



Trim “In” Angle Adjustment

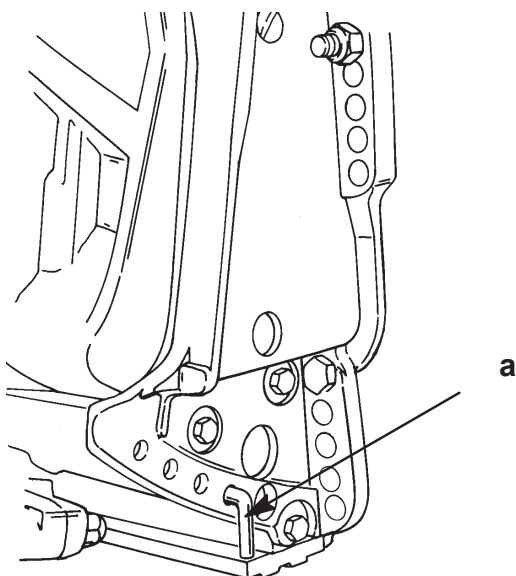
Some outboard boats, particularly some bass boats, are built with a greater than normal transom angle which will allow the outboard to be trimmed further “in” or “under”. This greater trim “under” capability is desirable to improve acceleration, reduce the angle and time spent in a bow high boat, altitude during planing off, and in some cases, may be necessary to plane off a boat with aft live wells, given the variety of available propellers and height range of engine installations.

However, once on plane, the engine should be trimmed to a more intermediate position to avoid a bow-down planing condition called “plowing”. Plowing can cause “bow steering” or “over steering” and inefficiently consumes horsepower. In this condition, if attempting a turn or encountering a diagonal, moderate wake, a more abrupt turn than intended may result.

In rare circumstances, the owner may decide to limit the trim in. This can be accomplished by repositioning the tilt stop pins into whatever adjustment holes in the transom brackets is desired.

WARNING

Avoid possible serious injury or death. Adjust outboard to an intermediate trim position as soon as boat is on plane to avoid possible ejection due to boat spin-out. Do not attempt to turn boat when on plane if outboard is trimmed extremely in or down and there is a pull on the steering wheel or tiller handle.



a - Stainless Steel Tilt Pin (P/N 17-49930A1)

Compression Check

1. Remove spark plugs.
2. Install compression gauge in spark plug hole.
3. Hold throttle plate at W.O.T.
4. Crank the engine over until the compression reading peaks on the gauge. Record the reading.
5. Check and record compression of each cylinder. The highest and lowest reading recorded should not differ by more than 15% (see example chart below). A reading below 120 psi might indicate a total engine wear problem.

Example of compression test differences

Maximum (psi)	Minimum (psi)
180	162
150	127.5

6. Compression check is important because an engine with low or uneven compression cannot be tuned successfully to give peak performance. It is essential, therefore, that improper compression be corrected before proceeding with an engine tuneup.
7. Cylinder scoring: If powerhead shows any indication of overheating, such as discolored or scorched paint, visually inspect cylinders for scoring or other damage as outlined in Section 4 “Powerhead.”