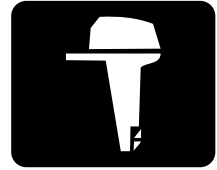




YAMAHA



**F30A
F40B**

OWNER'S MANUAL

67C-28199-75-E0

EMU25050

Read this owner's manual carefully before operating your outboard motor.

Important manual information

EMU25100

To the owner

Thank you for choosing a Yamaha outboard motor. This Owner's Manual contains information needed for proper operation, maintenance and care. A thorough understanding of these simple instructions will help you obtain maximum enjoyment from your new Yamaha. If you have any question about the operation or maintenance of your outboard motor, please consult a Yamaha dealer.

In this Owner's Manual particularly important information is distinguished in the following ways.



The Safety Alert Symbol means **ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!**

EWM00780



WARNING

Failure to follow WARNING instructions could result in severe injury or death to the machine operator, a bystander, or a person inspecting or repairing the outboard motor.

ECM00700

CAUTION:

A CAUTION indicates special precautions that must be taken to avoid damage to the outboard motor.

NOTE:

A NOTE provides key information to make procedures easier or clearer.

Yamaha continually seeks advancements in product design and quality. Therefore, while this manual contains the most current product information available at the time of printing, there may be minor discrepancies between your machine and this manual. If there is any question concerning this manu-

al, please consult your Yamaha dealer.

NOTE:

The F30AET, F30AMHD, F40BMHD, F40BED, F40BET and the standard accessories are used as a base for the explanations and illustrations in this manual. Therefore some items may not apply to every model.

EMU25120

F30A, F40B

OWNER'S MANUAL

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Printed in Japan

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General information

EMU25170

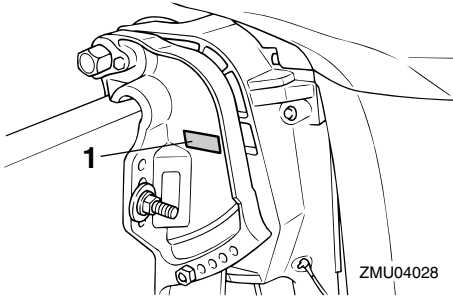
Identification numbers record

EMU25182

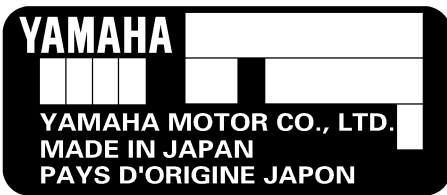
Outboard motor serial number

The outboard motor serial number is stamped on the label attached to the port side of the clamp bracket or the upper part of the swivel bracket.

Record your outboard motor serial number in the spaces provided to assist you in ordering spare parts from your Yamaha dealer or for reference in case your outboard motor is stolen.



1. Outboard motor serial number location



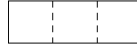
ZMU01692

EMU25190

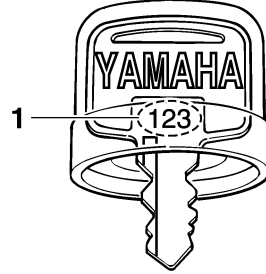
Key number

If a main key switch is equipped with the motor, the key identification number is stamped on your key as shown in the illustration. Record this number in the space provided for

reference in case you need a new key.



ZMU01693



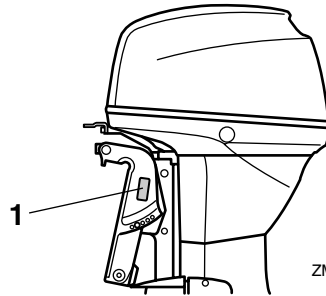
ZMU01694

1. Key number

EMU25202

EC label

Engines affixed with this label conform to certain portions of the European Parliament directive relating to machinery. Refer to the label and the EC Declaration of Conformity for more details.

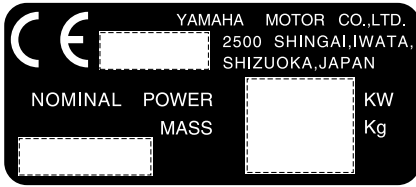


ZMU04029

1. EC label location

General information

Fuel requirement label



ZMU01696

EMU25220

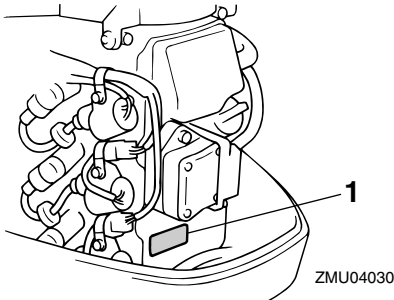
Emission control information

EMU25351

SAV models

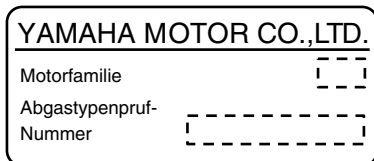
Engines affixed with the label pictured below conform to SAV (the Swiss exhaust emission regulations for Swiss inshore waters).

Approval label of emission control certificate

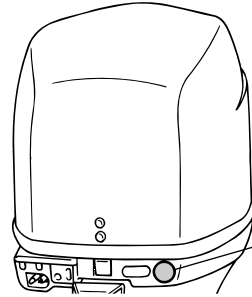


ZMU04030

1. Approval label location



ZMU04492



ZMU04031

1. Fuel requirement label location



ZMU02193

EMU25370

⚠ Safety information

- Before mounting or operating the outboard motor, read this entire manual. Reading it should give you an understanding of the motor and its operation.
- Before operating the boat, read any owner's or operator's manuals supplied with it and all labels. Be sure you understand each item before operating.
- Do not overpower the boat with this outboard motor. Overpowering the boat could result in loss of control. The rated power of the outboard should be equal to or less than the rated horsepower capacity of the boat. If the rated horsepower capacity of the boat is unknown, consult the dealer or

General information

boat manufacturer.

- Do not modify the outboard. Modifications could make the motor unfit or unsafe to use.
- Never operate after drinking alcohol or taking drugs. About 50% of all boating fatalities involve intoxication.
- Have an approved personal flotation device (PFD) on board for every occupant. It is a good idea to wear a PFD whenever boating. At a minimum, children and non-swimmers should always wear PFDs, and everyone should wear PFDs when there are potentially hazardous boating conditions.
- Gasoline is highly flammable, and its vapors are flammable and explosive. Handle and store gasoline carefully. Make sure there are no gas fumes or leaking fuel before starting the engine.
- This product emits exhaust gases which contain carbon monoxide, a colorless, odorless gas which may cause brain damage or death when inhaled. Symptoms include nausea, dizziness, and drowsiness. Keep cockpit and cabin areas well ventilated. Avoid blocking exhaust outlets.
- Check throttle, shift, and steering for proper operation before starting the engine.
- Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg while operating. If you accidentally leave the helm, the lanyard will pull from the switch, stopping the engine.
- Know the marine laws and regulations where you will be boating - and obey them.
- Stay informed about the weather. Check weather forecasts before boating. Avoid boating in hazardous weather.
- Tell someone where you are going: leave a Float Plan with a responsible person. Be

sure to cancel the Float Plan when you return.

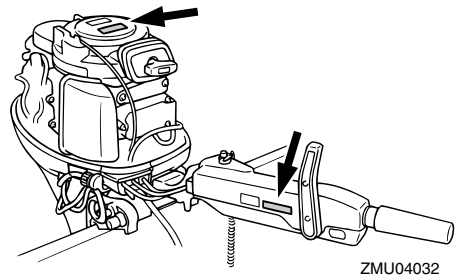
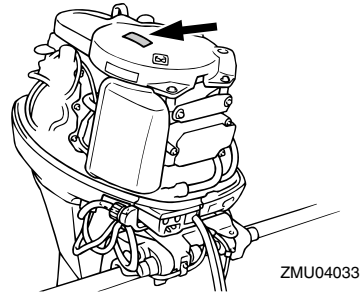
- Use common sense and good judgment when boating. Know your abilities, and be sure you understand how your boat handles under the different boating conditions you may encounter. Operate within your limits, and the limits of your boat. Always operate at safe speeds, and keep a careful watch for obstacles and other traffic.
- Always watch carefully for swimmers during the engine operation.
- Stay away from swimming areas.
- When a swimmer is in the water near you shift into neutral and shut off the engine.

EMU25380

Important labels

EMU25395

Warning labels



General information

EMU25401

Label

EWM01260

WARNING

- Be sure shift control is in neutral before starting engine. (except 2HP)
- Do not touch or remove electrical parts when starting or during operation.
- Keep hands, hair, and clothes away from flywheel and other rotating parts while engine is running.

EMU25431

Label

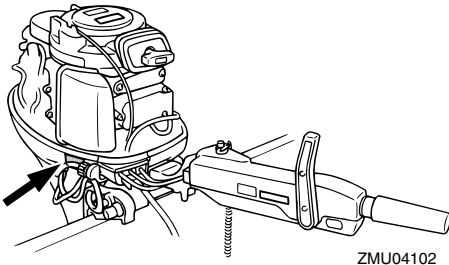
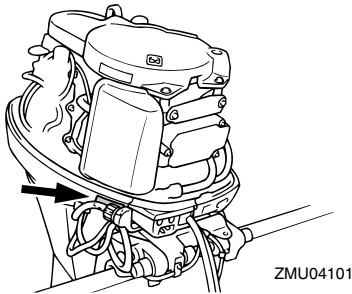
EWM01300

WARNING

- This engine is equipped with a neutral starting device.
- The engine will not start unless the shift control is in neutral position.

EMU25464

Caution labels



EMU25472

Label

ECM01190

CAUTION:

Transport and store the engine only as shown. Otherwise, engine damage could result from Leaking oil.

EMU25540

Fueling instructions

EWM00010

WARNING

GASOLINE AND ITS VAPORS ARE HIGHLY FLAMMABLE AND EXPLOSIVE!

- Do not smoke when refueling, and keep away from sparks, flames, or other sources of ignition.
- Stop engine before refueling.
- Refuel in a well-ventilated area. Refuel portable fuel tanks off the boat.
- Take care not to spill gasoline. If gasoline spills, wipe it up immediately with dry rags.
- Do not overfill the fuel tank.
- Tighten the filler cap securely after refueling.
- If you should swallow some gasoline, inhale a lot of gasoline vapor, or get gasoline in your eyes, get immediate medical attention.
- If any gasoline spills onto your skin, immediately wash with soap and water. Change clothing if gasoline spills on it.
- Touch the fuel nozzle to the filler opening or funnel to help prevent electrostatic sparks.

ECM00010

CAUTION:

Use only new clean gasoline which has been stored in clean containers and is not contaminated with water or foreign mat-

General information

ter.

EMU25580

Gasoline

Recommended gasoline:

Regular unleaded gasoline with a minimum octane rating of 90 (Research Octane Number).

If knocking or pinging occurs, use a different brand of gasoline or premium unleaded fuel.

EMU25680

Engine oil

Recommended engine oil:

4-stroke motor oil with a combination of corresponding SAE and API as shown in the chart

Engine oil quantity (excluding oil filter):
2.0 L (2.11 US qt) (1.76 Imp.qt)

| SAE | | | | API |
|--------|----|----|--------|-----|
| -4 | 32 | 68 | 104 °F | SE |
| -20 | 0 | 20 | 40 °C | SF |
| 10W-30 | | | | SG |
| 10W-40 | | | | SH |
| | | | | SJ |

ZMU01709

ECM01050

CAUTION:

All 4-stroke engines are shipped from the factory without engine oil.



ZMU01710

EMU25690

Battery requirement

ECM01060

CAUTION:

Do not use a battery that does not meet the specified capacity. If a battery which does not meet specifications is used, the electric system could perform poorly or be overloaded, causing electric system damage.

For electric start models, choose a battery which meets the following specifications.

EMU25720

Battery specifications

Minimum cold cranking amps (CCA/EN):
430.0 A
Minimum rated capacity (20HR/IEC):
70.0 Ah

EMU25730

Without a rectifier or Rectifier Regulator

ECM01090

CAUTION:

A battery cannot be connected to models that do not have a rectifier or Rectifier Regulator.

If you wish to use a battery with the models without a rectifier or Rectifier Regulator, install an optional Rectifier Regulator.

Using a maintenance-free battery with the above models can shorten the life of the battery significantly.

Install an optional Rectifier Regulator or use accessories rated to withstand 18 volts or higher with the above models. Consult your Yamaha dealer for details on installing an optional Rectifier Regulator.

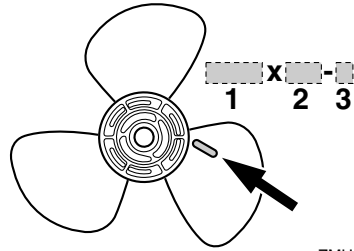
EMU25741

Propeller selection

The performance of your outboard motor will be critically affected by your choice of propeller, as an incorrect choice could adversely affect performance and could also seriously damage the motor. Engine speed depends on the propeller size and boat load. If engine speed is too high or too low for good engine performance, this will have an adverse effect on the engine.

Yamaha outboard motors are fitted with propellers chosen to perform well over a range of applications, but there may be uses where a propeller with a different pitch would be more appropriate. For a greater operating load, a smaller-pitch propeller is more suitable as it enables the correct engine speed to be maintained. Conversely, a larger-pitch propeller is more suitable for a smaller operating load.

Yamaha dealers stock a range of propellers, and can advise you and install a propeller on your outboard that is best suited to your application.



ZMU04604

1. Propeller diameter in inches
2. Propeller pitch in inches
3. Type of propeller (propeller mark)

NOTE: _____

Select a propeller which will allow the engine to reach the middle or upper half of the operating range at full throttle with the maximum boat load. If operating conditions such as light boat loads then allow the engine r/min to rise above the maximum recommended range, reduce the throttle setting to maintain the engine in the proper operating range.

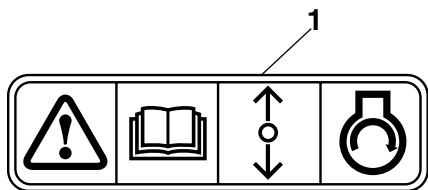
For instructions on propeller removal and installation, see page 54.

EMU25760

Start-in-gear protection

Yamaha outboard motors affixed with the pictured label or Yamaha-approved remote control units are equipped with start-in-gear protection device(s). This feature permits the engine to be started only when it is in neutral. Always select neutral before starting the engine.

General information



ZMU01713

1. Start-in-gear protection label

Basic components

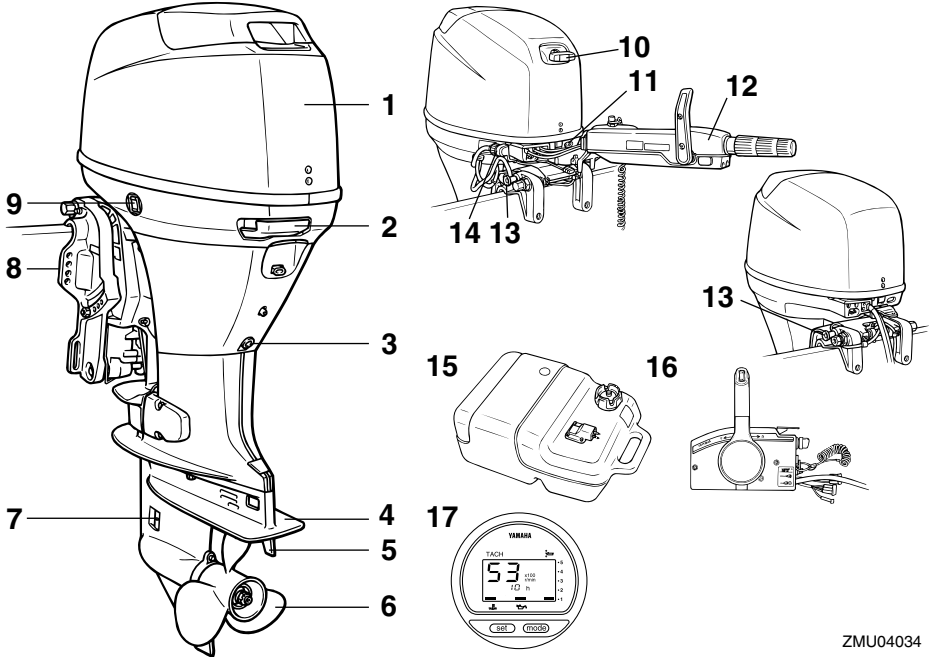
EMU25795

Main components

NOTE:

* May not be exactly as shown; also may not be included as standard equipment on all models.

F30A, F40B



ZMU04034

1. Top cowling
2. Top cowling lock lever
3. Drain screw
4. Anti-cavitation plate
5. Trim tab (anode)
6. Propeller
7. Cooling water inlet
8. Clamp bracket
9. Power trim and tilt switch*
10. Manual starter handle*
11. Warning indicator(s)
12. Tiller handle*
13. Tilt support knob
14. Flushing device

15. Fuel tank
16. Remote control box (side mount type)*
17. Digital tachometer*

EMU25802

Fuel tank

If your model was equipped with a portable fuel tank, its function is as follows.

EWM00020

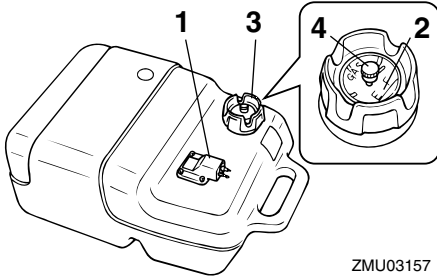


WARNING

The fuel tank supplied with this engine is its dedicated fuel reservoir and must not be used as a fuel storage container. Commercial users should conform to relevant

Basic components

licensing or approval authority regulations.



ZMU03157

1. Air vent screw
2. Fuel gauge
3. Fuel joint
4. Fuel tank cap

EMU25830

Fuel joint

This joint is used to connect the fuel line.

EMU25841

Fuel gauge

This gauge is located on either the fuel tank cap or on the fuel joint base. It shows the approximate amount of fuel remaining in the tank.

EMU25850

Fuel tank cap

This cap seals the fuel tank. When removed, the tank can be filled with fuel. To remove the cap, turn it counterclockwise.

EMU25860

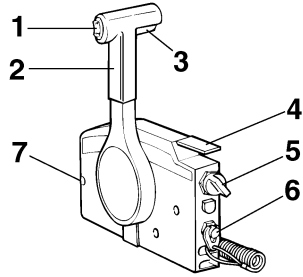
Air vent screw

This screw is on the fuel tank cap. To loosen the screw, turn it counterclockwise.

EMU26180

Remote control

The remote control lever actuates both the shifter and the throttle. The electrical switches are mounted on the remote control box.



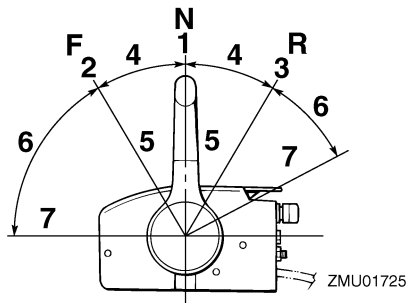
ZMU01723

1. Power trim and tilt switch
2. Remote control lever
3. Neutral interlock trigger
4. Neutral throttle lever
5. Main switch / choke switch
6. Engine stop lanyard switch
7. Throttle friction adjuster

EMU26190

Remote control lever

Moving the lever forward from the neutral position engages forward gear. Pulling the lever back from neutral engages reverse. The engine will continue to run at idle until the lever is moved about 35° (a detent can be felt). Moving the lever farther opens the throttle, and the engine will begin to accelerate.



ZMU01725

1. Neutral "N"
2. Forward "F"
3. Reverse "R"
4. Shift
5. Fully closed

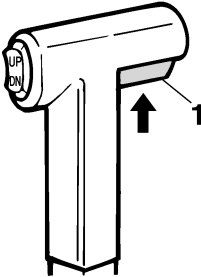
Basic components

- 6. Throttle
- 7. Fully open

EMU26201

Neutral interlock trigger

To shift out of neutral, first pull the neutral interlock trigger up.



ZMU01727

- 1. Neutral interlock trigger

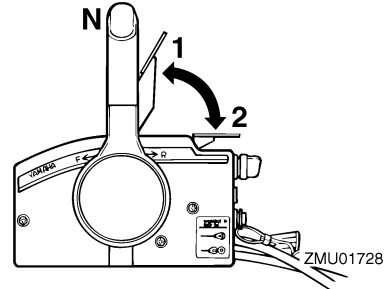
EMU26211

Neutral throttle lever

To open the throttle without shifting into either forward or reverse, put the remote control lever in the neutral position and lift the neutral throttle lever.

NOTE:

The neutral throttle lever will operate only when the remote control lever is in neutral. The remote control lever will operate only when the neutral throttle lever is in the closed position.



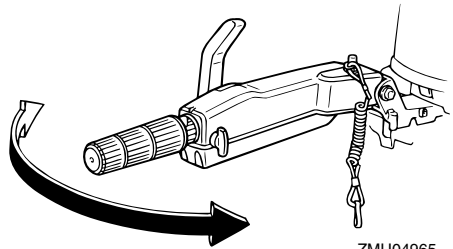
ZMU01728

- 1. Fully open
- 2. Fully closed

EMU25911

Tiller handle

To change direction, move the tiller handle to the left or right as necessary.



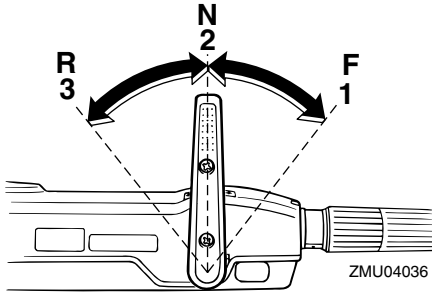
ZMU04965

EMU25922

Gear shift lever

Pulling the gear shift lever towards you puts the engine in forward gear so that the boat moves ahead. Pushing the lever away from you puts the engine in reverse gear so that the boat moves astern.

Basic components

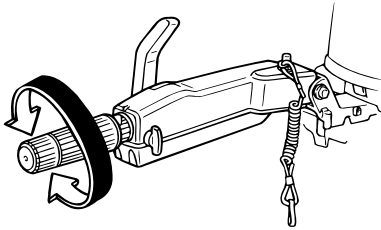


1. Forward "F"
2. Neutral "N"
3. Reverse "R"

EMU25941

Throttle grip

The throttle grip is on the tiller handle. Turn the grip counterclockwise to increase speed and clockwise to decrease speed.

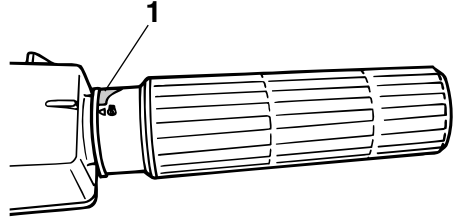


ZMU04966

EMU25961

Throttle indicator

The fuel consumption curve on the throttle indicator shows the relative amount of fuel consumed for each throttle position. Choose the setting that offers the best performance and fuel economy for the desired operation.



ZMU04103

1. Throttle indicator

EMU25970

Throttle friction adjuster

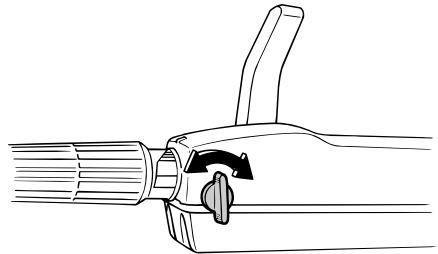
A friction device provides adjustable resistance to movement of the throttle grip or the remote control lever, and can be set according to operator preference.

To increase resistance, turn the adjuster clockwise. To decrease resistance, turn the adjuster counterclockwise.

EWM00030

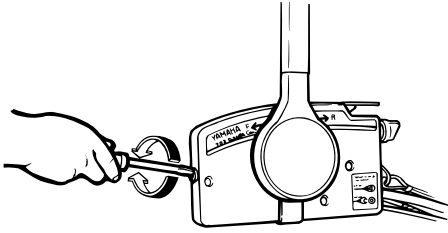
WARNING

Do not overtighten the friction adjuster. If there is too much resistance, it could be difficult to move throttle lever or grip, which could result in an accident.



ZMU03588

Basic components



ZMU03169

When constant speed is desired, tighten the adjuster to maintain the desired throttle setting.

EMU25990

Engine stop lanyard switch

The lock plate must be attached to the engine stop switch for the engine to run. The lanyard should be attached to a secure place on the operator's clothing, or arm or leg. Should the operator fall overboard or leave the helm, the lanyard will pull out the lock plate, stopping ignition to the engine. This will prevent the boat from running away under power.

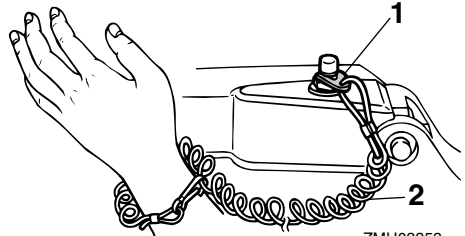
EWM00120

WARNING

- **Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg while operating.**
- **Do not attach the lanyard to clothing that could tear loose. Do not route the lanyard where it could become entangled, preventing it from functioning.**
- **Avoid accidentally pulling the lanyard during normal operation. Loss of engine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.**

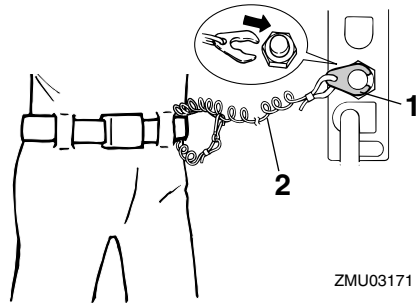
NOTE:

The engine cannot be started with the lock plate removed.



ZMU03353

1. Lock plate
2. Lanyard



ZMU03171

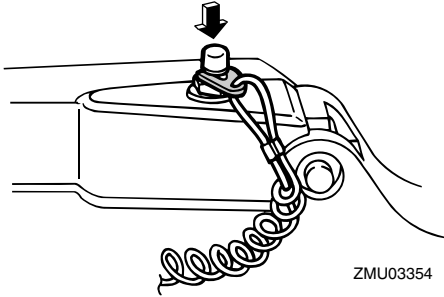
1. Lock plate
2. Lanyard

EMU26001

Engine stop button

To open the ignition circuit and stop the engine, push this button.

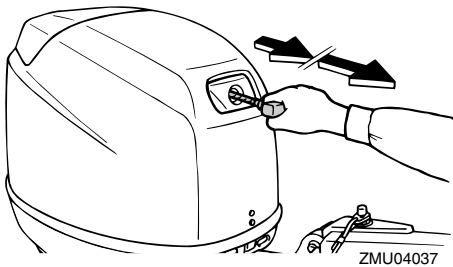
Basic components



EMU26070

Manual starter handle

To start the engine, first gently pull the handle out until resistance is felt. From that position, then pull the handle straight out quickly to crank the engine.



EMU26090

Main switch

The main switch controls the ignition system; its operation is described below.

- **“OFF” (off)**

With the main switch in the **“OFF”** (off) position, the electrical circuits are off, and the key can be removed.

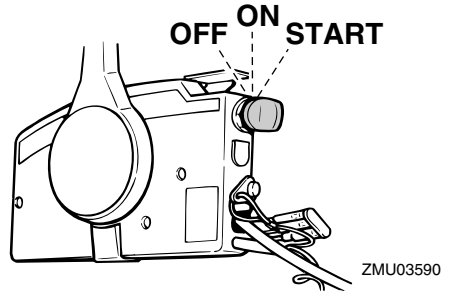
- **“ON” (on)**

With the main switch in the **“ON”** (on) position, the electrical circuits are on, and the key cannot be removed.

- **“START” (start)**

With the main switch in the **“START”** (start) position, the starter motor turns to start the en-

gine. When the key is released, it returns automatically to the **“ON”** (on) position.



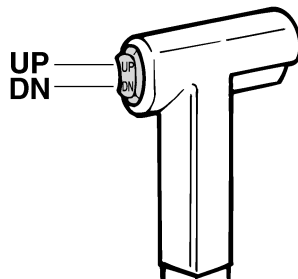
EMU26141

Power trim and tilt switch on remote control or tiller handle

The power trim and tilt system adjusts the outboard motor angle in relation to the transom. Pressing the switch **“UP”** (up) trims the outboard motor up, then tilts it up. Pressing the switch **“DN”** (down) tilts the outboard motor down and trims it down. When the switch is released, the outboard motor will stop in its current position.

NOTE:

For instructions on using the power trim and tilt switch, see pages 30 and 33.



EMU26151

Power trim and tilt switch on bottom engine cowling

The power trim and tilt switch is located on the side of the bottom engine cowling. Press-

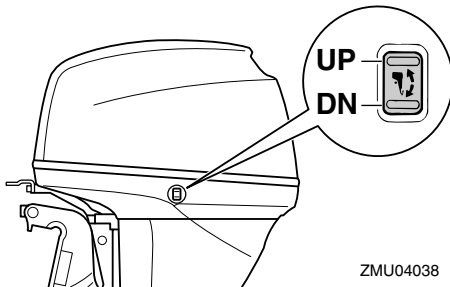
Basic components

ing the switch “UP” (up) trims the outboard motor up, then tilts it up. Pressing the switch “DN” (down) tilts the outboard motor down and trims it down. When the switch is released, the outboard motor will stop in its current position.

EWM01030

WARNING

Use the power trim and tilt switch located on the bottom engine cowling only when the boat is at a complete stop with the engine off. Attempting to use this switch while the boat is moving could increase the risk of falling overboard and could distract the operator, increasing the risk of collision with another boat or an obstacle.



NOTE:

For instructions on using the power trim and tilt switch, see page 33.

EMU26240

Trim tab with anode

The trim tab should be adjusted so that the steering control can be turned to either the right or left by applying the same amount of force.

EWM00840

WARNING

An improperly adjusted trim tab could cause difficult steering. Always test run

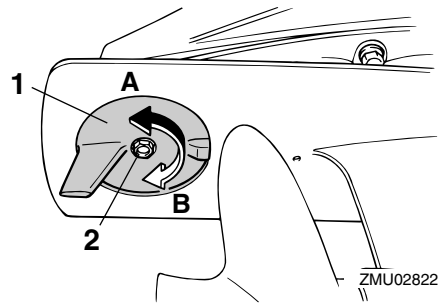
after the trim tab has been installed or replaced to be sure steering is correct. Be sure you have tightened the bolt after adjusting the trim tab.

If the boat tends to veer the left (port side), turn the trim tab rear end to the port side “A” in the figure. If the boat tends to veer the right (starboard side), turn the trim tab end to the starboard side “B” in the figure.

ECM00840

CAUTION:

The trim tab also serves as an anode to protect the engine from electrochemical corrosion. Never paint the trim tab as it will become ineffective as an anode.



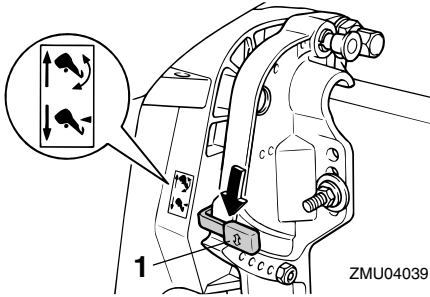
1. Trim tab
2. Bolt

EMU26312



Tilt lock mechanism

The tilt lock mechanism is used to prevent the outboard motor from lifting out of the water when in reverse gear.

Basic components



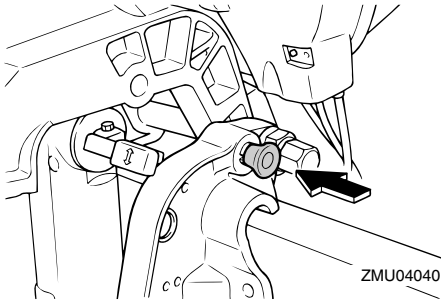
1. Tilt lock lever

To lock it, set the tilt lock lever in the “” (lock) position. To release, push the tilt lock lever in the “” (release) position.

EMU26320

Tilt support knob

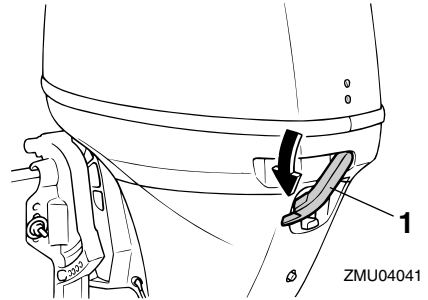
To keep the outboard motor in the tilted up position, push the tilt support knob under the swivel bracket.



EMU26372

Top cowling lock lever(s) (turn type)

To remove the engine top cowling, turn the lock lever(s) and lift off the cowling. When installing the cowling, check to be sure it fits properly in the rubber seal. Then lock the cowling again by returning the lever(s) to the lock position.



1. Top cowling lock lever(s)

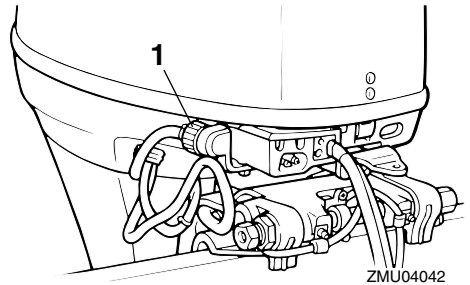
EMU26460

Flushing device

This device is used to clean the cooling water passages of the motor using a garden hose and tap water.

NOTE:

For details on usage, see page 44.



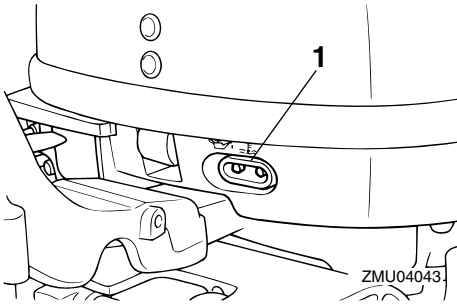
1. Flushing device

EMU26300

Warning indicator

If the engine develops a condition which is cause for warning, the indicator lights up. For details on how to read the warning indicator, see page 17.

Basic components



1. Warning indicator

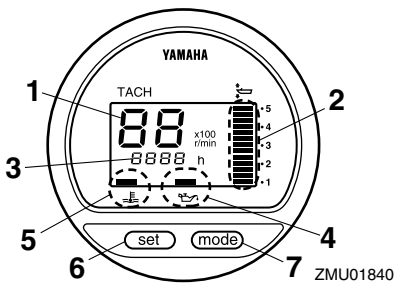
EMU26491

Digital tachometer

The tachometer shows the engine speed and has the following functions.

NOTE:

All segments of the display will light momentarily after the main switch is turned on and will return to normal thereafter.



1. Tachometer
2. Trim meter
3. Hour meter
4. Low oil pressure warning indicator
5. Overheat warning indicator
6. Set button
7. Mode button

NOTE:

The water separator and engine trouble warning indicators only operate when the en-

gine is equipped with the appropriate functions.

EMU26521

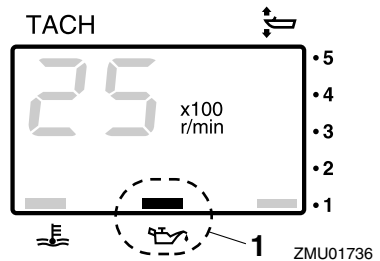
Low oil pressure warning indicator

If oil pressure drops too low, the warning indicator will start to blink. For further information, see page 18.

ECM00020

CAUTION:

- Do not continue to run the engine if the low oil pressure warning indicator is on and the engine oil level is lower. Serious engine damage will occur.
- The low oil pressure warning indicator does not indicate the engine oil level. Use the oil dipstick to check the remaining oil quantity. For further information, see page 22.



1. Low oil pressure warning indicator

EMU26581

Overheat warning indicator (digital type)

If the engine temperature rises too high, the warning indicator will start to blink. For further information on reading the indicator, see page 17.

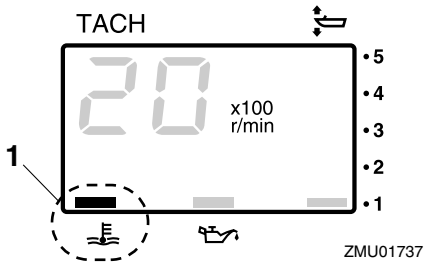
ECM00050

CAUTION:

Do not continue to run the engine if the overheat warning indicator is on. Serious

Basic components

engine damage will occur.



1. Overheat warning indicator

EMU26620

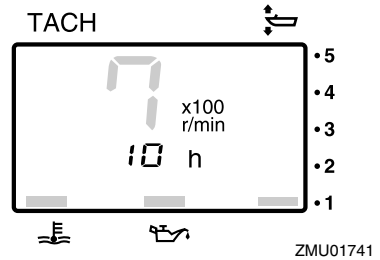
Trim meter (digital type)

This meter shows the trim angle of your outboard motor.

NOTE: _____

- Memorize the trim angles that work best for your boat under different conditions. Adjust the trim angle to the desired using the power trim and tilt switch.
- If the trim angle of your motor exceeds the trim operating range, the top segment on the trim meter display will blink.

hours for the current trip. The display can also be turned on and off.



- Changing the display format
- Pressing the “mode” (mode) button changes the display format in the following pattern:
 - Total hours→Trip hours→Display off
 - Resetting the trip hours
 - Simultaneously pressing the “set” (set) and “mode” (mode) buttons for more than 1 second while the trip hours are displayed resets the trip counter to 0 (zero).

NOTE: _____

The total number of hours the engine has been run cannot be reset.

EMU26801

Warning system

ECM00090

CAUTION: _____

Do not continue to operate the engine if a warning device has activated. Consult your Yamaha dealer if the problem cannot be located and corrected.

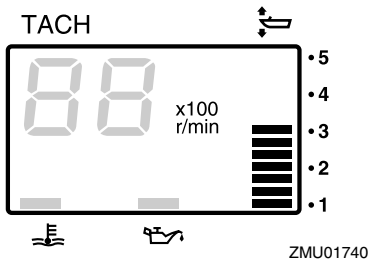
EMU26813

Overheat warning

This engine has an overheat warning device. If the engine temperature rises too high, the warning device will activate.

Activation of warning device

- The engine speed will automatically de-



EMU26650

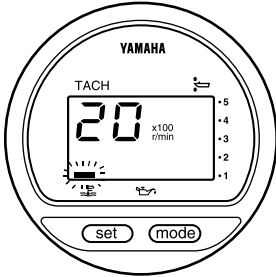
Hour meter (digital type)

This meter shows the number of hours the engine has been run. It can be set to show the total number of hours or the number of

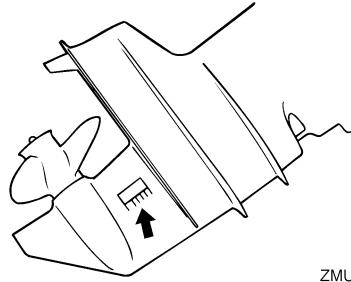
Basic components

crease to about 2000 r/min.

- The overheat warning indicator will light (if equipped on the bottom cowling or the tachometer).



ZMU04045



ZMU02392

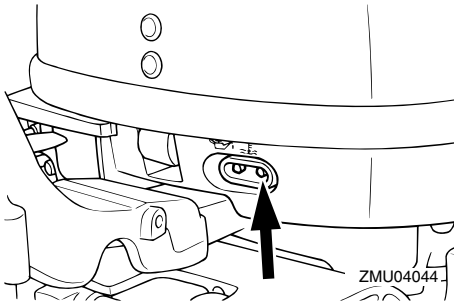
EMU30164

Low oil pressure warning

If the oil pressure drops too low, the warning device will activate.

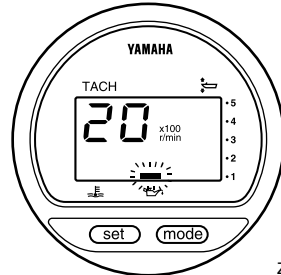
Activation of warning device

- The engine speed will automatically decrease to about 2000 r/min.
- The low oil pressure warning indicator will light.

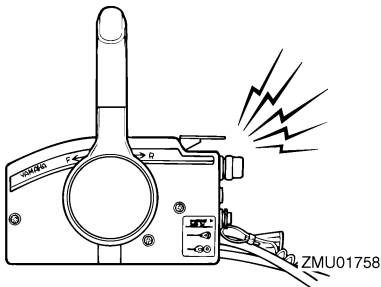


ZMU04044

- The buzzer will sound (if equipped on the tiller handle, remote control box, or main switch panel).

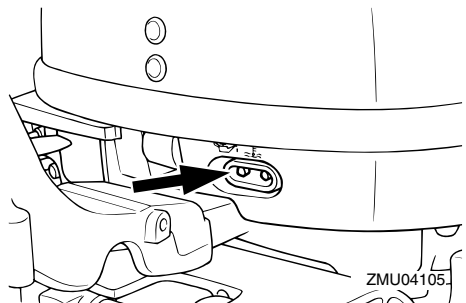


ZMU01828



ZMU01758

If the warning system has activated, stop the engine and check the cooling water inlet for clogging.

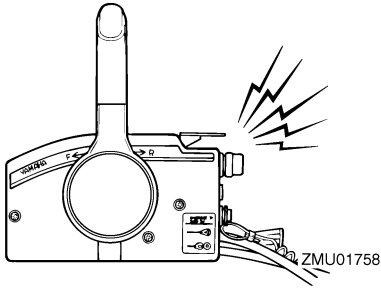


ZMU04105

- The buzzer will sound (if equipped on the tiller handle, remote control box, or main

Basic components

switch panel).



If the warning system has activated, stop the engine as soon as it is safe to do so. Check the oil level and add oil as needed. If the oil level is correct and the warning device does not switch off, consult your Yamaha dealer.

ECM00100

CAUTION: _____
Do not continue to run the engine if the low oil pressure warning indicator is on. Serious engine damage could occur.

EMU26901

Installation

ECM00110

CAUTION:

Incorrect engine height or obstructions to smooth water flow (such as the design or condition of the boat, or accessories such as transom ladders or depth finder transducers) can create airborne water spray while the boat is cruising. Severe engine damage may result if the motor is operated continuously in the presence of airborne water spray.

NOTE:

During water testing check the buoyancy of the boat, at rest, with its maximum load. Check that the static water level on the exhaust housing is low enough to prevent water entry into the powerhead, when water rises due to waves when the outboard is not running.

EMU26910

Mounting the outboard motor

EWM00820

WARNING

- Overpowering a boat could cause severe instability. Do not install an outboard motor with more horsepower than the maximum rating on the capacity plate of the boat. If the boat does not have a capacity plate, consult the boat manufacturer.
- The information presented in this section is intended as reference only. It is not possible to provide complete instructions for every possible boat and motor combination. Proper mounting depends in part on experience and the

specific boat and motor combination.

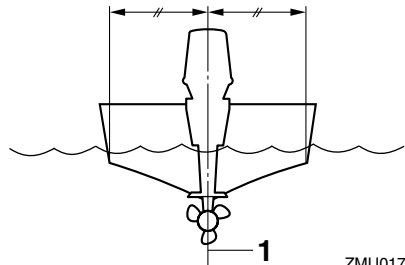
EWM00830

WARNING

Improper mounting of the outboard motor could result in hazardous conditions such as poor handling, loss of control, or fire hazards. Observe the following:

- For permanently mounted models, your dealer or other person experienced in proper rigging should mount the motor. If you are mounting the motor yourself, you should be trained by an experienced person.
- For portable models, your dealer or other person experienced in proper outboard motor mounting should show you how to mount your motor.

Mount the outboard motor on the center line (keel line) of the boat, and ensure that the boat itself is well balanced. Otherwise the boat will be hard to steer. For boats without a keel or which are asymmetrical, consult your dealer.



ZMU01760

1. Center line (keel line)

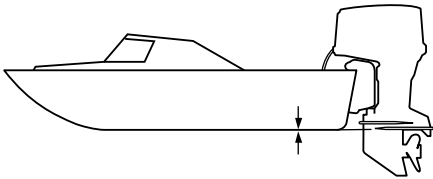
EMU26930

Mounting height (boat bottom)

To run your boat at optimum efficiency, the water resistance (drag) of the boat and outboard motor must be made as little as possible. The mounting height of the outboard

Operation

motor greatly affects the water resistance. If the mounting height is too high, cavitation tends to occur, thus reducing the propulsion; and if the propeller tips cut the air, the engine speed will rise abnormally and cause the engine to overheat. If the mounting height is too low, the water resistance will increase and thereby reduce engine efficiency. Mount the outboard motor so that the anti-cavitation plate is in alignment with the bottom of the boat.



ZMU01762

NOTE:

- The optimum mounting height of the outboard motor is affected by the boat/motor combination and the desired use. Test runs at different heights can help determine the optimum mounting height. Consult your Yamaha dealer or boat manufacturer for further information on determining the proper mounting height.
- For instructions on setting the trim angle of the outboard motor, see page 30.

EMU30172

Breaking in engine

Your new engine requires a period of break-in to allow mating surfaces of moving parts to wear in evenly. Correct break-in will help ensure proper performance and longer engine

life.

ECM00800

CAUTION:

Failure to follow the break-in procedure could result in reduced engine life or even severe engine damage.

EMU27080

Procedure for 4-stroke models

Run the engine under load (in gear with a propeller installed) as follows.

1. For the first hour of operation:
Run the engine at 2000 r/min or at approximately half throttle.
2. For the second hour of operation:
Run the engine at 3000 r/min or at approximately three-quarter throttle.
3. For the next eight hours of operation:
Avoid continuous operation at full throttle for more than five minutes at a time.
4. After the first 10 hours:
Operate the engine normally.

EMU27101

Preoperation checks

EWM00080

WARNING

If any item in the preoperation check is not working properly, have it inspected and repaired before operating the outboard motor. Otherwise an accident could occur.

ECM00120

CAUTION:

Do not start the engine out of water. Overheating and serious engine damage can occur.

EMU27110

Fuel

- Check to be sure you have plenty of fuel for your trip.
- Make sure there are no fuel leaks or gasoline fumes.

- Check fuel line connections to be sure they are tight (if equipped Yamaha fuel tank or boat tank).
- Be sure the fuel tank is positioned on a secure, flat surface, and that the fuel line is not twisted or flattened, or likely to contact sharp objects (if equipped Yamaha fuel tank or boat tank).

EMU27130

Controls

- Check throttle, shift, and steering for proper operation before starting the engine.
- The controls should work smoothly, without binding or unusual free play.
- Look for loose or damaged connections.
- Check operation of the starter and stop switches when the outboard motor is in the water.

EMU27140

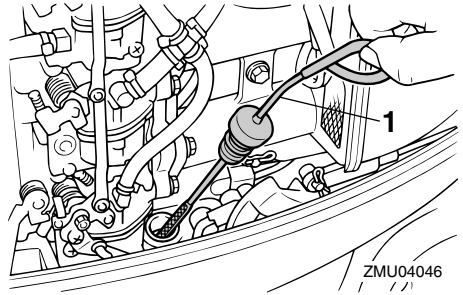
Engine

- Check the engine and engine mounting.
- Look for loose or damaged fasteners.
- Check the propeller for damage.

EMU27163

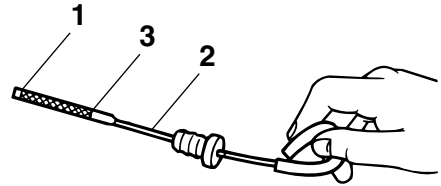
Checking the engine oil level

1. Put the outboard motor in an upright position (not tilted).
2. Remove oil dipstick and wipe it clean.
3. Completely insert the dipstick and remove it again.
4. Check the oil level using the dipstick to be sure the level falls between the upper and lower marks. Fill with oil if it is below the lower mark, or drain to the specified level if it is above the upper mark.



ZMU04046

1. Oil dipstick



ZMU02082

1. Lower level mark
2. Oil dipstick
3. Upper level mark

NOTE: _____
Be sure to completely insert the dipstick into the dipstick guide.

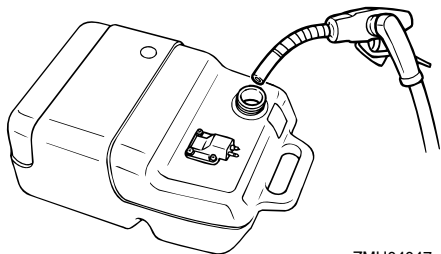
EMU27441

Filling fuel

EWM00060

⚠ WARNING _____
Gasoline and its vapors are highly flammable and explosive. Keep away from sparks, cigarettes, flames, or other sources of ignition.

Operation



ZMU04047

1. Remove the fuel tank cap.
2. Fill the fuel tank carefully.
3. Close the cap securely after refueling.
Wipe up any spilled fuel.

Fuel tank capacity:
25 L

NOTE:

The smaller fuel filling hole on the fuel tank has been designed to fit unleaded fuel fillers only for emission control models (for Bodensee).

EMU27450

Operating engine

EMU27461

Feeding fuel (portable tank)

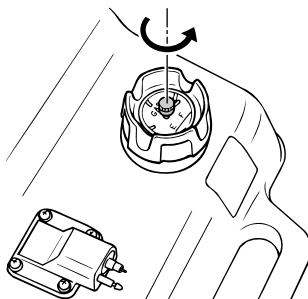
EWM00420

WARNING

- Before starting the engine, make sure that the boat is tightly moored and that you can steer clear of any obstructions. Be sure there are no swimmers in the water near you.
- When the air vent screw is loosened, gasoline vapor will be released. Gasoline is highly flammable, and its vapors are flammable and explosive. Refrain from smoking, and keep away from open flames and sparks while loosening the air vent screw.

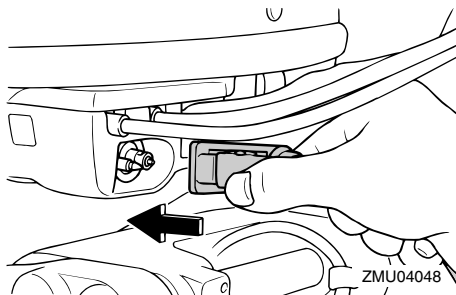
- This product emits exhaust gases which contain carbon monoxide, a colorless, odorless gas which could cause brain damage or death when inhaled. Symptoms include nausea, dizziness, and drowsiness. Keep cockpit and cabin areas well ventilated. Avoid blocking exhaust outlets.

1. If there is an air vent screw on the fuel tank cap, loosen it 2 or 3 turns.

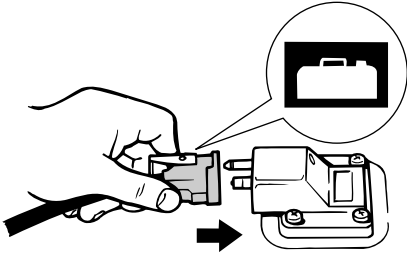


ZMU02022

2. If there is a fuel joint on the motor, firmly connect the fuel line to the joint. Then firmly connect the other end of the fuel line to the joint on the fuel tank.



ZMU04048



ZMU02024

3. If a steering friction adjuster is provided on your outboard motor, securely attach the fuel line to the fuel line clamp.

NOTE:

During engine operation place the tank horizontally, otherwise fuel cannot be drawn from the fuel tank.

4. Squeeze the primer pump with the outlet end up until you feel it become firm.



ZMU02025

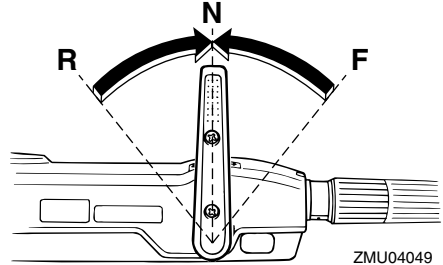
EMU27490

Starting engine

EMU27541

Starting engine

1. Place the gear shift lever in neutral.



ZMU04049

NOTE:

The start-in-gear protection device prevents the engine from starting except when in neutral.

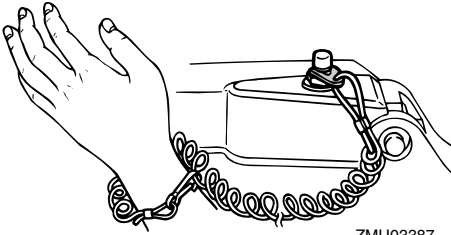
2. Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg. Then install the lock plate on the other end of the lanyard into the engine stop switch.

EWM00120

WARNING

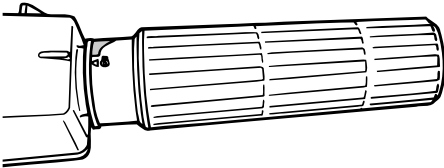
- Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg while operating.
- Do not attach the lanyard to clothing that could tear loose. Do not route the lanyard where it could become entangled, preventing it from functioning.
- Avoid accidentally pulling the lanyard during normal operation. Loss of engine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.

Operation



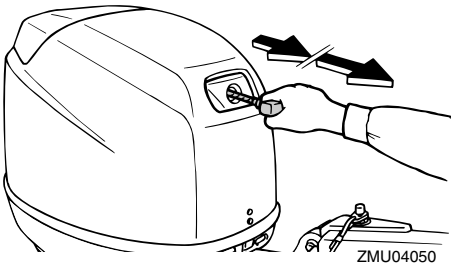
ZMU03387

3. Place the throttle grip in the “START” (start) position.



ZMU03388

4. Pull the manual starter handle slowly until you feel resistance. Then give a strong pull straight out to crank and start the engine. Repeat if necessary.



ZMU04050

5. After the engine starts, slowly return the manual starter handle to its original position before releasing it.

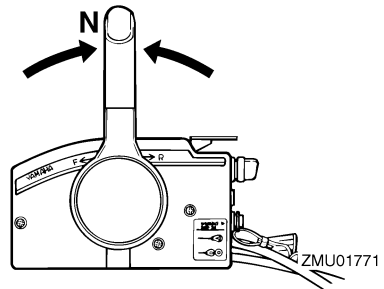
NOTE:

- When the engine is cold, it needs to be warmed up. For further information, see page 26.
- If the engine is warm and fails to start, open the throttle slightly and try to start the engine again. If the engine still fails to start, see page 61.

EMU27662

Electric start and remote control models

1. Place the remote control lever in neutral.



ZMU01771

NOTE:

The start-in-gear protection device prevents the engine from starting except when in neutral.

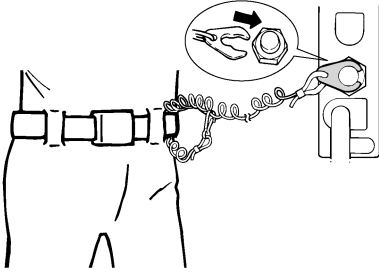
2. Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg. Then install the lock plate on the other end of the lanyard into the engine stop switch.

EWM00120

WARNING

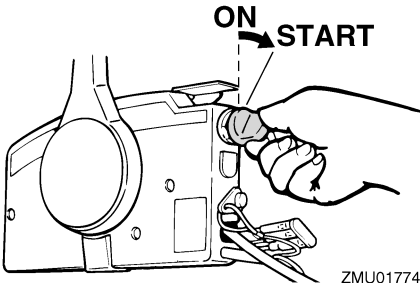
- Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg while operating.
- Do not attach the lanyard to clothing that could tear loose. Do not route the lanyard where it could become entangled, preventing it from functioning.
- Avoid accidentally pulling the lanyard

during normal operation. Loss of engine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.



ZMU01772

3. Turn the main switch to “ON” (on).
4. Turn the main switch to “START” (start), and hold it for a maximum of 5 seconds.



ZMU01774

5. Immediately after the engine starts, release the main switch and allow it to return to “ON” (on).

ECM00191

CAUTION:

- Never turn the main switch to “START” (start) while the engine is running.
- Do not keep the starter motor turning for more than 5 seconds. If the starter motor is turned continuously for more than 5 seconds, the battery will be

quickly discharged, thus making it impossible to start the engine. The starter can also be damaged. If the engine will not start after 5 seconds of cranking, return the main switch to “ON” (on), wait 10 seconds, then crank the engine again.

NOTE:

- When the engine is cold, it needs to be warmed up. For further information, see page 26.
- If the engine is warm and fails to start, open the throttle slightly and try to start the engine again. If the engine still fails to start, see page 61.

EMU27670

Warming up engine

EMU27710

Manual start and electric start models

1. After starting the engine, allow it to idle for 3 minutes to warm up. Failure to do so will shorten engine life.
2. Be sure the low oil pressure warning indicator goes off after starting the engine.
3. Check for a steady flow of water from the cooling water pilot hole.

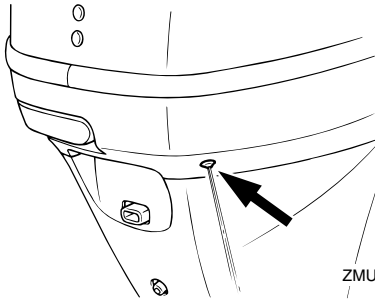
ECM00210

CAUTION:

- If the low oil pressure warning indicator does not go off after the engine starts, stop the engine. Otherwise serious engine damage could occur. Check the oil level and add oil if necessary. Consult your Yamaha dealer if the cause for the low oil pressure warning indicator cannot be found.
- A continuous flow of water from the pilot hole shows that the water pump is pumping water through the cooling

Operation

passages. If water is not flowing out of the pilot hole at all times while the engine is running, overheating and serious damage could occur. Stop the engine and check whether the cooling water inlet on the lower case or the cooling water pilot hole is blocked. Consult your Yamaha dealer if the problem cannot be located and corrected.



ZMU04051

EMU27740

Shifting

EWM00180

WARNING

Before shifting, make sure there are no swimmers or obstacles in the water near you.

ECM00220

CAUTION:

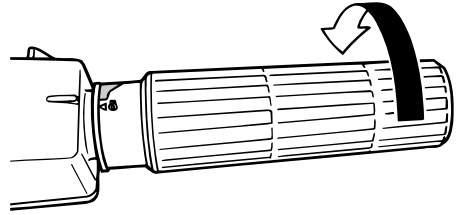
To change the boat direction or shifting position from forward to reverse or vice-versa, first close the throttle so that the engine idles (or runs at low speeds).

EMU27763

Forward (tiller handle and remote control models)

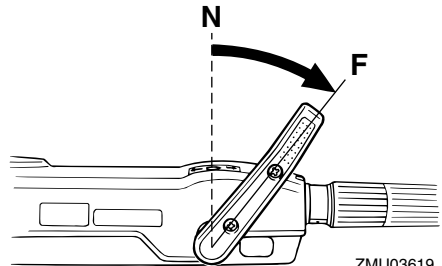
Tiller control models

1. Place the throttle grip in the fully closed position.



ZMU04052

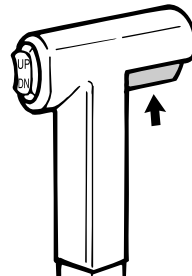
2. Move the gear shift lever quickly and firmly from neutral to forward.



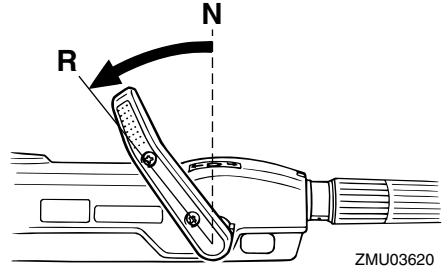
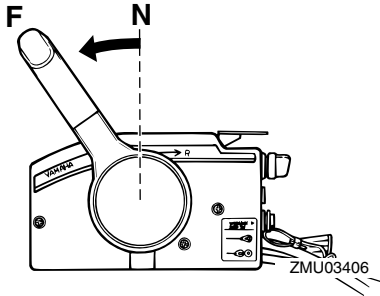
ZMU03619

Remote control models

1. Pull up the neutral interlock trigger (if equipped) and move the remote control lever quickly and firmly from neutral to forward.



ZMU03319



EMU27784

Reverse (automatic reverse lock and power trim and tilt models)

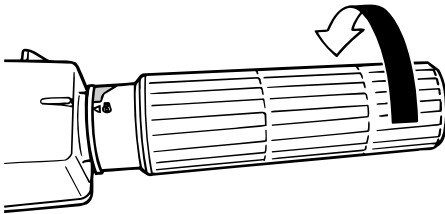
EWM00190



When operating in reverse, go slowly. Do not open the throttle more than half. Otherwise the boat could become unstable, which could result in loss of control and an accident.

Tiller control models

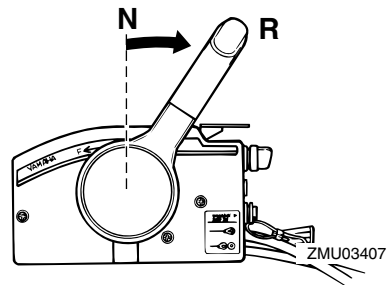
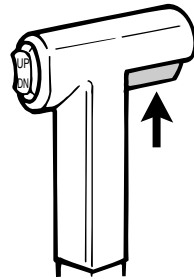
1. Place the throttle grip in the fully closed position.



2. Move the gear shift lever quickly and firmly from neutral to reverse.

Remote control models

1. Pull up the neutral interlock trigger (if equipped) and move the remote control lever quickly and firmly from neutral to reverse.



EMU27795

Reverse (manual tilt and hydro tilt models)

EWM00190



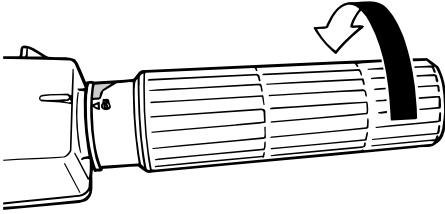
When operating in reverse, go slowly. Do

Operation

not open the throttle more than half. Otherwise the boat could become unstable, which could result in loss of control and an accident.

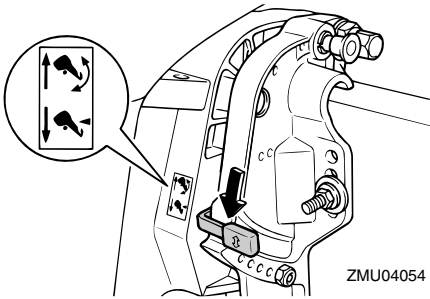
Tiller control models

1. Place the throttle grip in the fully closed position.



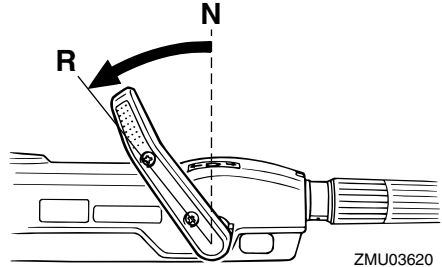
ZMU04055

2. On models equipped with a tilt lock lever, check that it is in the lock/down position.



ZMU04054

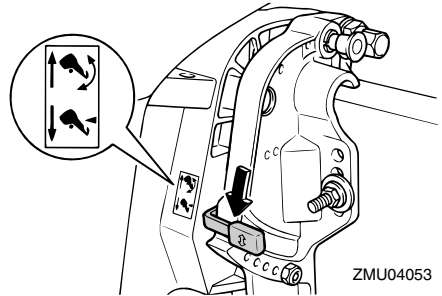
3. Move the gear shift lever quickly and firmly from neutral to reverse.



ZMU03620

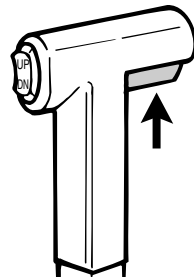
Remote control models

1. Check that the tilt lock lever is in the lock position.

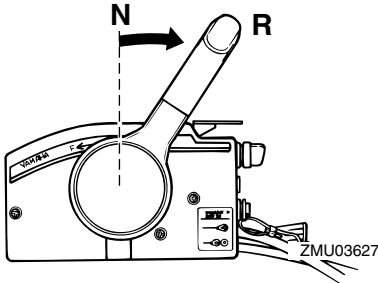


ZMU04053

2. Pull up the neutral interlock trigger (if equipped) and move the remote control lever quickly and firmly from neutral to reverse.



ZMU03909



EMU27820

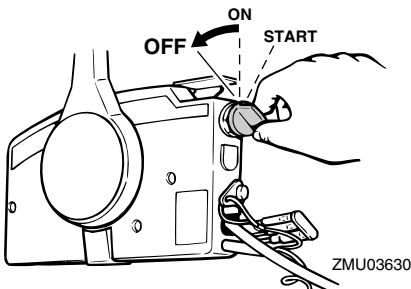
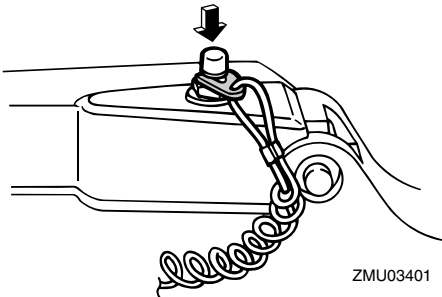
Stopping engine

Before stopping the engine, first let it cool off for a few minutes at idle or low speed. Stopping the engine immediately after operating at high speed is not recommended.

EMU27844

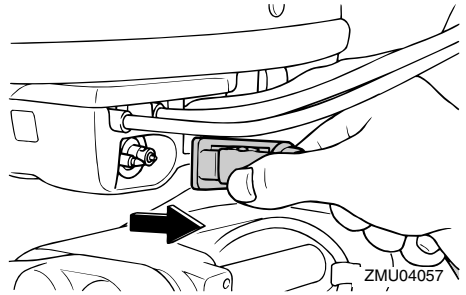
Procedure

1. Push and hold the engine stop button or turn the main switch to "OFF" (off).

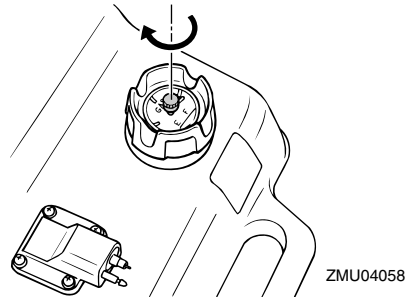


2. After stopping the engine, disconnect

the fuel line if there is a fuel joint on the outboard motor.



3. Tighten the air vent screw on the fuel tank cap (if equipped).



4. Remove the key if the boat will be left unattended.

NOTE:

The engine can also be stopped by pulling the lanyard and removing the lock plate from the engine stop switch, then turning the main switch to "OFF" (off).

EMU27861

Trimming outboard motor

The trim angle of the outboard motor helps determine the position of the bow of the boat in the water. Correct trim angle will help improve performance and fuel economy while reducing strain on the engine. Correct trim angle depends upon the combination of boat, engine, and propeller. Correct trim is

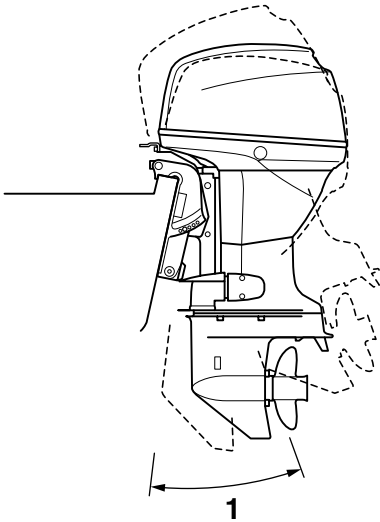
Operation

also affected by variables such as the load in the boat, sea conditions, and running speed.

EWM00740

WARNING

Excessive trim for the operating conditions (either trim up or trim down) can cause boat instability and can make steering the boat more difficult. This increases the possibility of an accident. If the boat begins to feel unstable or is hard to steer, slow down and/or readjust the trim angle.



ZMU04059

1. Trim operating angle

EMU27881

Adjusting trim angle

Power trim and tilt models

EWM00750

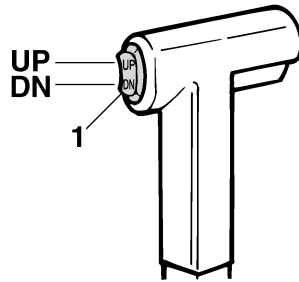
WARNING

● Be sure all people are clear of the outboard motor when adjusting the tilt angle, also be careful not to pinch any

body parts between the drive unit and clamp bracket.

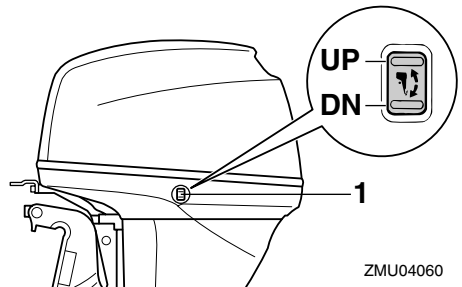
- Use caution when trying a trim position for the first time. Increase speed gradually and watch for any signs of instability or control problems. Improper trim angle can cause loss of control.
- Use the power tilt switch located on the bottom engine cowling (if equipped) only when the boat is at a complete stop with the engine off.

Adjust the outboard motor trim angle using the power trim and tilt switch.



ZMU01781

1. Power trim and tilt switch



ZMU04060

1. Power trim and tilt switch

To raise the bow (trim-out), press the switch "UP" (up).

To lower the bow (trim-in), press the switch

“DN” (down).

Make test runs with the trim set to different angles to find the position that works best for your boat and operating conditions.

NOTE:

To adjust the trim angle while the boat is moving, use the power trim and tilt switch located on the remote control device or tiller handle, if equipped.

EMU27891
Adjusting trim angle for hydro tilt models

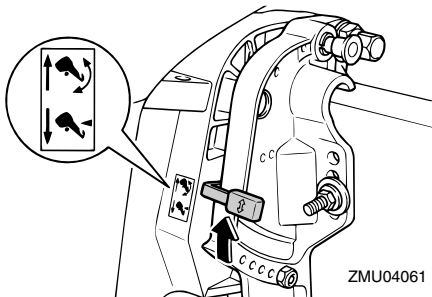
EWM00490



WARNING

- **Stop the engine before adjusting the trim angle.**
- **Be sure all people are clear of the outboard motor when adjusting the tilt angle, also be careful not to pinch any body parts between the drive unit and clamp bracket.**
- **Use caution when trying a trim position for the first time. Increase speed gradually and watch for any signs of instability or control problems. Improper trim angle can cause loss of control.**

1. Stop the engine.
2. Place the tilt lock lever in the release position.



3. Hold the rear of the top cowling with one

hand and tilt the engine to the desired angle.

4. Place the tilt lock lever back into the lock position to support the engine.

To raise the bow (“trim-out”), tilt the engine up.

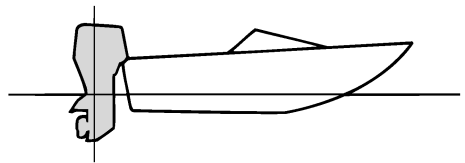
To lower the bow (“trim-in”), tilt the engine down.

Make test runs with the trim set to different angles to find the position that works best for your boat and operating conditions.

EMU27911

Adjusting boat trim

When the boat is on plane, a bow-up attitude results in less drag, greater stability and efficiency. This is generally when the keel line of the boat is up about 3 to 5 degrees. With the bow up, the boat may have a greater tendency to steer to one side or the other. Compensate for this as you steer. The trim tab can also be adjusted to help offset this effect. When the bow of the boat is down, it is easier to accelerate from a standing start onto plane.



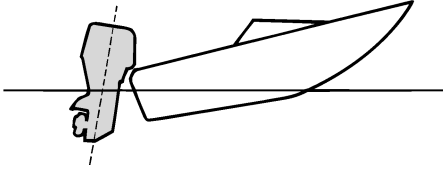
ZMU01784

Bow Up

Too much trim-out puts the bow of the boat too high in the water. Performance and economy are decreased because the hull of the boat is pushing the water and there is more air drag. Excessive trim-out can also cause the propeller to ventilate, which reduces per-

Operation

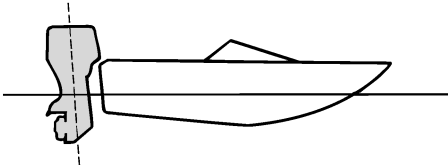
formance further, and the boat may “porpoise” (hop in the water), which could throw the operator and passengers overboard.



ZMU01785

Bow Down

Too much trim-in causes the boat to “plow” through the water, decreasing fuel economy and making it hard to increase speed. Operating with excessive trim-in at higher speeds also makes the boat unstable. Resistance at the bow is greatly increased, heightening the danger of “bow steering” and making operation difficult and dangerous.



ZMU01786

NOTE:

Depending on the type of boat, the outboard motor trim angle may have little effect on the trim of the boat when operating.

EMU27933

Tilting up and down

If the engine will be stopped for some time or if the boat is moored in shallows, the out-

board motor should be tilted up to protect the propeller and casing from damage by collision with obstructions, and also to reduce salt corrosion.

EWM00220

WARNING

Be sure all people are clear of the outboard motor when tilting up and down, also be careful not to pinch any body parts between the drive unit and engine bracket.

EWM00250

WARNING

Leaking fuel is a fire hazard. If there is a fuel joint on the outboard motor, disconnect the fuel line or close the fuel cock if the engine will be tilted for more than a few minutes. Otherwise fuel may leak.

ECM00241

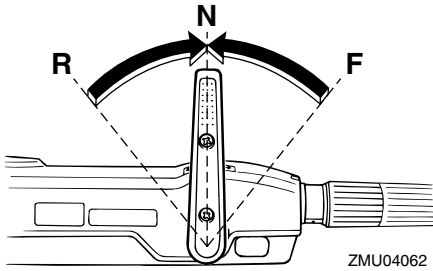
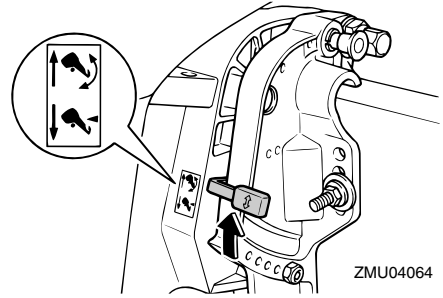
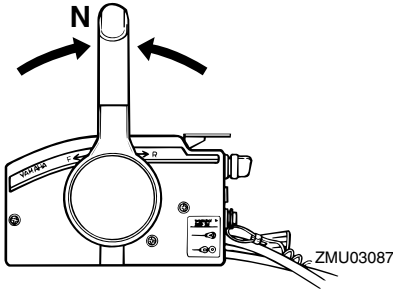
CAUTION:

- Before tilting the outboard motor, stop the engine by following the procedure on page 30. Never tilt the outboard motor while the engine is running. Severe damage from overheating can result.
 - Do not tilt up the engine by pushing the tiller handle (if equipped) because this could break the handle.
-

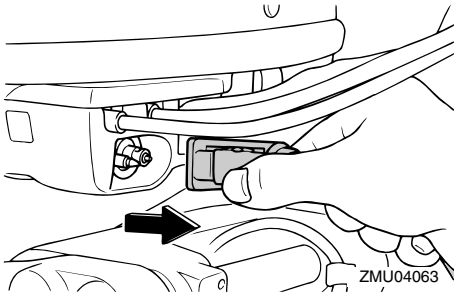
EMU27995

Procedure for tilting up (hydro tilt models)

1. Place the remote control lever / gear shift lever in neutral.

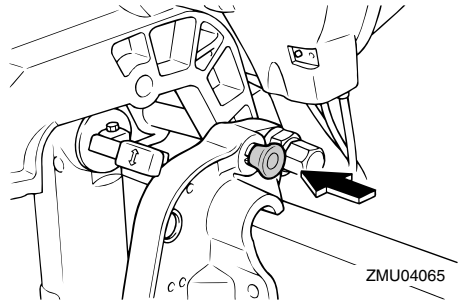


2. Disconnect the fuel line from the outboard motor.



3. Place the tilt lock lever in the release position.

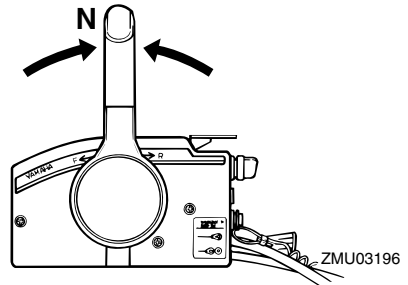
4. Hold the rear of the top cowling with one hand, tilt the engine up, and turn the tilt support lever toward you or tilt support knob into the clamp bracket, and then place the tilt lock lever back into the lock position to support the outboard motor.



Procedure for tilting up

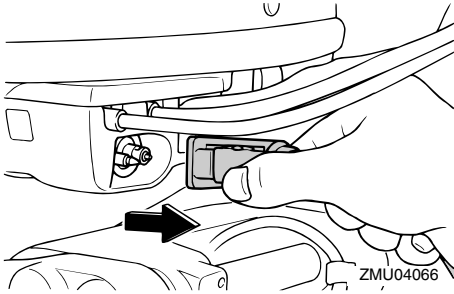
Power trim and tilt models / power tilt models

1. Place the remote control lever / the gear shift lever in neutral.

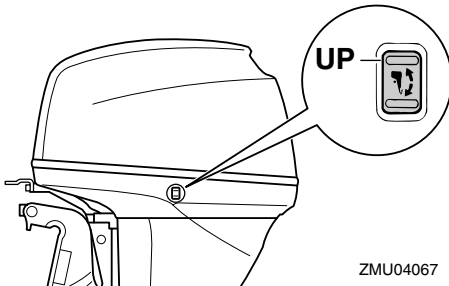
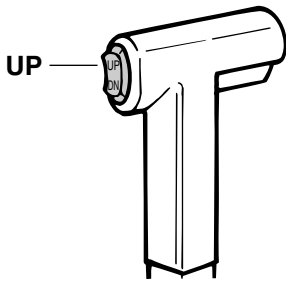


Operation

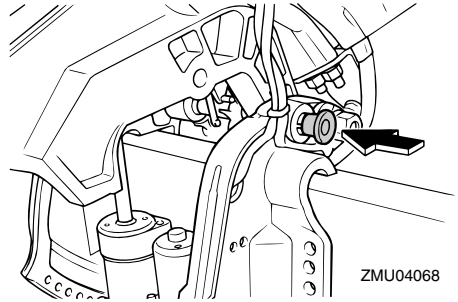
2. Disconnect the fuel line from the outboard motor or close the fuel cock.



3. Press the power trim and tilt switch / power tilt switch "UP" (up) until the outboard motor has tilted up completely.



4. Push the tilt support knob into the clamp bracket or pull the tilt support lever toward you to support the engine.



EWM00260

WARNING

After tilting the outboard motor, be sure to support it with the tilt support knob or tilt support lever. Otherwise the outboard motor could fall back down suddenly if oil in the power trim and tilt unit loses pressure.

5. Models equipped with trim rods: Once the outboard motor is supported with the tilt support lever, press the power trim and tilt switch "DN" (down) to retract the trim rods.

ECM00250

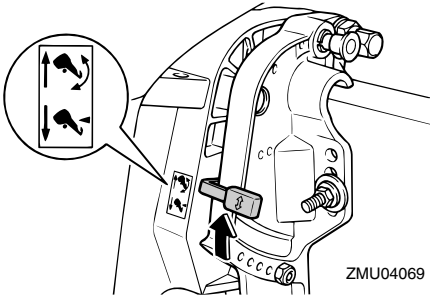
CAUTION:

Be sure to retract the trim rods completely during mooring. This protects the rods from marine growth and corrosion which could damage the power trim and tilt mechanism.

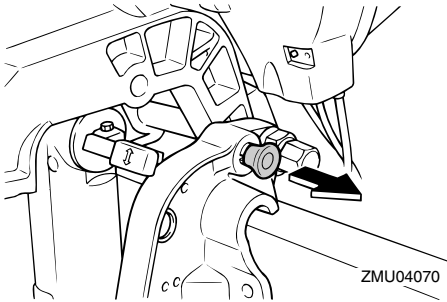
EMU28041

Procedure for tilting down (manual and hydro tilt models)

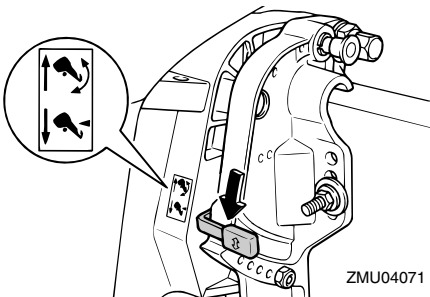
1. Release the tilt lock lever.



2. Hold the rear of the top cowling with one hand, tilt the outboard motor up slightly and pull out the tilt support knob or return the tilt support lever.



3. Slowly tilt the outboard motor down.
4. Place the tilt lock lever in the lock position.



EMU28052

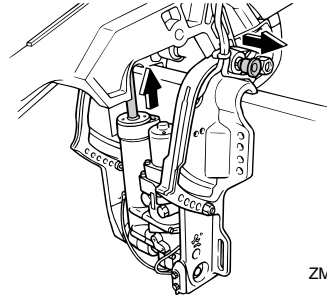
Procedure for tilting down

Power trim and tilt models / power tilt models

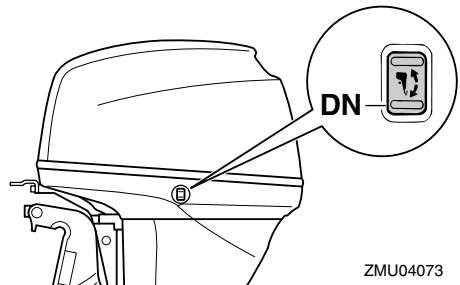
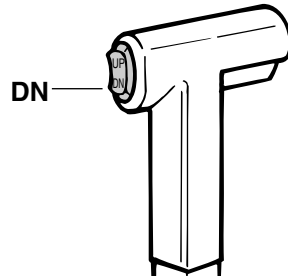
1. Push the power tilt / power trim and tilt

switch “UP” (up) until the outboard motor is supported by the tilt rod and the tilt support lever / tilt support knob becomes free.

2. Release the tilt support lever or pull out the tilt support knob.



3. Push the power tilt / power trim and tilt switch “DN” (down) to lower the outboard motor to the desired position.



Operation

EMU28060

Cruising in shallow water

The outboard motor can be tilted up partially to allow operation in shallow water.

EMU28080

Hydro tilt models

The outboard motor can be tilted up partially to allow operation in shallow water.

EWM00270

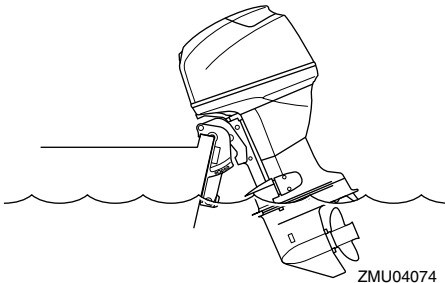
⚠ WARNING

- Place the gear shift in neutral before using the shallow water cruising system.
- Run the boat at the lowest possible speed when using the shallow water cruising system.
- Use extra care when operating in reverse. Too much reverse thrust can cause the outboard motor to lift out of the water, increasing the chance of accident and personal injury.
- Return the outboard motor to its normal position as soon as the boat is back in deeper water.

ECM00260

CAUTION:

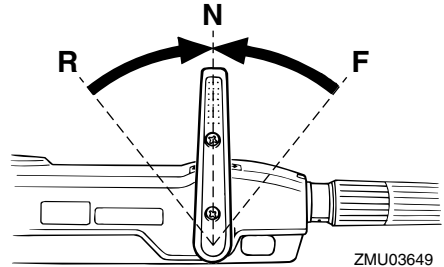
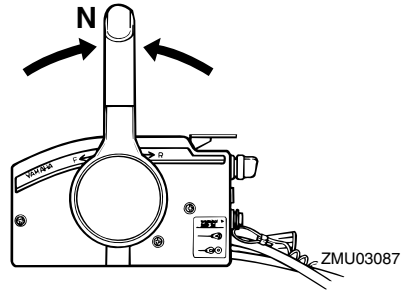
Do not tilt the outboard motor up so that the cooling water inlet on the lower unit is above the surface of the water when setting up for and cruising in shallow water. Otherwise severe damage from overheating can result.



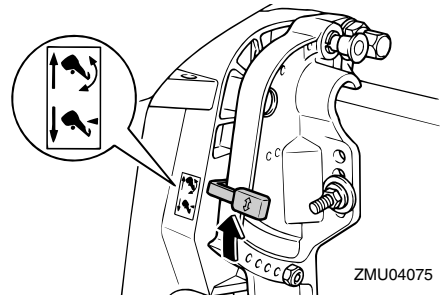
EMU28174

Procedure for hydro tilt models

1. Place the gear shift lever in neutral.



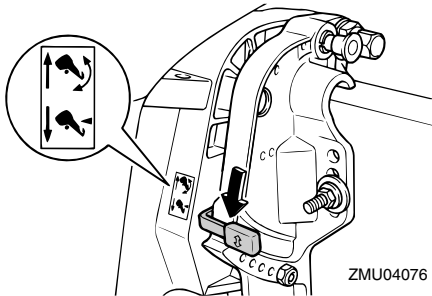
2. Pull the tilt lock lever up to the release position.



3. Slightly tilt the outboard motor up to the desired position and push the tilt lock lever down to the lock position.
4. To return the outboard motor to the normal running position, pull the tilt lock lever up to the release position and slowly

tilt the outboard motor down.

5. Push the tilt lock lever down to the lock position.



EMU28090

Power trim and tilt models / power tilt models

The outboard motor can be tilted up partially to allow operation in shallow water.

EWMO0660

WARNING

- Place the gear shift in neutral before setting up for shallow water cruising.
- Return the outboard motor to its normal position as soon as the boat is back in deeper water.

ECMO0260

CAUTION:

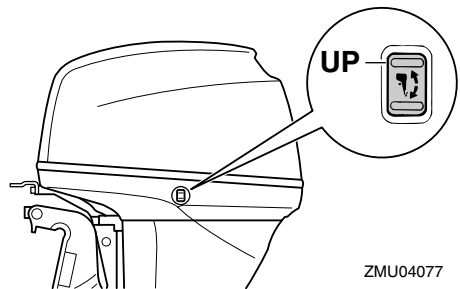
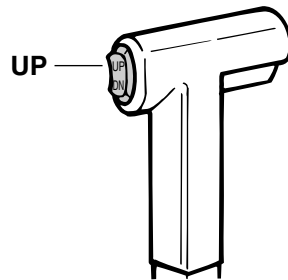
Do not tilt the outboard motor up so that the cooling water inlet on the lower unit is above the surface of the water when setting up for and cruising in shallow water. Otherwise severe damage from overheating can result.

EMU28184

Procedure for power trim and tilt / power tilt models

1. Place the gear shift lever in neutral.

-
2. Slightly tilt the outboard motor up to the desired position using the power trim / tilt switch.



3. To return the outboard motor to the normal running position, press the power trim / tilt switch and slowly tilt the outboard motor down.

EMU28190

Cruising in other conditions

Cruising in salt water

After operating in salt water, wash out the

Operation

cooling water passages with fresh water to prevent them from becoming clogged with salt deposits.

NOTE: _____

For cooling system flushing instructions, see page 41.

Cruising in turbid water

Yamaha strongly recommends that you use the optional chromium-plated water pump kit if you use the outboard motor in turbid (muddy) water conditions.

EMU28216

Specifications

Dimension:

Overall length:

- F30AET 700 mm (27.6 in)
- F30AMHD 1332 mm (52.4 in)
- F40BED 700 mm (27.6 in)
- F40BET 700 mm (27.6 in)
- F40BMHD 1332 mm (52.4 in)

Overall width:

- 378 mm (14.9 in)

Overall height S:

- F30AET 1217 mm (47.9 in)
- F30AMHD 1217 mm (47.9 in)
- F40BET 1217 mm (47.9 in)
- F40BMHD 1217 mm (47.9 in)

Overall height L:

- 1340 mm (52.8 in)

Overall height X:

- 1454 mm (57.2 in)

Transom height S:

- 410 mm (16.1 in)

Transom height L:

- 533 mm (21.0 in)

Transom height X:

- F40BET 647 mm (25.5 in)

Weight (AL) S:

- F30AET 86.1 kg (190 lb)
- F30AMHD 83.8 kg (185 lb)
- F40BET 86.1 kg (190 lb)
- F40BMHD 83.8 kg (185 lb)

Weight (AL) L:

- F30AET 90.4 kg (199 lb)
- F30AMHD 88.1 kg (194 lb)
- F40BED 87.7 kg (193 lb)
- F40BET 90.4 kg (199 lb)
- F40BMHD 88.1 kg (194 lb)

Weight (AL) X:

- F40BET 93.7 kg (207 lb)

Performance:

Full throttle operating range:

5000–6000 r/min

Maximum output:

- F30AET 22.1 kW@5500 r/min (30 HP@5500 r/min)
- F30AMHD 22.1 kW@5500 r/min (30 HP@5500 r/min)
- F40BED 29.4 kW@5500 r/min (40 HP@5500 r/min)
- F40BET 29.4 kW@5500 r/min (40 HP@5500 r/min)
- F40BMHD 29.4 kW@5500 r/min (40 HP@5500 r/min)

Idling speed (in neutral):

850 ±50 r/min

Engine:

Type:

4-stroke L

Displacement:

747.0 cm³ (45.58 cu.in)

Bore × stroke:

65.0 × 75.0 mm (2.56 × 2.95 in)

Ignition system:

CDI (micro computer)

Spark plug (NGK):

DPR6EA-9

Spark plug gap:

0.8–0.9 mm (0.031–0.035 in)

Control system:

- F30AET Remote control
- F30AMHD Tiller
- F40BED Remote control
- F40BET Remote control
- F40BMHD Tiller

Starting system:

- F30AET Electric
- F30AMHD Manual
- F40BED Electric
- F40BET Electric
- F40BMHD Manual

Starting carburetion system:

Prime start

Maintenance

Valve clearance (cold engine) IN:
0.15–0.25 mm (0.0059–0.0098 in)

Valve clearance (cold engine) EX:
0.25–0.35 mm (0.0098–0.0138 in)

Min. cold cranking amps (CCA/EN):
430.0 A

Min. rated capacity (20HR/IEC):
70.0 Ah

Alternator output for battery DC:

F30AET 15.0 A

F30AMHD 6.0 A

F40BED 15.0 A

F40BET 15.0 A

F40BMHD 15.0 A

Drive unit:

Gear positions:
Forward-neutral-reverse

Gear ratio:
2.00 (26/13)

Trim and tilt system:
F30AET Power trim and tilt
F30AMHD Hydro tilt
F40BED Hydro tilt
F40BET Power trim and tilt
F40BMHD Hydro tilt

Propeller mark:
G

Fuel and oil:

Recommended fuel:
Regular unleaded gasoline

Min. research octane:
90

Recommended engine oil:
4-stroke outboard motor oil

Engine oil grade API:
API SE, SF, SG, SH, SJ

Engine oil type SAE:
SAE10W30 or SAE10W40

Lubrication:
Wet sump

Engine oil quantity (excluding oil filter):

2.0 L (2.11 US qt) (1.76 Imp.qt)

Recommended gear oil:
Hypoid gear oil SAE#90

Gear oil quantity:
430.0 cm³ (14.54 US oz) (15.17
Imp.oz)

Tightening torque for engine:

Spark plug:
18.0 Nm (13.3 ft-lb) (1.84 kgf-m)

Propeller nut:
40.0 Nm (29.5 ft-lb) (4.08 kgf-m)

Engine oil drain bolt:
18.0 Nm (13.3 ft-lb) (1.84 kgf-m)

Engine oil filter:
18.0 Nm (13.3 ft-lb) (1.84 kgf-m)

EMU28222

Transporting and storing outboard motor

EWM00690



- **Leaking fuel is a fire hazard. When transporting and storing the outboard motor, close the air vent screw and fuel cock to prevent fuel from leaking.**
- **USE CARE when transporting fuel tank, whether in a boat or car.**
- **DO NOT fill fuel container to maximum capacity. Gasoline will expand considerably as it warms up and can build up pressure in the fuel container. This can cause fuel leakage and a potential fire hazard.**

EWM00700



Never get under the lower unit while it is tilted, even if a motor support bar is used. Severe injury could occur if the outboard

motor accidentally falls.

ECM00660

CAUTION:

Do not use the tilt support lever or knob when trailering the boat. The outboard motor could shake loose from the tilt support and fall. If the motor cannot be trailered in the normal running position, use an additional support device to secure it in the tilt position.

The outboard motor should be trailered and stored in the normal running position. If there is insufficient road clearance in this position, then trailer the outboard motor in the tilt position using a motor support device such as a transom saver bar. Consult your Yamaha dealer for further details.

EMU28241

Storing outboard motor

When storing your Yamaha outboard motor for prolonged periods of time (2 months or longer), several important procedures must be performed to prevent excessive damage. It is advisable to have your outboard motor serviced by an authorized Yamaha dealer prior to storage. However, you, the owner, with a minimum of tools, can perform the following procedures.

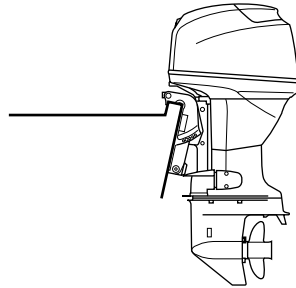
ECM01080

CAUTION:

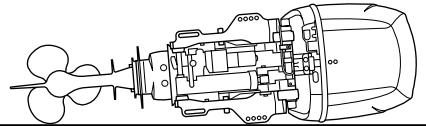
- To prevent problems which can be caused by oil entering the cylinder from the sump, keep the outboard motor in the attitude shown when transporting and storing it. If storing or transporting the outboard motor on its side (not upright), put it on a cushion after draining the engine oil.
- Do not place the outboard motor on its side before the cooling water has drained from it completely, otherwise

water may enter the cylinder through the exhaust port and cause engine trouble.

- Store the outboard motor in a dry, well-ventilated place, not in direct sunlight.



ZMU04078



ZMU04079

EMU28301

Procedure

EMU28332

Flushing in a test tank

ECM00300

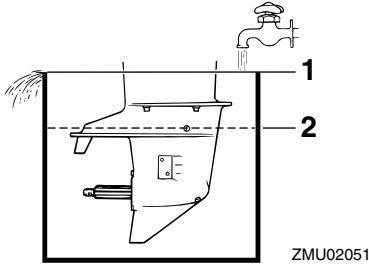
CAUTION:

Do not run the engine without supplying it with cooling water. Either the engine water pump will be damaged or the engine will be damaged from overheating. Before starting the engine, be sure to supply water to the cooling water passages.

1. Wash the outboard motor body using fresh water. For further information, see page 45.

Maintenance

2. Disconnect the fuel line from the motor or shut off the fuel cock, if equipped.
3. Remove the engine top cowling and silencer cover. Remove the propeller.
4. Install the outboard motor on the test tank. Fill the tank with fresh water to above the level of the anti-cavitation plate.



1. Water surface
2. Lowest water level

ECM00290

CAUTION:

If the fresh water level is below the level of the anti-cavitation plate, or if the water supply is insufficient, engine seizure may occur.

5. Cooling system flushing is essential to prevent the cooling system from clogging up with salt, sand, or dirt. In addition, fogging/lubricating of the engine is mandatory to prevent excessive engine damage due to rust. Perform the flushing and fogging at the same time.

EWMO0090

WARNING

- Do not touch or remove electrical parts when starting or during operation.
- Keep hands, hair, and clothes away from the flywheel and other rotating

parts while the engine is running.

6. Run the engine at a fast idle for a few minutes in neutral position.
7. Just prior to turning off the engine, quickly spray "Fogging Oil" alternately into each carburetor or the fogging hole of the silencer cover, if equipped. When properly done, the engine will smoke excessively and almost stall.
8. Remove the outboard motor from the test tank.
9. Install the silencer cover/cap of fogging hole and top cowling.
10. If the "Fogging Oil" is not available, run the engine at a fast idle until the fuel system becomes empty and the engine stops.
11. Drain the cooling water completely out of the motor. Clean the body thoroughly.
12. If the "Fogging Oil" is not available, remove the spark plug(s). Pour a teaspoonful of clean engine oil into each cylinder. Crank several times manually. Replace the spark plug(s).
13. Drain the fuel from the fuel tank.

NOTE:

Store the fuel tank in a dry, well-ventilated place, not in direct sunlight.

EMU28400

Lubrication (except oil injection models)

1. Grease the spark plug threads and install the spark plug(s) and torque to proper specification. For information on spark plug installation, see page 49.
2. Change the gear oil. For instructions, see page 56. Inspect the oil for the presence of water that indicates a leaky seal. Seal replacement should be performed by an authorized Yamaha dealer prior to

use.

- Grease all grease fittings. For further details, see page 49.

EMU28430

Battery care

EWM00330



Battery electrolytic fluid is dangerous; it contains sulfuric acid and therefore is poisonous and highly caustic.

Always follow these preventive measures:

- **Avoid bodily contact with electrolytic fluid as it can cause severe burns or permanent eye injury.**
- **Wear protective eye gear when handling or working near batteries.**

Antidote (EXTERNAL):

- **SKIN - Flush with water.**
- **EYES - Flush with water for 15 minutes and get immediate medical attention.**

Antidote (INTERNAL):

- **Drink large quantities of water or milk followed by milk of magnesia, beaten egg, or vegetable oil. Get immediate medical attention.**

Batteries also generate explosive hydrogen gas; therefore, you should always follow these preventive measures:

- **Charge batteries in a well-ventilated area.**
- **Keep batteries away from fire, sparks, or open flames (for example: welding equipment, lighted cigarettes, and so on.)**
- **DO NOT SMOKE when charging or handling batteries.**

KEEP BATTERIES AND ELECTROLYTIC FLUID OUT OF REACH OF CHILDREN.

Batteries vary among manufacturers. Therefore the following procedures may not al-

ways apply. Consult your battery manufacturer's instructions.

Procedure

1. Disconnect and remove the battery from the boat. Always disconnect the black negative cable first to prevent the risk of shorting.
2. Clean the battery casing and terminals. Fill each cell to the upper level with distilled water.
3. Store the battery on a level surface in a cool, dry, well-ventilated place out of direct sunlight.
4. Once a month, check the specific gravity of the electrolyte and recharge as required to prolong battery life.

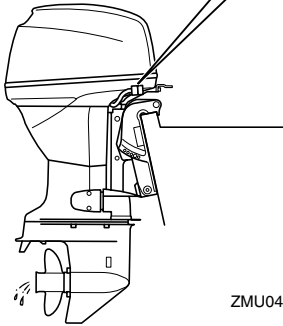
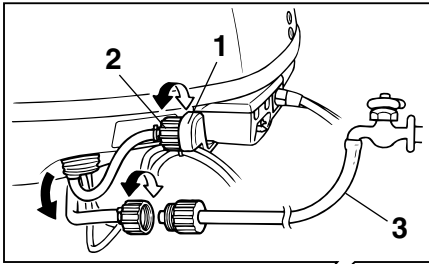
EMU28440

Flushing power unit

Perform this procedure right after operation for the most thorough flushing.

1. After shutting off the engine, unscrew the garden hose connector from the fitting on the bottom cowling.

Maintenance



ZMU04080

1. Fitting
2. Garden hose connector
3. Garden hose

2. Screw the garden hose connector onto a garden hose which is connected to a fresh water supply.
3. With the engine off, turn on the water tap and let the water flush through the cooling passages for about 15 minutes. Turn off the water and disconnect the garden hose.
4. When flushing is complete, reinstall the garden hose connector on the fitting on the bottom cowling. Tighten the connector securely.

ECM00540

CAUTION:

Do not leave the garden hose connector loose on the bottom cowling fitting or let the hose hang free during normal operation. Water will leak out of the connector

instead of cooling the engine, which can cause serious overheating. Be sure the connector is tightened securely on the fitting after flushing the engine.

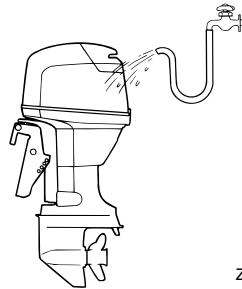
NOTE:

- When flushing the engine with the boat in the water, tilting up the outboard motor until it is completely out of the water will achieve better results.
- For cooling system flushing instructions, see page 41.

EMU28450

Cleaning the outboard motor

After use, wash the exterior of the outboard motor with fresh water. Flush the cooling system with fresh water.



ZMU02550

NOTE:

For cooling system flushing instructions, see page 41.

EMU28460

Checking painted surface of motor

Check the motor for scratches, nicks, or flaking paint. Areas with damaged paint are more likely to corrode. If necessary, clean and paint the areas. A touch-up paint is available from your Yamaha dealer.

EMU28474

Periodic maintenance

EWM01070



Be sure to turn off the engine when you perform maintenance unless otherwise specified. If you or the owner is not familiar with machine servicing, this work should be done by your Yamaha dealer or other qualified mechanic.

EMU28510

Replacement parts

If replacement parts are necessary, use only genuine Yamaha parts or parts of the same type and of equivalent strength and materials. Any part of inferior quality may malfunction, and the resulting loss of control could endanger the operator and passengers. Yamaha genuine parts and accessories are available from your Yamaha dealer.

Maintenance

EMU28521

Maintenance chart

Frequency of maintenance operations may be adjusted according to the operating conditions, but the following table gives general guidelines. Refer to the sections in this chapter for explanations of each owner-specific action.

The “●” symbol indicates the check-ups which you may carry out yourself.

The “○” symbol indicates work to be carried out by your Yamaha dealer.

| Item | Actions | Initial | | Every | |
|--|--------------------------|-----------------------|------------------------|----------------------|--------------------|
| | | 10 hours (1 month) | 50 hours (3 months) | 100 hours (6 months) | 200 hours (1 year) |
| Anode(s) (external) | Inspection / replacement | | ●/○ | ●/○ | |
| Anode(s) (internal) | Inspection / replacement | | | | ○ |
| Battery | Inspection / charging | ●/○ | | | |
| Cooling water passages | Cleaning | | ● | ● | |
| Cowling clamp | Inspection | | | | ● |
| Fuel filter (disposable) | Inspection / replacement | ●/○ | ●/○ | ●/○ | |
| Fuel system | Inspection | ● | ● | ● | |
| Fuel tank (Yamaha portable tank) | Inspection / cleaning | | | | ● |
| Gear oil | Change | ● | | ● | |
| Greasing points | Greasing | | | ● | |
| Idling speed (carburetor models) | Inspection / adjustment | ●/○ | | ●/○ | |
| Power trim and tilt unit | Inspection | | | | ○ |
| Propeller and cotter pin | Inspection / replacement | | ● | ● | |
| Shift link / shift cable | Inspection / adjustment | | | | ○ |
| Thermostat | Inspection | | | | ○ |
| Throttle link / throttle cable / throttle pick-up timing | Inspection / adjustment | | | | ○ |
| Water pump | Inspection | | | | ○ |
| Engine oil | Inspection / change | ● | | ● | |
| Oil filter (cartridge) | Change | | | | ○ |

Maintenance

| Item | Actions | Initial | | Every | |
|----------------------------|-------------------------------------|-----------------------|------------------------|----------------------|--------------------|
| | | 10 hours (1 month) | 50 hours (3 months) | 100 hours (6 months) | 200 hours (1 year) |
| Spark plug(s) | Cleaning / adjustment / replacement | ● | | | ● |
| Timing belt | Inspection / replacement | | | ○ | ○ |
| Valve clearance (OHC, OHV) | Inspection / adjustment | ○ | | ○ | |

NOTE: _____

When operating in salt water, turbid or muddy water, the engine should be flushed with clean water after each use.

EMU28871

Maintenance chart (additional)

| Item | Actions | Every | |
|-------------|-------------|-----------------------|----------------------|
| | | 500 hours (2.5 years) | 1000 hours (5 years) |
| Timing belt | Replacement | | ○ |

EMU28910

NOTE: _____

When using lead or high-sulfur gasoline, inspecting valve clearance may be required more frequently than every 500 hours.

Maintenance

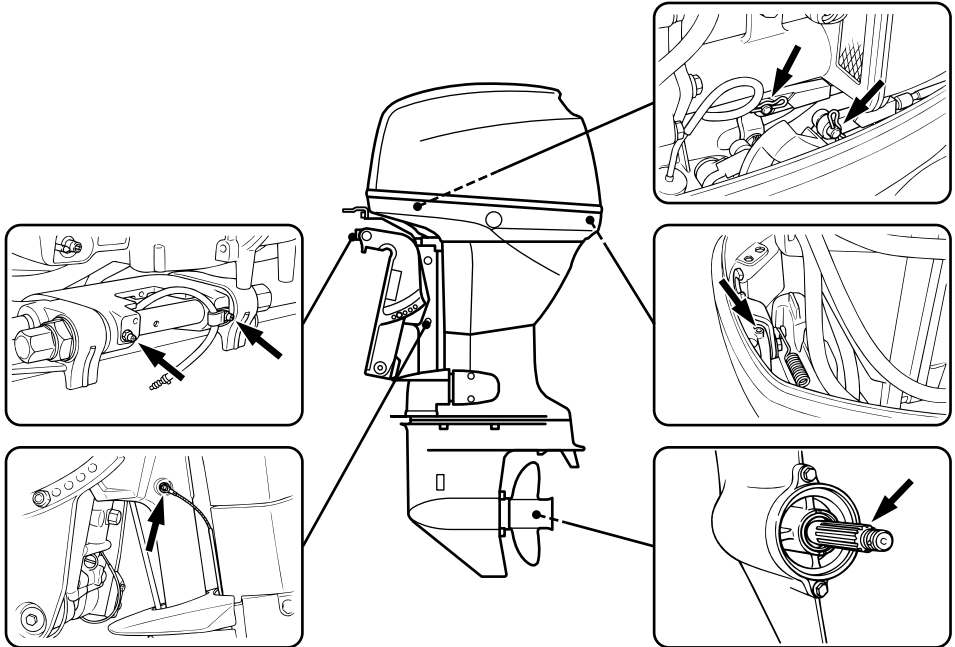
EMU28940

Greasing

Yamaha grease A (water resistant grease)

Yamaha grease D (corrosion resistant grease; for propeller shaft)

F30A, F40B



ZMU04081

EMU28951

Cleaning and adjusting spark plug

EWMO0560



WARNING

When removing or installing a spark plug, be careful not to damage the insulator. A

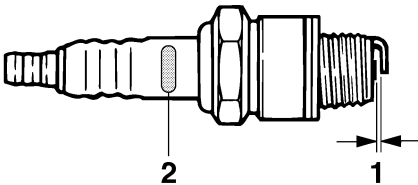
damaged insulator could allow external sparks, which could lead to explosion or fire.

The spark plug is an important engine component and is easy to inspect. The condition

of the spark plug can indicate something about the condition of the engine. For example, if the center electrode porcelain is very white, this could indicate an intake air leak or carburetion problem in that cylinder. Do not attempt to diagnose any problems yourself. Instead, take the outboard motor to a Yamaha dealer. You should periodically remove and inspect the spark plug because heat and deposits will cause the spark plug to slowly break down and erode. If electrode erosion becomes excessive, or if carbon and other deposits are excessive, you should replace the spark plug with another of the correct type.

Standard spark plug:
DPR6EA-9

Before fitting the spark plug, measure the electrode gap with a wire thickness gauge; adjust the gap to specification if necessary.



ZMU02179

1. Spark plug gap
2. Spark plug I.D. mark (NGK)

Spark plug gap:
0.8–0.9 mm (0.031–0.035 in)

When fitting the plug, always clean the gasket surface and use a new gasket. Wipe off any dirt from the threads and screw in the

spark plug to the correct torque.

Spark plug torque:
18.0 Nm (13.3 ft-lb) (1.84 kgf-m)

NOTE:

If a torque-wrench is not available when you are fitting a spark plug, a good estimate of the correct torque is 1/4 to 1/2 a turn past finger-tight. Have the spark plug adjusted to the correct torque as soon as possible with a torque-wrench.

EMU28962

Checking fuel system

EWM00060



WARNING

Gasoline and its vapors are highly flammable and explosive. Keep away from sparks, cigarettes, flames, or other sources of ignition.

EWM00910



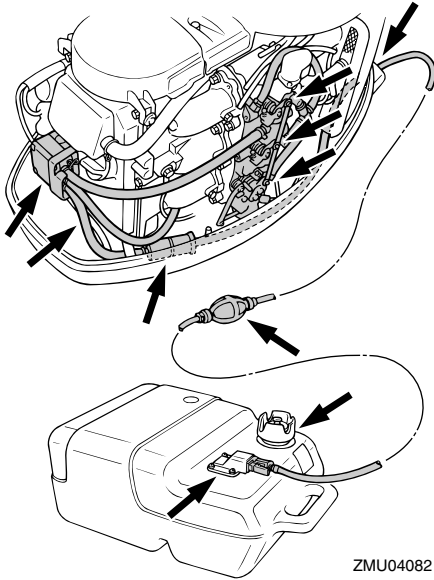
WARNING

Leaking fuel can result in fire or explosion.

- Check for fuel leakage regularly.
- If any fuel leakage is found, the fuel system must be repaired by a qualified mechanic. Improper repairs can make the outboard unsafe to operate.

Check the fuel lines for leaks, crack, or malfunction. If a problem is found, your Yamaha dealer or other qualified mechanic should repair it immediately.

Maintenance



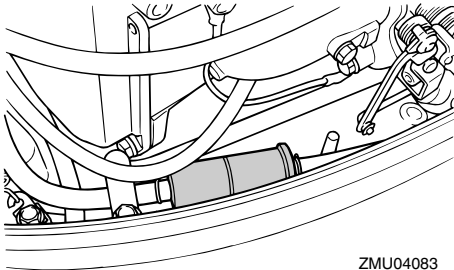
Checkpoints

- Fuel system parts leakage
- Fuel line joint leakage
- Fuel line cracks or other damage
- Fuel connector leakage

EMU28990

Checking fuel filter

Check the fuel filter periodically. The fuel filter is a one piece, disposable type. If foreign matter is found in the filter, replace it. For replacement of the fuel filter, consult your Yamaha dealer.



EMU29040

Inspecting idling speed

EWM00450

WARNING

- Do not touch or remove electrical parts when starting or during operation.
- Keep hands, hair, and clothes away from the flywheel and other rotating parts while the engine is running.
- 2-hp models: The propeller rotates whenever the engine is running. Do not move the throttle control lever from the start position during warm-up. The boat could unexpectedly start to move, which could result in an accident.

ECM00490

CAUTION:

This procedure must be performed while the outboard motor is in the water. A flushing attachment or test tank can be used.

A diagnostic tachometer should be used for this procedure. Results may vary depending on whether testing is conducted with the flushing attachment, in a test tank, or with the outboard motor in the water.

1. Start the engine and allow it to warm up fully in neutral until it is running smoothly.
2-hp model: Warm the engine with the throttle in the start position or less. If the outboard is mounted on a boat, be sure the boat is tightly moored.

NOTE:

Correct idling speed inspection is only possible if the engine is fully warmed up. If not warmed up fully, the idle speed will measure higher than normal. If you have difficulty verifying the idle speed, or the idle speed requires adjustment, consult a Yamaha dealer

or other qualified mechanic.

2. Verify whether the idle speed is set to specification. For idle speed specifications, see page 40.

EMU29073

Changing engine oil

EWM00760

WARNING

- Avoid draining the engine oil immediately after stopping the engine. The oil is hot and should be handled with care to avoid burns.
- Be sure the outboard motor is securely fastened to the transom or a stable stand.

ECM00970

CAUTION:

- Do not overfill the oil, and be sure the outboard motor is upright (not tilted) when checking and changing the engine oil.
- If the oil level is above the upper level mark, drain until the level meets the specified capacity. Overfilling the oil could cause leakage or damage.

ECM01240

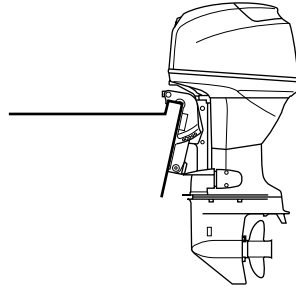
CAUTION:

Change the engine oil after the first 10 hours of operation, and every 100 hours or at 6-month intervals thereafter. Otherwise the engine will wear quickly.

NOTE:

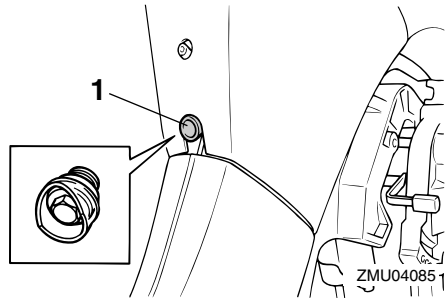
Change the engine oil when the oil is still warm.

1. Put the outboard motor in an upright position (not tilted).



ZMU04084

2. Prepare a suitable container that holds a larger amount than the engine oil capacity. Loosen and remove the drain screw while holding the container under the drain hole. Then remove the oil filler cap. Let the oil drain completely. Wipe up any spilled oil immediately.



ZMU04085

1. Drain screw

3. Put a new gasket on the oil drain screw. Apply a light coat of oil to the gasket and install the drain screw.

Drain screw tightening torque:
18.0 Nm (13.3 ft-lb) (1.84 kgf-m)

NOTE:

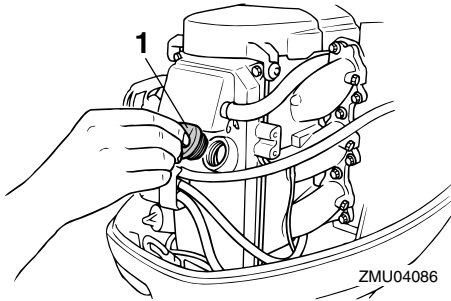
If a torque wrench is not available when you are installing the drain screw, finger tighten the screw just until the gasket comes into contact with the surface of the drain hole.

Maintenance

Then tighten 1/4 to 1/2 turn more. Tighten the drain screw to the correct torque with a torque wrench as soon as possible.

4. Add the correct amount of oil through the filler hole. Install the filler cap.

Recommended engine oil:
4-stroke outboard motor oil
Engine oil quantity (excluding oil filter):
2.0 L (2.11 US qt) (1.76 Imp.qt)



1. Oil filler cap

5. Start the engine and watch to make sure the low oil pressure warning indicator (if equipped) turns off. Make sure that there are no oil leaks.

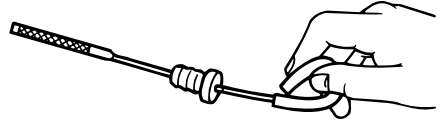
ECM00680

CAUTION:

If the low oil pressure warning indicator does not turn off or if there are oil leaks, stop the engine and find the cause. Continued operation with a problem could cause severe engine damage. Consult your Yamaha dealer if the problem cannot be located and corrected.

6. Turn off the engine and wait 3 minutes. Recheck the oil level using the dipstick to be sure the level falls between the upper and lower marks. Fill with oil if it is below the lower mark, or drain to the

specified level if it is above the upper mark.



ZMU02058

7. Dispose of used oil according to local regulations.

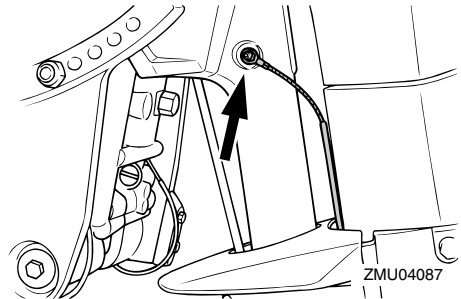
NOTE:

- For more information on the disposal of used oil, consult your Yamaha dealer.
- Change the oil more often when operating the engine under adverse conditions such as extended trolling.

EMU29111

Checking wiring and connectors

- Check that each grounding wire is properly secured.
- Check that each connector is engaged securely.



ZMU04087

EMU29120

Exhaust leakage

Start the engine and check that no exhaust leaks from the joints between the exhaust

cover, cylinder head, and body cylinder.

EMU29130

Water leakage

Start the engine and check that no water leaks from the joints between the exhaust cover, cylinder head, and body cylinder.

EMU29140

Engine oil leakage

Check for oil leaks on the around the engine.

NOTE:

If any leaks are found, consult your Yamaha dealer.

EMU29161

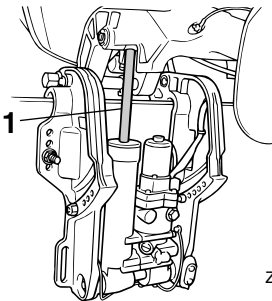
Checking power trim and tilt system

EWM00430

WARNING

- Never get under the lower unit while it is tilted, even when the tilt support lever is locked. Severe injury could occur if the outboard motor accidentally falls.
- Make sure no one is under the outboard motor before performing this test.

1. Check the power trim and tilt unit for any sign of oil leaks.



ZMU04088

1. Trim and tilt rod
2. Operate each of the power trim and tilt switches / the power tilt switches on the remote control and engine bottom cowl-ing (if equipped) to check that all switches work.

3. Tilt the outboard motor up and check that the trim and tilt rod is pushed out completely.
4. Check that the trim and tilt rod is free of corrosion or other flaws.
5. Tilt the outboard motor down. Check that the trim and tilt rod operates smoothly.

NOTE:

Consult your Yamaha dealer if any operation is abnormal.

EMU29171

Checking propeller

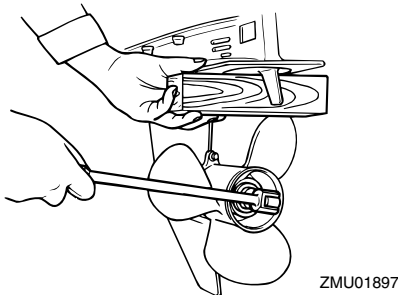
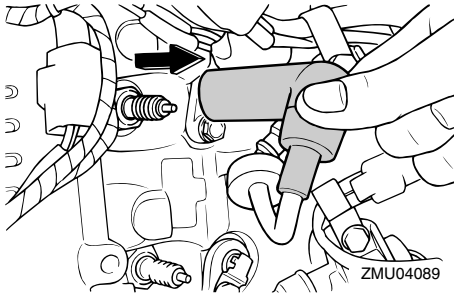
EWM00321

WARNING

You could be seriously injured if the engine accidentally starts when you are near the propeller.

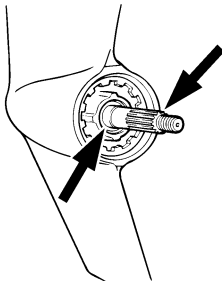
- Before inspecting, removing, or installing the propeller, remove the spark plug caps from the spark plugs. Also, place the shift control in neutral, turn the main switch to “OFF” (off) and remove the key, and remove the lanyard from the engine stop switch. Turn off the battery cut-off switch if your boat has one.
- Do not use your hand to hold the propeller when loosening or tightening the propeller nut. Put a wood block between the anti-cavitation plate and the propeller to prevent the propeller from turning.

Maintenance



Checkpoints

- Check each of the propeller blades for wear, erosion from cavitation or ventilation, or other damage.
- Check the propeller shaft for damage.
- Check the splines / shear pin for wear or damage.
- Check for fish line tangled around the propeller shaft.



- Check the propeller shaft oil seal for dam-

age.

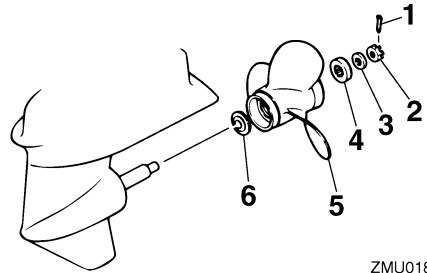
NOTE:

If the shear pin equipped: it is designed to break if the propeller hits a hard underwater obstacle to help protect the propeller and drive mechanism. The propeller will then spin freely on the shaft. If this happens, the shear pin must be replaced.

EMU29193

Removing the propeller

1. Straighten the cotter pin and pull it out using a pair of pliers.
2. Remove the propeller nut, washer, and spacer (if equipped).



1. Cotter pin
2. Propeller nut
3. Washer
4. Spacer
5. Propeller
6. Thrust washer

3. Remove the propeller and thrust washer.

EMU29230

Installing the propeller

ECM00340

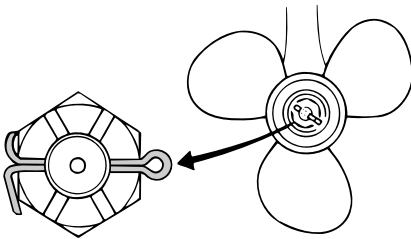
CAUTION:

- Be sure to install the thrust washer before installing the propeller, otherwise the lower case and propeller boss

could be damaged.

- Be sure to use a new cotter pin and bend the ends over securely. Otherwise the propeller could come off during operation and be lost.

1. Apply Yamaha marine grease or a corrosion resistant grease to the propeller shaft.
2. Install the spacer(if equipped), thrust washer, and propeller on the propeller shaft.
3. Install the spacer (if equipped) and the washer. Tighten the propeller nut to the specified torque.
4. Align the propeller nut with the propeller shaft hole. Insert a new cotter pin in the hole and bend the cotter pin ends.



ZMU02063

NOTE:

If the propeller nut does not align with the propeller shaft hole after tightening to the specified torque, tighten the nut further to align it with the hole.

EMU29280

Changing gear oil

EWM00800



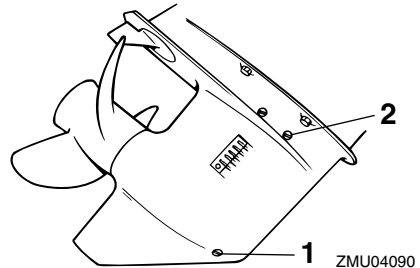
WARNING

- Be sure the outboard motor is securely fastened to the transom or a stable stand. You could be severely injured if

the outboard motor falls on you.

- Never get under the lower unit while it is tilted, even when the tilt support lever or knob is locked. Severe injury could occur if the outboard motor accidentally falls.

1. Tilt the outboard motor so that the gear oil drain screw is at the lowest point possible.
2. Place a suitable container under the gear case.
3. Remove the gear oil drain screw.



ZMU04090

1. Gear oil drain screw
2. Oil level plug

NOTE:

If the magnetic gear oil drain screw equipped: remove all metal particles from the screw before installing it.

4. Remove the oil level plug to allow the oil to drain completely.

ECM00710

CAUTION:

Inspect the used oil after it has been drained. If the oil is milky, water is getting into the gear case which can cause gear damage. Consult a Yamaha dealer for repair of the lower unit seals.

NOTE:

For disposal of used oil consult your Yamaha

Maintenance

dealer.

5. With the outboard motor in a vertical position, and using a flexible or pressurized filling device, inject the gear oil into the gear oil drain screw hole.

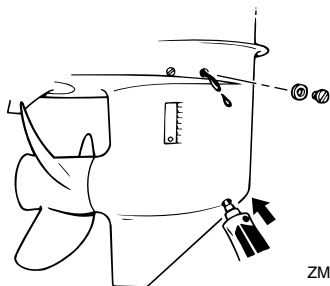
Recommended gear oil:

Hypoid gear oil SAE#90

Gear oil quantity:

430.0 cm³ (14.54 US oz) (15.17

Imp.oz)



6. When the oil begins to flow out of the oil level plug hole, insert and tighten the oil level plug.
7. Insert and tighten the gear oil drain screw.

EMU29302

Cleaning fuel tank

EWM00920

WARNING

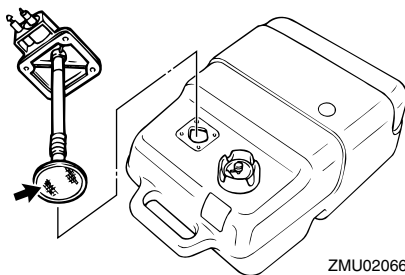
Gasoline is highly flammable, and its vapors are flammable and explosive.

- If you have any question about properly doing this procedure, consult your Yamaha dealer.
- Keep away from sparks, cigarettes, flames, or other sources of ignition when cleaning the fuel tank.
- Remove the fuel tank from the boat before cleaning it. Work only outdoors in

an area with good ventilation.

- Wipe up any spilled fuel immediately.
- Reassemble the fuel tank carefully. Improper assembly can result in a fuel leak, which could result in a fire or explosion hazard.
- Dispose of old gasoline according to local regulations.

1. Empty the fuel tank into an approved container.
2. Pour a small amount of suitable solvent into the tank. Install the cap and shake the tank. Drain the solvent completely.
3. Remove the screws holding the fuel joint assembly. Pull the assembly out of the tank.



4. Clean the filter (located on the end of the suction pipe) in a suitable cleaning solvent. Allow the filter to dry.
5. Replace the gasket with a new one. Reinstall the fuel joint assembly and tighten the screws firmly.

EMU29312

Inspecting and replacing anode(s)

Yamaha outboard motors are protected from corrosion by sacrificial anodes. Inspect the external anodes periodically. Remove scales from the surfaces of the anodes. Consult a Yamaha dealer for replacement of external

anodes.

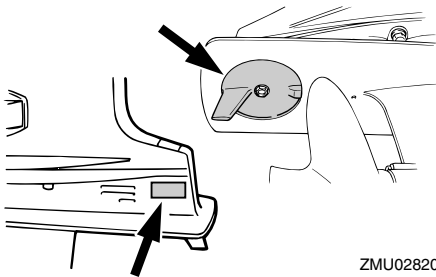
ECM00720

CAUTION:

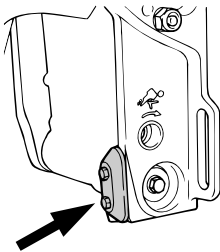
Do not paint anodes, as this would render them ineffective.

NOTE:

Inspect ground leads attached to external anodes on equipped models. Consult a Yamaha dealer for inspection and replacement of internal anodes attached to the power unit.



ZMU02820



ZMU04092

EMU29320

Checking battery (for electric start models)

EWM00330

WARNING

Battery electrolytic fluid is dangerous; it contains sulfuric acid and therefore is poisonous and highly caustic.

Always follow these preventive mea-

asures:

- Avoid bodily contact with electrolytic fluid as it can cause severe burns or permanent eye injury.
- Wear protective eye gear when handling or working near batteries.

Antidote (EXTERNAL):

- SKIN - Flush with water.
- EYES - Flush with water for 15 minutes and get immediate medical attention.

Antidote (INTERNAL):

- Drink large quantities of water or milk followed by milk of magnesia, beaten egg, or vegetable oil. Get immediate medical attention.

Batteries also generate explosive hydrogen gas; therefore, you should always follow these preventive measures:

- Charge batteries in a well-ventilated area.
- Keep batteries away from fire, sparks, or open flames (for example: welding equipment, lighted cigarettes, and so on.)
- DO NOT SMOKE when charging or handling batteries.

KEEP BATTERIES AND ELECTROLYTIC FLUID OUT OF REACH OF CHILDREN.

ECM00360

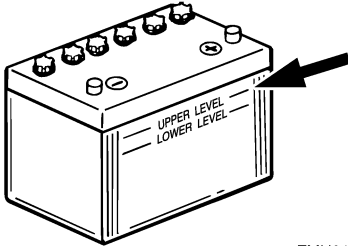
CAUTION:

- A poorly maintained battery will quickly deteriorate.
- Ordinary tap water contains minerals harmful to a battery, and should not be used for topping up.

1. Check the electrolyte level at least once a month. Fill to the manufacturer's recommended level when necessary. Top up only with distilled water (or pure de-ionized water suitable to use in batter-

Maintenance

ies).



ZMU01810

2. Always keep the battery in a good state of charge. Installing a voltmeter will help you monitor your battery. If you will not use the boat for a month or more, remove the battery from the boat and store it in a cool, dark place. Completely recharge the battery before using it.
3. If the battery will be stored for longer than a month, check the specific gravity of the fluid at least once a month and recharge the battery when it is low.

NOTE:

Consult a Yamaha dealer when charging or re-charging batteries.

EMU29331

Connecting the battery

EWM00570

WARNING

Mount the battery holder securely in a dry, well-ventilated, vibration-free location in the boat. Install a fully charged battery in the holder.

ECM01121

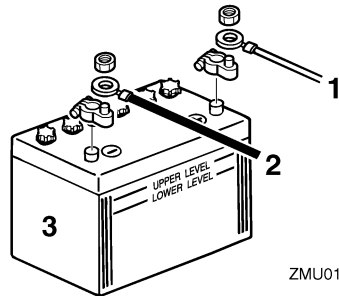
CAUTION:

- Make sure the main switch (on applicable models) is "OFF" (off) before working on the battery.
- Reversal of the battery cables will dam-

age the electrical parts.

- Connect the red battery cable first when installing the battery and disconnect the black battery cable first when removing it. Otherwise, the electrical parts can be damaged.
- The electrical contacts of the battery and cables must be clean and properly connected, or the battery will not start the engine.

Connect the red battery cable to the POSITIVE (+) terminal first. Then connect the black battery cable to the NEGATIVE (-) terminal.



ZMU01811

1. Red cable
2. Black cable
3. Battery

EMU29370

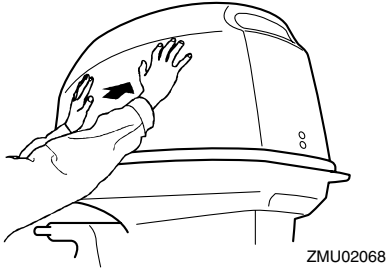
Disconnecting the battery

Disconnect the BLACK cable from the NEGATIVE (-) terminal first. Then disconnect the RED cable from the POSITIVE (+) terminal.

EMU29390

Checking top cowling

Check the fitting of the top cowling by pushing it with both hands. If it is loose have it repaired by your Yamaha dealer.



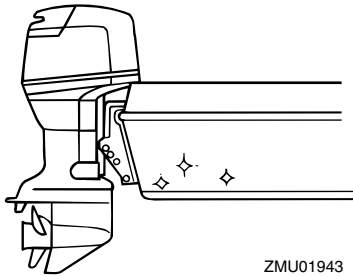
ZMU02068

EMU29400

Coating the boat bottom

A clean hull improves boat performance. The boat bottom should be kept as clean of marine growth as possible. If necessary, the boat bottom can be coated with an anti-fouling paint approved for your area to inhibit marine growth.

Do not use anti-fouling paint which includes copper or graphite. These paints can cause more rapid engine corrosion.



ZMU01943

Trouble Recovery

EMU29422

Troubleshooting

A problem in the fuel, compression, or ignition systems can cause poor starting, loss of power, or other problems. This section describes basic checks and possible remedies, and covers all Yamaha outboard motors. Therefore some items may not apply to your model.

If your outboard motor requires repair, bring it to your Yamaha dealer.

If the engine trouble warning indicator is flashing, consult your Yamaha dealer.

Starter will not operate.

Q. Is battery capacity weak or low?

A. Check battery condition. Use battery of recommended capacity.

Q. Are battery connections loose or corroded?

A. Tighten battery cables and clean battery terminals.

Q. Is fuse for electric start relay or electric circuit blown?

A. Check for cause of electric overload and repair. Replace fuse with one of correct amperage.

Q. Are starter components faulty?

A. Have serviced by a Yamaha dealer.

Q. Is shift lever in gear?

A. Shift to neutral.

Engine will not start (starter operates).

Q. Is fuel tank empty?

A. Fill tank with clean, fresh fuel.

Q. Is fuel contaminated or stale?

A. Fill tank with clean, fresh fuel.

Q. Is fuel filter clogged?

A. Clean or replace filter.

Q. Is starting procedure incorrect?

A. See page 24.

Q. Has fuel pump malfunctioned?

A. Have serviced by a Yamaha dealer.

Q. Are spark plug(s) fouled or of incorrect type?

A. Inspect spark plug(s). Clean or replace with recommended type.

Q. Are spark plug cap(s) fitted incorrectly?

A. Check and re-fit cap(s).

Q. Is ignition wiring damaged or poorly connected?

A. Check wires for wear or breaks. Tighten all loose connections. Replace worn or broken wires.

Q. Are ignition parts faulty?

A. Have serviced by a Yamaha dealer.

Q. Is engine stop switch lanyard not attached?

A. Attach lanyard.

Q. Are engine inner parts damaged?

A. Have serviced by a Yamaha dealer.

Engine idles irregularly or stalls.

Q. Are spark plug(s) fouled or of incorrect type?

A. Inspect spark plug(s). Clean or replace with recommended type.

Trouble Recovery

Q. Is fuel system obstructed?

A. Check for pinched or kinked fuel line or other obstructions in fuel system.

Q. Is fuel contaminated or stale?

A. Fill tank with clean, fresh fuel.

Q. Is fuel filter clogged?

A. Clean or replace filter.

Q. Have ignition parts failed?

A. Have serviced by a Yamaha dealer.

Q. Has warning system activated?

A. Find and correct cause of warning.

Q. Is spark plug gap incorrect?

A. Inspect and adjust as specified.

Q. Is ignition wiring damaged or poorly connected?

A. Check wires for wear or breaks. Tighten all loose connections. Replace worn or broken wires.

Q. Is specified engine oil not being used?

A. Check and replace oil as specified.

Q. Is thermostat faulty or clogged?

A. Have serviced by a Yamaha dealer.

Q. Are carburetor adjustments incorrect?

A. Have serviced by a Yamaha dealer.

Q. Is fuel pump damaged?

A. Have serviced by a Yamaha dealer.

Q. Is air vent screw on fuel tank closed?

A. Open air vent screw.

Q. Is choke knob pulled out?

A. Return to home position.

Q. Is motor angle too high?

A. Return to normal operating position.

Q. Is carburetor clogged?

A. Have serviced by a Yamaha dealer.

Q. Is fuel joint connection incorrect?

A. Connect correctly.

Q. Is throttle valve adjustment incorrect?

A. Have serviced by a Yamaha dealer.

Q. Is battery cable disconnected?

A. Connect securely.

Warning buzzer sounds or indicator lights.

Q. Is cooling system clogged?

A. Check water intake for restriction.

Q. Is engine oil level low?

A. Fill oil tank with specified engine oil.

Q. Is heat range of spark plug incorrect?

A. Inspect spark plug and replace it with recommended type.

Q. Is specified engine oil not being used?

A. Check and replace oil with specified type.

Q. Is engine oil contaminated or deteriorated?

A. Replace oil with fresh, specified type.

Q. Is oil filter clogged?

A. Have serviced by a Yamaha dealer.

Q. Has oil feed/injection pump malfunctioned?

Trouble Recovery

A. Have serviced by a Yamaha dealer.

Q. Is load on boat improperly distributed?

A. Distribute load to place boat on an even plane.

Q. Is water pump or thermostat faulty?

A. Have serviced by a Yamaha dealer.

Q. Is there excess water in fuel filter cup?

A. Drain filter cup.

Engine power loss.

Q. Is propeller damaged?

A. Have propeller repaired or replaced.

Q. Is propeller pitch or diameter incorrect?

A. Install correct propeller to operate outboard at its recommended speed (r/min) range.

Q. Is trim angle incorrect?

A. Adjust trim angle to achieve most efficient operation.

Q. Is motor mounted at incorrect height on transom?

A. Have motor adjusted to proper transom height.

Q. Has warning system activated?

A. Find and correct cause of warning.

Q. Is boat bottom fouled with marine growth?

A. Clean boat bottom.

Q. Are spark plug(s) fouled or of incorrect type?

A. Inspect spark plug(s). Clean or replace with recommended type.

Q. Are weeds or other foreign matter tangled on gear housing?

A. Remove foreign matter and clean lower unit.

Q. Is fuel system obstructed?

A. Check for pinched or kinked fuel line or other obstructions in fuel system.

Q. Is fuel filter clogged?

A. Clean or replace filter.

Q. Is fuel contaminated or stale?

A. Fill tank with clean, fresh fuel.

Q. Is spark plug gap incorrect?

A. Inspect and adjust as specified.

Q. Is ignition wiring damaged or poorly connected?

A. Check wires for wear or breaks. Tighten all loose connections. Replace worn or broken wires.

Q. Have ignition parts failed?

A. Have serviced by a Yamaha dealer.

Q. Is specified engine oil not being used?

A. Check and replace oil with specified type.

Q. Is thermostat faulty or clogged?

A. Have serviced by a Yamaha dealer.

Q. Is air vent screw closed?

A. Open the air vent screw.

Q. Is fuel pump damaged?

A. Have serviced by a Yamaha dealer.

Q. Is fuel joint connection incorrect?

A. Connect correctly.

Q. Is heat range of spark plug incorrect?
A. Inspect spark plug and replace it with recommended type.

Q. Is high pressure fuel pump drive belt broken?
A. Have serviced by a Yamaha dealer.

Q. Is engine not responding properly to shift lever position?
A. Have serviced by a Yamaha dealer.

Engine vibrates excessively.

Q. Is propeller damaged?
A. Have propeller repaired or replaced.

Q. Is propeller shaft damaged?
A. Have serviced by a Yamaha dealer.

Q. Are weeds or other foreign matter tangled on propeller?
A. Remove and clean propeller.

Q. Is motor mounting bolt loose?
A. Tighten bolt.

Q. Is steering pivot loose or damaged?
A. Tighten or have serviced by a Yamaha dealer.

EMU29431

Temporary action in emergency

EMU29440

Impact damage

EWM00870



The outboard motor can be seriously damaged by a collision while operating or trailering. Damage could make the out-

board motor unsafe to operate.

If the outboard motor hits an object in the water, follow the procedure below.



1. Stop the engine immediately.
2. Inspect the control system and all components for damage. Also inspect the boat for damage.
3. Whether damage is found or not, return to the nearest harbor slowly and carefully.
4. Have a Yamaha dealer inspect the outboard motor before operating it again.

EMU29471

Replacing fuse

If a fuse has blown, remove the electrical cover, open the fuse holder and remove the fuse with a fuse puller (if equipped). Replace it with a spare one of the proper amperage.

EWM00630

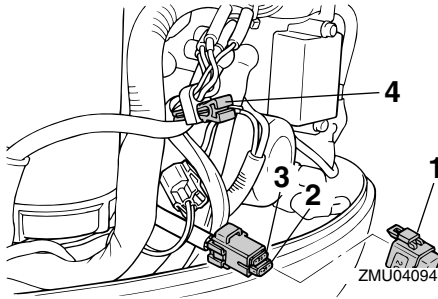


Be sure to use the specified fuse. An incorrect fuse or a piece of wire could allow excessive current flow. This could cause electric system damage and a fire hazard.

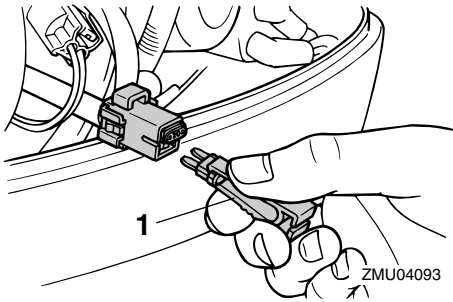
NOTE:

Consult your Yamaha dealer if the new fuse immediately blows again.

Trouble Recovery



1. Fuse box
2. Fuse (20 A)
3. Spare fuse (20 A)
4. Fuse puller



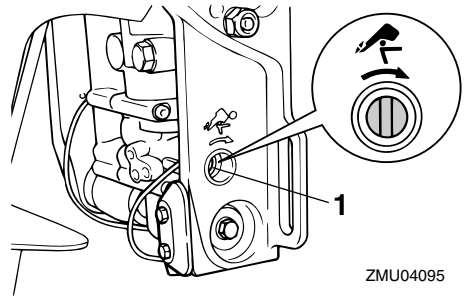
1. Fuse puller

EMU29510

Power trim and tilt will not operate

If the engine cannot be tilted up or down with the power trim and tilt/ the power tilt because of a discharged battery or a failure with the power trim and tilt unit/the power tilt, the engine can be tilted manually.

1. Loosen the manual valve screw by turning it clockwise until it stops.



1. Manual valve screw
2. Put the engine in the desired position, then tighten the manual valve screw by turning it counterclockwise.

EMU29531

Starter will not operate

If the starter mechanism does not operate (the engine cannot be cranked with the starter), the engine can be started with an emergency starter rope.

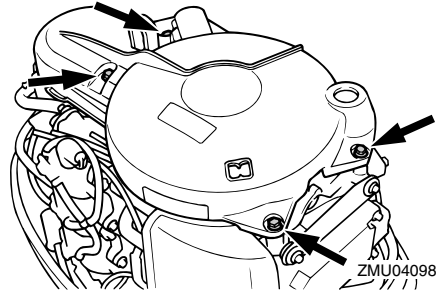
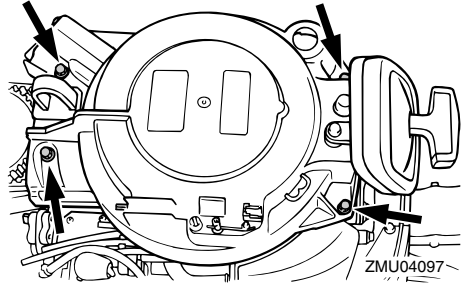
EWWM01020

WARNING

- Use this procedure only in an emergency and only to return to port for repairs.
- When the emergency starter rope is used to start the engine, the start-in-gear protection device does not operate. Make sure the remote control lever is in neutral. Otherwise the boat could unexpectedly start to move, which could result in an accident.
- Attach the engine stop switch lanyard to a secure place on your clothing, or your arm or leg while operating.
- Do not attach the lanyard to clothing that could tear loose. Do not route the cord where it could become entangled, preventing it from functioning.
- Avoid accidentally pulling the lanyard during normal operation. Loss of en-

gine power means the loss of most steering control. Also, without engine power, the boat could slow rapidly. This could cause people and objects in the boat to be thrown forward.

- Be sure no one is standing behind you when pulling the starter rope. It could whip behind you and injure someone.
- An unguarded, rotating flywheel is very dangerous. Keep loose clothing and other objects away when starting the engine. Use the emergency starter rope only as instructed. Do not touch the flywheel or other moving parts when the engine is running. Do not install the starter mechanism or top cowling after the engine is running.
- Do not touch the ignition coil, spark plug wire, spark plug cap, or other electrical components when starting or operating the motor. You could get an electrical shock.

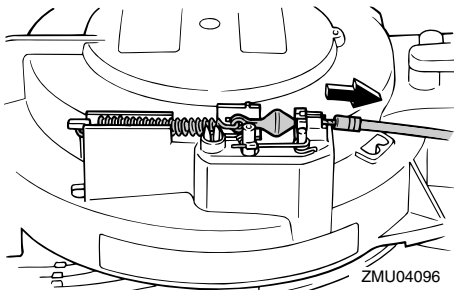


4. Prepare the engine for starting. For further information, see page 24. Be sure the engine is in neutral and that the engine stop switch lanyard lock plate is attached to the engine stop switch. The main switch must be "ON" (on), if equipped.

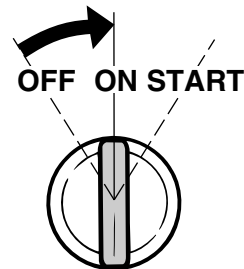
EMU29573

Emergency starting engine

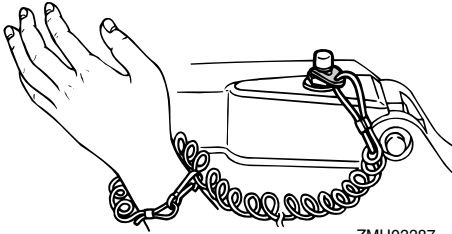
1. Remove the top cowling.
2. Disconnect the start-in-gear protection cable from the starter, if equipped.



3. Remove the starter/flywheel cover after removing the bolt(s).

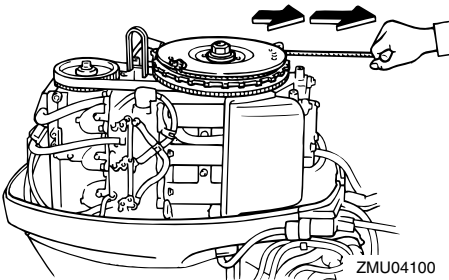


Trouble Recovery



ZMU03387

5. Insert the knotted end of the emergency starter rope into the notch in the flywheel rotor and wind the rope several turns around the flywheel clockwise.
6. Pull the rope slowly until resistance is felt.
7. Give a strong pull straight out to crank and start the engine. Repeat if necessary.



ZMU04100

NOTE: _____
When the engine does not start with this procedure, see page 24.

EMU29760

Treatment of submerged motor

If the outboard motor is submerged, immediately take it to a Yamaha dealer. Otherwise some corrosion may begin almost immediately.

If you cannot immediately take the outboard motor to a Yamaha dealer, follow the procedure

below in order to minimize engine damage.

EMU29783

Procedure

1. Thoroughly wash away mud, salt, seaweed, and so on, with fresh water.
2. Remove the spark plug(s), then face the spark plug holes downward to allow any water, mud, or contaminants to drain.
3. Drain the fuel from the carburetor, fuel filter, and fuel line. Drain the engine oil completely.
4. Fill the sump with the fresh engine oil.

Engine oil capacity:

2.0 L (2.11 US qt) (1.76 Imp.qt)

5. Feed engine fogging oil or engine oil through the carburetor(s) and spark plug holes while cranking the engine with the manual starter or emergency starter rope.
6. Take the outboard motor to a Yamaha dealer as soon as possible.

ECM00400


CAUTION: _____

Do not attempt to run the outboard motor until it has been completely inspected.



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