



- (A) OIL FILTER, ENGINE
- (B) OIL FILL, ENGINE
- (C) OIL DRAIN, ENGINE
- (D) OIL DIPSTICK, ENGINE
- (E) WATER DRAIN
- (F) LIFTING DEVICE
- (G) FUEL CONNECTION, ID. 9.5 (12/8) NPT OR 6.35 (1/4) NPT FOR HOSE ID. 9.64 (3/7/8)
- (H) FUEL FILTER
- (I) ELECTRICAL FUEL PUMP
- (J) THROTTLE CABLE SINGLE
- (K) WATER COOLED EXHAUST PIPE FOR HOSE ID. 9.64 (3/7/8)
- (L) STARTER MOTOR
- (M) FUSE PANEL
- (N) ELECTRICAL CONNECTION ENGINE - INSTRUMENT PANEL
- (O) CIRCUIT BREAKER TRIM PUMP
- (P) OIL FILL AND DIPSTICK, STEERING
- (R) STEERING CABLE
- (S) WATER INTAKE
- (T) OIL FILL, OUTBOARD UNIT
- (U) OIL DRAIN, OUTBOARD UNIT
- (V) OIL DIPSTICK, OUTBOARD UNIT
- (X) SEE INSTALLATION INSTRUCTIONS
- (Z) ENGINE FLUSH
- (AA) EXHAUST OVERHEAT SWITCH

ENGINE ALARM - IN SMALL PARTS KIT

STRUNGERS MAY HAVE TO BE BELIEVED FOR EXHAUST PIPE CLEARANCE, 2 PLACES.

ALTERNATIVE METHOD FOR ENGINE MOUNT. PRE-DRILL STRINGERS USING #9 (611/32) FOR PILOT TO DEPTH EQUIVALENT TO PENETRATION OF SCREW AND #13 (661/21) COBALT IF NECESSARY. ONLY TO DEPTH REQUIRED TO CLEAR SCREW SHANK.