, the linkage arm also moves, opening a valve that allows more oil to flow into the oil pump.

Most mechanical injection systems incorporate one of warning alarms that are also connected to an engine speed-sensing system. Also, these systems may have a built-in speed limiter. This subsystem is designed to reduce engine speed substantially when oil problems occur. This important feature gives a long time interval for warning before engine damage to the extent of an oil injection problem.

The procedure for filling these systems is simple. On most outboards there is an auxiliary oil reservoir which holds the lubricant oil. Simply fill the oil tank to the proper capacity.

NOTE: It is highly advisable to carry several spare bottles of 2 stroke oil with you outboard.

For more information on the oil injection system refer to the "Lubrication and Cooling" section of this manual.

Lower Unit

See Figures 7, 8 and 9

Regular maintenance and inspection of the lower unit is critical for proper operation and reliability. A lower unit can quickly fail if it becomes heavily contaminated with water or foreign matter or oil. The most common cause of a lower unit failure is water contamination.

Water in the lower unit is usually caused by flapping line or other foreign material, becoming entangled around the propeller shaft and damaging the seal at the crank to nut connection. It can eventually cut the propeller shaft seal and allow water to enter the lower unit. Flapping line has also been known to cut a groove in the propeller shaft if left neglected over time. This area should be checked frequently.

OIL RECOMMENDATIONS

See Figure 10

Use only Quicksilver Gear Lube or an equivalent high quality SAE 90-100 weight tapered gear oil. These oils are proprietary lubricants designed to ensure optimal performance and to minimize corrosion in the lower unit.

WARNING: It is this lower unit lubricant that prevents corrosion and lubricates the internal parts of the drive gears. Lack of lubrication due to water contamination or the improper type of oil can cause later, expensive lower unit failure.

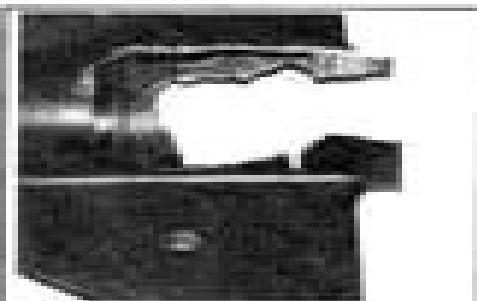


Fig. 7 This lower unit was destroyed because the housing exterior seal flapped due to lack of lubrication.

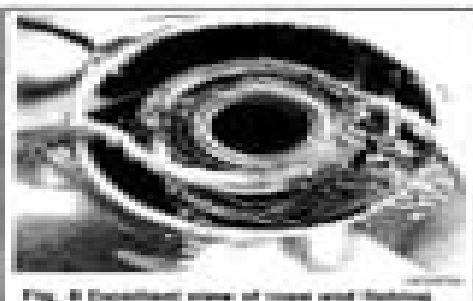


Fig. 8 Excellent view of rope and flapping line entangled behind the propeller. Exposed flapping line can actually cut through the seal, allowing water to enter the lower unit and lubricant to escape.

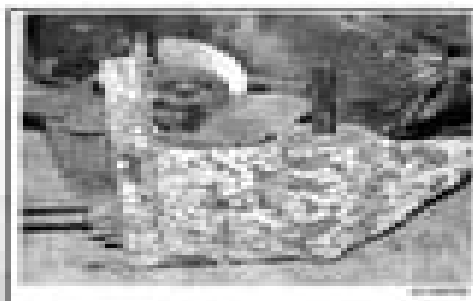


Fig. 9 This lower unit has been left in the water for too long with very little if any maintenance done to it.

DRAINING AND FILLING

See Figures 11 and 12

CAUTION

The EPA warns that prolonged contact with used engine oil may cause a number of skin disorders, including cancer! You should make every effort to minimize your exposure to used engine oil. Protective gloves should be worn when changing the oil. Wash your hands and any other exposed skin areas as soon as possible after exposure to used engine oil. Soap and water or waterless hand cleaner should be used.

1. Place a suitable container under the lower unit.
2. Loosen the oil drain plug on the lower unit. This step is important if the oil level plug cannot be loosened or removed, the complete lower unit lubricant change cannot be performed.

WARNING: Do not oil filler plugs when the lower unit is hot. Expanded lubricant will be released through the plug hole.

3. Remove the fill plug from the lower end of the gear housing followed by the oil level plug.
4. Allow the lubricant to completely drain from the lower unit.
5. If applicable, check the highest end of the drain screw for metal particles. Some amount of metal is considered normal wear to be expected but if there are signs of chisel chips or excessive metal particles, the gear case needs to be disassembled and inspected.
6. Inspect the lubricant for the presence of a milky white substance, water or soapy particles. If any of these conditions are present, the lower unit should be removed immediately.
7. Place the outboard in the proper position for filling the lower unit. The lower unit should not be tilted to either port or starboard and should be completely vertical.
8. Insert the lubricant tube into the oil drain hole at the bottom of the lower unit and insert lubricant until the volume begins to appear but the oil level hole.

NOTE: The lubricant must be filled from the bottom to prevent air from being trapped in the lower unit. An improper lubricant and over-cure is a lack of lubrication or a false lubricant level in the lower unit.

9. On outboards equipped to carry a tube in with the larger quantities, the wing is used to fill the gear case through the shaft plug.
10. Using new gloves, insert the oil level and vent plugs first, then insert the oil fill plug.
11. Wipe the excess oil from the lower unit and inspect the unit for leaks.
12. Place the used lubricant in a suitable container for transportation to an authorized recycling facility.

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