17. Dinghy & Outboard

When transporting or storing the outboard motor while removed from a boat, keep the outboard motor in the attitude shown.

figure 1

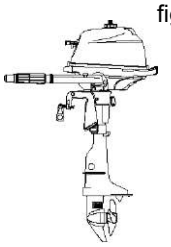


figure 2

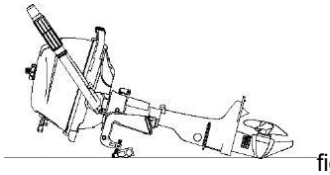
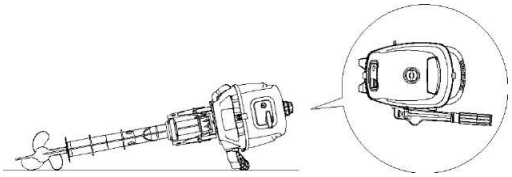


figure 3

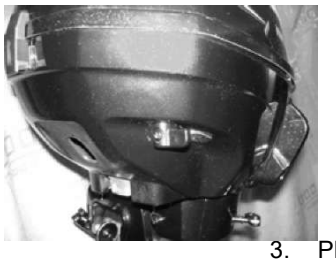


Note:

- Place a towel or something similar under the outboard motor to protect it from damage when as shown in the figure 2 or figure 3 above.
- Please make sure the tiller handle faces down to make the throttle handle point to the direction of propeller

Starting engine:

1. Loosen the air vent screw on the fuel tank cap. One turn for built-in tank.
2. Open the fuel cock.

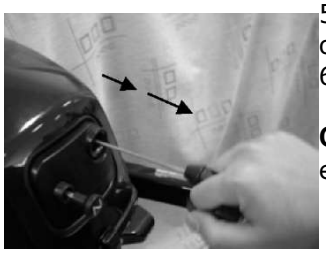


3. Place the gear shift lever in neutral. The engine must be started in neutral otherwise damage to the starter can occur.
2. Place the throttle grip in the "START" (start) position

3. Pull out the choke knob fully

- **It is not necessary to use the choke when starting a warm engine.**
- **If the choke is left in the "START" (start) position while the engine is running, the engine will run poorly or stall.**

Pull the manual starter handle slowly until you feel resistance. Then give a strong pull straight to crank and start the engine. Repeat if necessary



5.After the engine starts, slowly return the manual starter handle to its original position before releasing it.
6.Slowly return the throttle grip to the fully closed position.

CAUTION: When the engine is cold, it needs to be warmed up.If the engine does not start on the first try, repeat the procedure. If the engine

fails to start after 4 or 5 tries, open the throttle a small amount (between 1/8 and 1/4), and try again.

Warming up engine

1. After starting the engine, return the choke knob to the half Way position. For approximately the first 5 minutes after starting, warm up the engine by operating at one fifth throttle or less. After the engine has warmed up, push the choke knob in fully.

- **If the choke knob is left pulled out after the engine starts, the engine will stall.**

2. Check for steady flow of water from the cooling water pilot hole.

CAUTION:
• If water is not flowing out of the hole at all times while the engine is running, stop the engine and check whether the cooling water inlet on the lower case or the cooling water pilot hole is blocked.
• If the problem cannot be located and corrected, contact technical support.

Shifting

To shift from forward to reverse or vice versa, first close the throttle so that the engine idles (or runs at low speed).

Forward

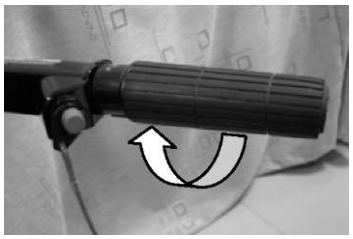
1. Place the throttle grip in the fully closed position.

2. Move the gear shift lever quickly and firmly from neutral to forward

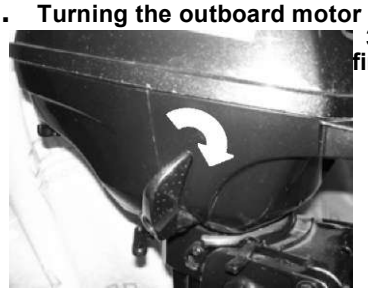
Reverse

WARNING:

When operating in reverse, go slowly. Do not open the throttle more than half. Otherwise the boat could become unstable, which could result in loss of control and an accident.



1. Place the throttle trip in the fully closed position.
2. Turning the outboard motor around 180°.
3.Move the gear shift lever quickly and firmly from neutral to reverse.



Stopping engine
NOTE: Before stopping the engine, first let it cool off for a few minutes at idle or low speed. Stopping the engine immediately after operating at high speed is not recommended.
PROCEDURE:

1. Push and hold the engine stop button until the engine comes to a complete stop.

NOTE:
If the outboard motor is equipped with an engine stop switch lanyard, the engine can also be stopped by pulling the lanyard and removing the lock plate from the engine stop switch.

2. Tighten the air vent screw on the fuel tank cap and set the fuel cock lever or knob to the closed position.

IMPORTANT:

The driver of the dinghy must be over 18. Never operate the dinghy under the influence of alcohol or rugs.

- **Always tow your dinghy on a short line while motoring and a long line while sailing, always mount the engine on the push-pit during the sailing.**
- **If weather conditions are very rough, the outboard needs to be mounted on the push-pit.**

Do not allow the boat and outboard propeller to touch with the sea bottom. Only sea urchins are the reason for blowing the dinghy.