Troubleshooting

Bleeding Air From Oil Injection System

⚠ CAUTION

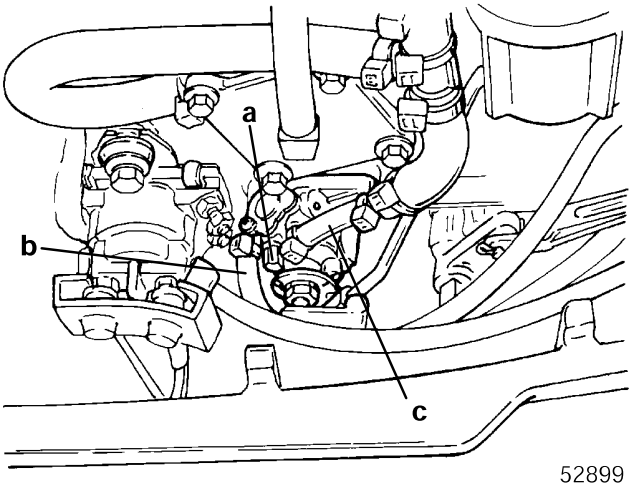
If air exists in either oil pump hose (inlet or outlet), the air MUST BE bled from hose(s) or engine damage may occur.

BLEEDING AIR FROM OIL PUMP INLET HOSE

With engine not running, place a shop towel below oil pump. Loosen bleed screw three to four turns and allow air bubbles to exit inlet hose. Torque bleed screw to 25 lb. in. (2.8 N·m). This procedure also allows oil pump to fill with oil.

BLEEDING AIR FROM OIL PUMP OUTLET HOSE

Purge air from outlet hose by running engine (on 50:1 gasoline/oil mixture in fuel tank) at idle speed until no air bubbles are present in outlet hose.



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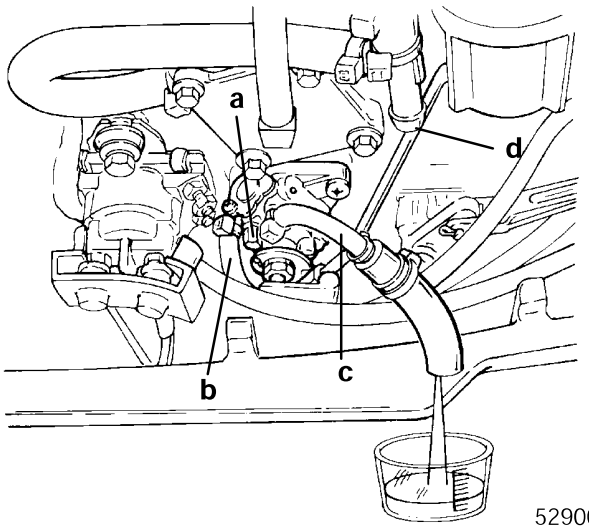
a - Bleed Screw
b - Inlet Hose
c - Outlet Hose

Oil Pump Volume (Flow) Test

⚠ WARNING

The input fuel line TEE fitting from which the oil line was removed MUST BE CAPPED OFF to prevent fuel leakage while the engine is running.

NOTE: *The following specifications are determined with the outboard running off a remote fuel supply with pre-mix fuel. The oil pump output hose (clear) must be disconnected from the input fuel line TEE fitting and directed into a graduated container. The input fuel line TEE fitting from which the oil line was removed MUST BE CAPPED OFF to prevent fuel leakage while the engine is running.*



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a - Bleed Screw
b - Inlet Hose
c - Outlet Hose
d - Cap Off

Flow specifications are as follows:

@ 900 RPM with oil pump link arm DISCONNECTED and pump arm rotated FULL CLOCKWISE and HELD AGAINST PUMP CASTING = 8.5cc ± 10% in 10 minutes.