



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

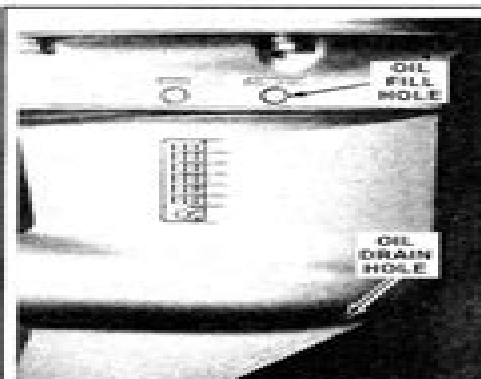


Fig. 21 While on this four cylinder outboard the oil level and fill holes are spread apart, suggesting a larger quantity of oil is used

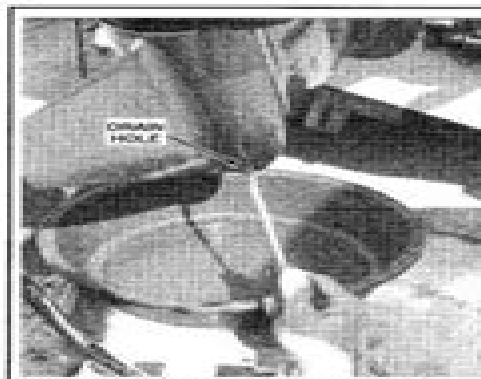


Fig. 22 When draining the lower unit, ensure it is fully tilted and a drain pan of adequate capacity is place to catch the lubricant

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.

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