

2-2 MAINTENANCE & TUNE-UP

GENERAL INFORMATION (WHAT EVERYONE SHOULD KNOW ABOUT MAINTENANCE)

At Seloc, we estimate that 75% of engine repair work can be directly or indirectly attributed to lack of proper care for the engine. This is especially true of care during the off-season period. There is no way on this green earth for a mechanical engine, particularly an outboard motor, to be left sitting idle for an extended period of time, say for six months, and then be ready for instant satisfactory service.

Imagine, if you will, leaving your car or truck for six months, and then expecting to turn the key, having it roar to life, and being able to drive off in the same manner as a daily occurrence.

Therefore it is critical for an outboard engine to either be run (at least once a month), preferably, in the water and properly maintained between uses or for it to be specifically prepared for storage and serviced again immediately before the start of the season.

Only through a regular maintenance program can the owner expect to receive long life and satisfactory performance at minimum cost.

Many times, if an outboard is not performing properly, the owner will "nurse" it through the season with good intentions of working on the unit once it is no longer being used. As with many New Year's resolutions, the good intentions are not completed and the outboard may lie for many months before the work is begun or the unit is taken to the marine shop for repair.

Imagine, if you will, the cause of the problem being a blown head gasket. And let us assume water has found its way into a cylinder. This water, allowed to remain over a long period of time, will do considerably more damage than it would have if the unit had been disassembled and the repair work performed immediately. Therefore, if an outboard is not functioning properly, do not slow it away with promises to get at it when you get time, because the work and expense will only get worse the longer corrective action is postponed. In the example of the blown head gasket, a relatively simple and inexpensive repair job could very well develop into major overhaul and rebuild work.

Maintenance Equals Safety

OK, perhaps no one thing that we do as boaters will protect us from risks involved with enjoying the wind and the water on a powerboat. But, each time we perform maintenance on our boat or motor, we increase the likelihood that we will find a potential hazard before it becomes a problem. Each time we inspect our boat and motor, we decrease the possibility that it could leave us stranded on the water.

In this way, performing boat and engine service is one of the most important ways that we, as boaters, can help protect ourselves, our boats, and the friends and family that we bring aboard.

Outboards On Sail Boats

Owners of sailboats pride themselves in their ability to use the wind to clear a harbor or for movement from Port A to Port B, or maybe just for a day sail on a lake. For some, the outboard is carried only as a last resort - in case the wind fails completely, or in an emergency situation or for ease of docking.

Therefore, in some cases, the outboard is stored below, usually in a very poorly ventilated area, and subjected to moisture and stale air - in short, an excellent environment for "sweating" and corrosion.

If the owner could just take the time at least once every month, to pull out the outboard, clean it up, and give it a short run, not only would he/she have "peace of mind" knowing it will start in an emergency, but also maintenance costs will be drastically reduced.

Maintenance Coverage In This Manual

At Seloc, we strongly feel that every boat owner should pay close attention to this section. We also know that it is one of the most frequently used portions of our manuals. The material in this section is divided into sections to help simplify the process of maintenance. Be sure to read and thoroughly understand the various tasks that are necessary to keep your outboard in top-top shape.

Topics covered in this section include:

- General Information (What Everyone Should Know About Maintenance)
- an introduction to the benefits and need for proper maintenance. A guide to tasks that should be performed before and after each use.

- Lubrication Service - after the basic inspections that you should perform each time the motor is used, the most frequent form of periodic maintenance you will conduct will be the Lubrication Service. This section takes you through each of the various steps you must take to keep corrosion from slowly destroying your motor before your very eyes.

- Engine Maintenance - the various procedures that must be performed on a regular basis in order to keep the motor and all of its various systems operating properly.

- Boat Maintenance - the various procedures that must be performed on a regular basis in order to keep the boat hull and its accessories looking and working like new.

- Tune-Up - also known as the pre-season tune-up, but don't let the name fool you. A complete tune-up is the best way to determine the condition of your outboard while also preparing it for hours and hours of hopefully trouble-free enjoyment. And if you use your boat enough during a single season, a second or even third tune-up could be required.

- Winter Storage and Spring Commissioning Checklists - use these sections to guide you through the various parts of boat and motor maintenance that protect your valued boat through periods of storage and return it to operating condition when it is time to use it again.

- Specification Charts - located at the end of this section are quick-reference, easy to read charts that provide you with critical information such as General Engine Specifications, Maintenance Intervals, Lubrication Service (Intervals and Lubricant Types) and Capacities.

Engine Identification

- See Figures 1 thru 5

From 1997 to 2003 Yamaha produced an extremely large number of models with regards to horsepower ratings, as well as a large number of trim and option variances on each of those models. In this service guide, we've included all of the models, including the 1-3 cylinder inline models, as well as V4 and V6 motors. We chose to do this because of the many similarities these motors have to each other. But, enough differences exist that many procedures will apply only to a sub-set of these motors. When this occurs, we'll either refer to the differences within a procedure or, if the differences are more significant, we'll break the motors out and give separate procedures. In order to prevent confusion, we try to sort and name the models in a way that is most easily understood.



Fig. 1 A model ID tag, and often a date of manufacture tag, is found on the port . . .

Yamaha 40hp Outboard Service Manual

Intertec Publishing



Yamaha 40hp Outboard Service Manual:

Outboard Motor Service Manual Intertec Publishing,1987 Detailed tips on periodic servicing troubleshooting general maintenance and repair are explicitly outlined in this manual Repair is easy with the specifications and step by step repair procedures included for hundreds of models Volume II covers models with 30hp and above **Subject Guide to Books in Print** ,1993 *Yamaha Outboard Shop Manual* Kalton C. Lahue,1986 **Books in Print Supplement** ,2002

Bibliography of Nautical Books ,1998 **Whitaker's Books in Print** ,1998 *MotorBoating* ,1998-07 *American Book Publishing Record* ,1992 *Popular Mechanics* ,1969-07 Popular Mechanics inspires instructs and influences readers to help them master the modern world Whether it s practical DIY home improvement tips gadgets and digital technology information on the newest cars or the latest breakthroughs in science PM is the ultimate guide to our high tech lifestyle

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Table of Contents Yamaha 40hp Outboard Service Manual

1. Understanding the eBook Yamaha 40hp Outboard Service Manual
 - The Rise of Digital Reading Yamaha 40hp Outboard Service Manual
 - Advantages of eBooks Over Traditional Books
2. Identifying Yamaha 40hp Outboard Service Manual
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Yamaha 40hp Outboard Service Manual
 - User-Friendly Interface
4. Exploring eBook Recommendations from Yamaha 40hp Outboard Service Manual
 - Personalized Recommendations
 - Yamaha 40hp Outboard Service Manual User Reviews and Ratings
 - Yamaha 40hp Outboard Service Manual and Bestseller Lists
5. Accessing Yamaha 40hp Outboard Service Manual Free and Paid eBooks

- Yamaha 40hp Outboard Service Manual Public Domain eBooks
- Yamaha 40hp Outboard Service Manual eBook Subscription Services
- Yamaha 40hp Outboard Service Manual Budget-Friendly Options
- 6. Navigating Yamaha 40hp Outboard Service Manual eBook Formats
 - ePub, PDF, MOBI, and More
 - Yamaha 40hp Outboard Service Manual Compatibility with Devices
 - Yamaha 40hp Outboard Service Manual Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Yamaha 40hp Outboard Service Manual
 - Highlighting and Note-Taking Yamaha 40hp Outboard Service Manual
 - Interactive Elements Yamaha 40hp Outboard Service Manual
- 8. Staying Engaged with Yamaha 40hp Outboard Service Manual
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Yamaha 40hp Outboard Service Manual
- 9. Balancing eBooks and Physical Books Yamaha 40hp Outboard Service Manual
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Yamaha 40hp Outboard Service Manual
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Yamaha 40hp Outboard Service Manual
 - Setting Reading Goals Yamaha 40hp Outboard Service Manual
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Yamaha 40hp Outboard Service Manual
 - Fact-Checking eBook Content of Yamaha 40hp Outboard Service Manual
 - Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development

- Exploring Educational eBooks

14. Embracing eBook Trends

- Integration of Multimedia Elements
- Interactive and Gamified eBooks

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