

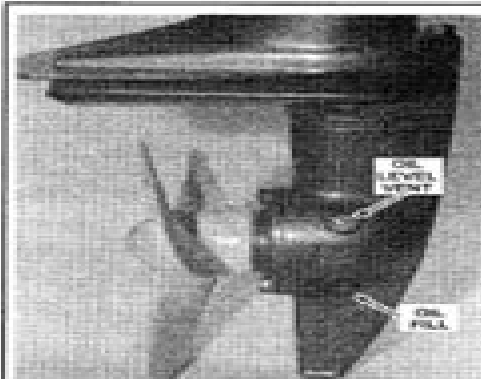


Fig. 20 On this single cylinder outboard the oil level and fill holes are close together, suggesting a small quantity of oil is used

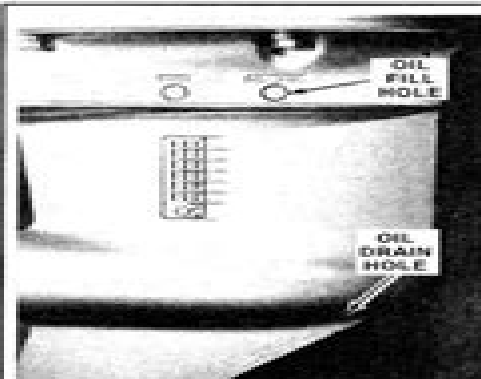


Fig. 21 While on this four cylinder outboard the oil level and fill holes are spread apart, suggesting a larger quantity of oil is used

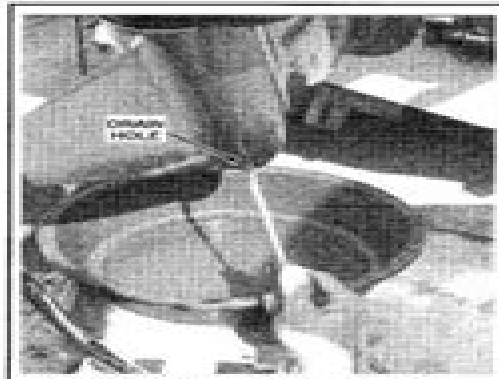


Fig. 22 When draining the lower unit, ensure it is fully tilted and a drain pan of adequate capacity is place to catch the lubricant

6. Inspect the lubricant for the presence of a milky white substance, water or metallic particles. If any of these conditions are present, the lower unit should be serviced immediately.

7. Place the outboard in the proper position for filling the lower unit (straight up and down). The lower unit should not list 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 inject lubricant until the excess begins to come out the oil level hole.

■ The lubricant must be filled from the bottom to prevent air from being trapped in the lower unit. Air displaces lubricant and can cause a lack of lubrication or a false lubricant level in the lower unit.

9. Oil should be squeezed in using a tube or with the larger quantities, try using a pump kit to fill the gearcase through the drain plug.

■ One trick that makes adding gearcase oil less messy is to install the level/vent plug BEFORE removing the pump from the drain/filler opening and threading the drain/filler plug back into position.

10. Using new gaskets/washers (if equipped) install the oil level/vent plug first, then install 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.

Jet Drive Bearing

• See Figure 23

Jet drive models covered by this manual require special attention to ensure that the driveshaft bearing remains properly lubricated.

Yamaha recommends that you lubricate the jet drive bearing using a grease gun after EACH days use. However, at an absolute minimum, use the grease fitting every 10 hours (in fresh water) or 5 hours (in salt water). Also, after every 50 hours of fresh water operation or every 25 hours of salt/brackish/polluted water operation, the drive bearing grease must be replaced. Follow the appropriate procedure:

RECOMMENDED LUBRICANT

Use Yamaha All-Purpose Marine grease or an equivalent water-resistant NLGI No. 1 lubricant.

DAILY BEARING LUBRICATION

• See Figures 24 and 25



A grease fitting is located under a vent hose on the lower port side of the jet drive. Disconnect the hose from the fitting, then use a grease gun to apply enough grease to the fitting to just fill the vent hose. Basically, grease is pumped into the fitting until the old grease just starts to come out from the passages through the hose coupling, then reconnect the hose to the fitting.

■ Do not attempt to just grasp the vent hose and pull, as it is a tight fit and when it does come off, you'll probably go flying if you didn't prepare for it. The easier method of removing the vent hose from the fitting is to deflect the hose to one side and snap it free from the fitting.

GREASE REPLACEMENT

• See Figures 24, 25 and 26



A grease fitting is located under a vent hose on the lower port side of the jet drive. This grease fitting is utilized at the end of each day's use to add fresh grease to the jet drive bearing. But, every 50 or 25 hours and/or 30 or 15 days (depending if use is in fresh or salt/brackish/polluted waters), the grease should be completely replaced. This is very similar to the daily greasing, except that a lot more grease is used. Disconnect the hose from the fitting (by deflecting it to the side until it snaps free from the fitting), then use a grease gun to apply enough grease to the fitting until grease exiting the assembly fills the vent hose. Then, continue to pump grease into the fitting to force out all of the old grease (you can tell this has been accomplished when fresh grease starts to come out of the vent instead of old grease, which will be slightly darker due to minor contamination from normal use). When nothing but fresh grease comes out of the vent the fresh grease has completely displaced the old grease and you are finished. Be sure to securely connect the vent hose to the fitting.

Each time this is performed, inspect the grease for signs of moisture contamination or discoloration. A gradual increase in moisture content over a few services is a sign of seal wear that is beginning to allow some seepage. Very dark or dirty grease may indicate a worn seal (inspect and/or replace the seal, as necessary to prevent severe engine damage should the seal fail completely).

■ Keep in mind that some discoloration of the grease is expected when a new seal is broken-in. The discoloration should go away gradually after one or two additional grease replacement services.

Yamaha 8hp 2 Stroke Service Manual

Penton Staff



Yamaha 8hp 2 Stroke Service Manual:

Seloc Yamaha Outboards Seloc,2004 1701 Covers all 2 250 hp 1 4 cylinder V4 and V6 models 2 stroke and 4 stroke models includes jet drives *Yamaha Outboards, 1997-09 Repair Manual* ,2009 **Yamaha Outboard** Joan Coles,Clarence W. Coles,1998-03 SELOC Marine maintenance and repair manuals offer the most comprehensive authoritative information available for outboard inboard stern drive and diesel engines as well as personal watercraft SELOC has been the leading source of how to information for the marine industry since 1974 Designed and written to serve the needs of the professional mechanic do it yourself boat enthusiast instructor and student these manuals are based on actual teardowns done by Chilton Marine s editors authors in our on site facility Providing complete coverage on everything from basic maintenance to engine overhaul every manual features Simple to follow step by step illustrated procedures Hundreds of exploded drawings photographs and tables Troubleshooting sections accurate specifications and wiring diagrams Recognized and used by technical trade schools as well as the U S military Covers all 115 225 Hp V4 and V6 2 stroke models Also includes advanced oil injection and counter rotating drive Nearly 750 illustrations Service Manual ,197? Yamaha Outboard Shop Manual ,1990 *Seloc Yamaha Outboards, 1997-03 Repair Manual, All 2-stroke Engines* ,2004 1703 *Yamaha 2-225 HP 2-Stroke 90-95* Penton Staff,2000-05-24 2 5 HP SINGLE CYLINDER 6 55 HP 2 CYLINDER 30 90 HP 3 CYLINDER 115 130 HP V4 150 175 200 225 HP 90 V6 225 250 HP 76 V6 **Seloc Yamaha 4-stroke Outboards 2005-10 Repair Manual** (Seloc) Seloc,2011 Covers all 2 5 350 HP 1 4 cylinder V6 and V8 4 stroke models Includes jet drives Wiring diagrams Cover **Yamaha 2-Stroke OB 2-250 96-98** Penton Staff,2000-05-24 2 5 HP 1 Cylinder 6 25 HP 2 Cylinder C25 C30 C40 E48 25 90 HP 3 Cylinder E60 E75 C75 C85 C90 115 130 HP V4 C115 C150 175 HP V6 200 225 HP 90 V6 200 HP EFI 225 HP 76 V6 Carbureted 225 HP 76 V6 EFI 250 HP Carbureted 250 H *Yamaha Service Manual CS2E*. Yamaha Motor Co. Service Division,197? Seloc's Yamaha Joan Coles,Clarence W. Coles,1987 *Yamaha Service Manual G1A/E/1/2* Yamaha Motor Corporation, U.S.A.,2001* **Yamaha Service Manual R5-B**. Yamaha Motor Co. Service Department,1971 SELOC Yamaha Outboards Nichols / Seloc,1999 Covers all 2 250 HP 1 4 cylinder V4 and V6 2 stroke models Includes fuel injection and jet drives 1706 Outboard Motors Maintenance and Repair Manual Jean-Luc Pallas,2006-12-13 The aim of this book with its superb step by step photographs and detailed diagrams is to enable every owner to understand the workings of an outboard motor 2 or 4 stroke and be able to fix it with relative ease It includes an explanation of the different parts that make up the engine and how they interact how fuel is transformed into propulsion regular maintenance and repair worksheets to help even the most mechanically ignorant to work on their outboard engine with confidence the most common causes of breakdown troubleshooting tables to allow you to diagnose and fix the most common engine problems and advice on how to winterize your outboard in one short afternoon After reading this book your outboard will no longer be a potential bother to you but an ally for better boating **Yamaha Service Manual** ,196? Yamaha 50 Service Manual Yamaha Motor

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