MODEL NO.
298.586130

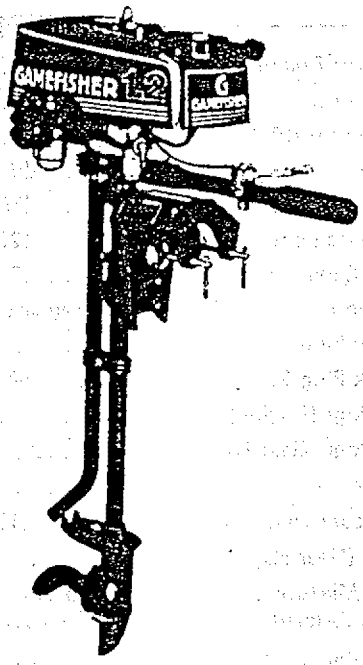
- owner's responsibility
- maintenance
- operation
- trouble shooting
- replacement parts

Sears **GAMEFISHER®**

OUTBOARD MOTOR 1.2 H.P.

CAUTION: Read Rules For Safe Operation And Instructions Carefully Before Operating Your New Outboard Motor

OWNER'S MANUAL



Publication No.
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SPECIFICATION

Type of Engine	Air Cooled 2-Cycle
Horsepower	1.2
Maximum RPM	7500
Weight (6 kg)	13-1/2 Lbs. Approx.
Bore and Stroke (30 mm x 30 mm)	1.19" x 1.19"
Displacement (22 cc)	1.39 cu.in.
Fuel Capacity-Engine Tank (0.7 liters)	3/4 qt.
Ignition	Flywheel Magneto with Transisterized Electronic Ignitor.
Spark Plug	NGK BMR6A or Champion RCJ-8
Spark Plug Gap Setting (0.6 mm)	.025"
Bearings (Engine)	Ball
Bearings (Gear Hsg.)	Ball & Oilite Bronze
Starter	Recoil
Propeller Dia. and Pitch (150 mm x 72 mm)	5-29/32" x 2-13/16"
Lub. (Gear Hsg.)	SAE 90
Fuel Mixture	50 to 1 ratio of regular grade gasoline to 2-cycle outboard lubricant or its equivalent BIA certified TC-W 2-cycle outboard lubricant.
Steering	130° Pivot Steering

IMPORTANT

Owner's Responsibility and Operating Safety Check List

BE SURE TO READ AND DO THE FOLLOWING BEFORE OPERATING YOUR OUTBOARD MOTOR

SAFETY CHECK LIST

1. Learn and observe the boating laws of the U.S. Coast, Guard, state, local authorities.
2. U.S. Coast Guard regulations require the following:
   a. Provide an approved life-vest, type 1, 2 or 3, Personal Flotation Device for each person in boat. (Encourage passengers to wear them.)
   b. If the boat exceeds 16 feet, also carry a type 4, throwable Personal Flotation Device.
3. Do not fill fuel tank with motor running or near any flame or lighted smoking material.
4. When loading boat distribute the load evenly, keep the load low; don't overload; don't stand in a small boat. Take weather and water conditions into account.
5. Do not permit persons to ride on parts of the boat not designed for such use. Standing, bow riding and seat back or gunwale riding can be especially dangerous.

OWNER'S RESPONSIBILITY

6. Read owner's manual before running your new outboard motor.
7. Before starting, make sure your motor is securely mounted to boat transom with a safety chain. Tighten clamp stud handles securely by hand.
8. Be sure to have pliers, screwdriver, spare spark plugs, wrench, shear pins and cotter pins in boat whenever leaving shore.
9. Be sure to have an adequate supply of fuel (carry only in an approved container) on board. Use a good grade of regular gasoline with proper mixture, as cited in the Specifications.
10. Occasionally check to be sure clamp stud handles on transom mounting bracket are tight.
11. IN CASE OF AN EMERGENCY, THE ENGINE CAN BE STOPPED BY DEPRESSING THE STOP BUTTON (IF SO EQUIPPED) OR PLACING CHOKE KNOB IN FULL CHOKE POSITION.
12. Keep an alert lookout. Serious accidents have resulted from failure to use eyes.
13. Keep firefighting and lifesaving equipment in good condition and readily accessible at all times.
14. Good housekeeping is even more important afloat than ashore. Cleanliness diminishes the probability of fire and tripping hazards.

TIPS FOR TRAILERING OR AUXILIARY USE

15. When launching or loading boat on a trailer, place your outboard motor in the tilted storage position. Also when trailering your boat and outboard motor, keep outboard motor in upright (vertical) position on the boat transom. Outboard motors transported across rough roads in the "tilt" position could cause transom damage or mounting brackets to break off, losing your motor. If motor must be trailered in "tilt" position, a short length of 2 x 4 should be placed between the motor bracket and the motor leg. The motor leg should then be firmly tied down against the 2 x 4 to prevent any possible damage. Similar precautions should be taken if using the motor as an auxiliary power source for a sailboat or power boat. When using motor as an auxiliary power source, the use of an auxiliary adjustable position motor bracket is recommended.

MAJOR PARTS

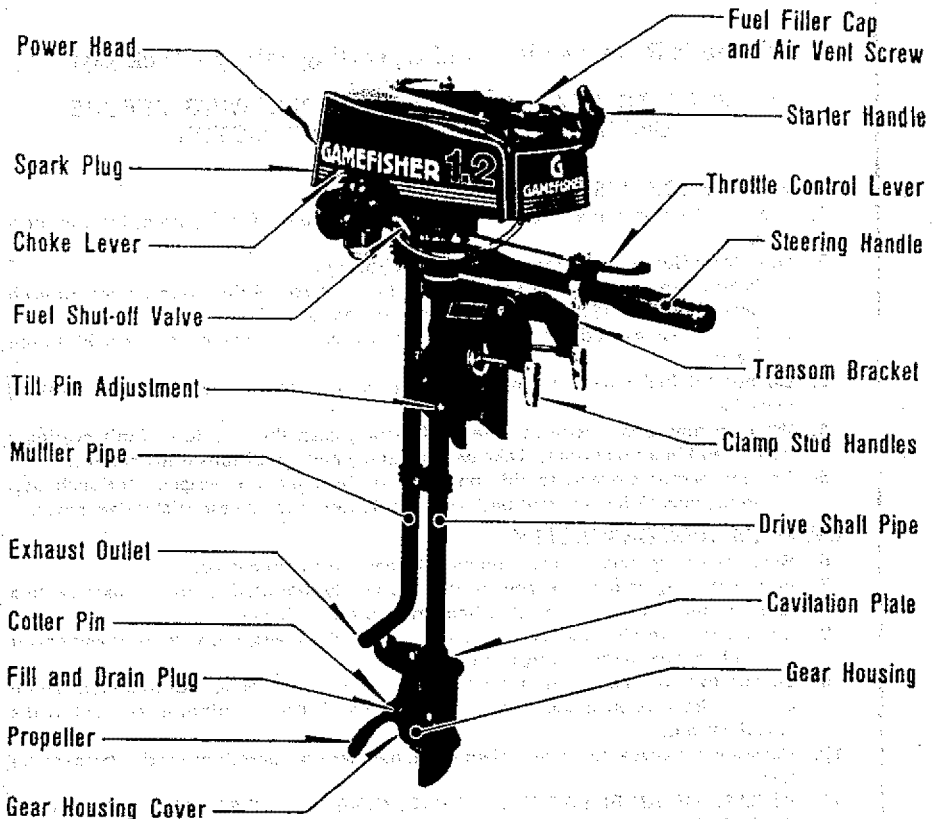


Figure 1

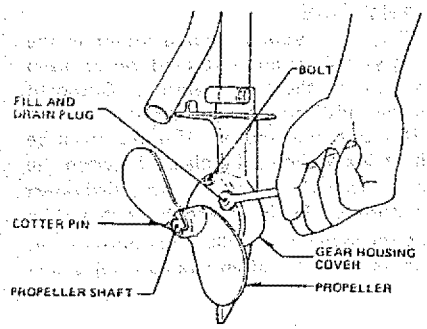


Figure 2

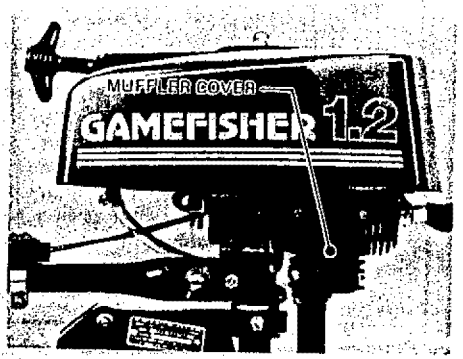


Figure 3

MAINTENANCE

1. FEATURE INFORMATION

a. This outboard motor has special design features as shown in Figure 1.

b. Your selection of our Marine Products will provide you with many hours of enjoyable boating. To assure your complete satisfaction on the investment you have just made, we ask you to read this manual thoroughly before going afloat. Acquaint yourself with the particular areas of operation on your outboard motor as you read the step-by-step procedures. Keep in mind maximum performance is achieved only when the owner or operator is completely familiar with the operating instructions.

c. Periodic servicing will be required. It is recommended that you consult your Sears Service Center when service is necessary. We will be happy to extend our facilities and assure prompt service.

2. STEERING HANDLE INSTALLATION

Remove snap pin and washer 5 from steering handle, screw handle mounting bolt in joint pipe holder and stop steering handle. Then push groove at tip of steering handle against handle stopper.

Put washer 5 in over handle mounting bolt and insert snap pin.

3. LUBRICATION — GEAR HOUSING

a. The Gear Housing has been pre-lubricated at the factory; however, the grease level should be checked as follows using SAE 90 outboard motor grease. (See Figure 2).
   (1) Prior to initial operation.
   (2) After first four (4) hours of use.
   (3) Recheck after every fifty (50) hours running time.
   (4) Replace with new lubricant at the end of your outboard motor season. This is important, as it removes any water from the gear housing and prevents possible corrosion to internal parts.

b. To Check, Drain or Fill gear housing, follow these steps:
   (1) Position outboard motor upright.
   (2) Remove drain plug and washer, then insert nozzle of gear lubricant tube into hole.
   (3) Squeeze tube until lubricant is forced out around tube.
   (4) Replace plug and washer. Be sure plug is tightened securely.
   (5) To achieve complete drainage of lubricant, remove cotter pin, propeller and shear pin from propeller shaft, also, gear housing cover by unscrewing 2 bolts.
   (6) When lubricant has completely drained, replace parts and refill gear housing using filling procedure above.

c. For best results, lubricate propeller shaft with lithium grease every 30 to 60 days.

4. MUFFLER INSPECTION

a. Periodically remove muffler cover by unscrewing screws and inspect for carbon build-up inside the muffler inlet and outlet, the exhaust port and the combustion chamber of the cylinder. Excessive carbon will prevent drawing the maximum power out of the engine. (See Figure 3).

b. Care should be exercised while cleaning away carbon to prevent scratches to the surface of the engine components and dropping carbon inside of crankcase.

5. PROLONGED STORAGE

a. To store your outboard motor for prolonged storage, prepare outboard as follows:
   (1) See paragraph on stopping procedures. (Ref. 10)
   (2) When removing outboard motor from boat, allow all water to drain from unit.
   (3) The outboard motor should be mounted on a stand vertically with power head up for storage.
   (4) Pull starter handle slowly until resistance is felt due to compression pressure, then stop. Release starter tension slowly to prevent engine from reversing rotation due to compression pressure. This position will close both the intake and exhaust ports for storage.
   (5) Drain and fill gear housing as outlined under Lubrication of Gear Housing. (Ref. 3)
   (6) Wipe exterior completely with fresh water cloth and then apply light coating of oil.

b. When starting a new season, always use fresh gasoline. Last year's gasoline may have varnish deposits that will plug the carburetor jets, thus requiring a complete overhaul.

c. To plan for the coming season, we recommend you contact your Sears Service Center before the new season for any service repair work required.

OPERATION

6. BOAT MOUNTING

a. Mount the motor on the center of the boat transom (stern). (See Figure 4).

CAUTION

Hand tighten transom bracket and clamp stud handles simultaneously. Do not use a wrench or any other device that would cause damage to brackets. Occasionally check to be sure lamp stud handles on transom mounting bracket are tight. (See Figure 5).

b. To obtain the best performance from your outboard, the following boat transom specifications are recommended: (See Figure 4).
Transom Angle (See View 3):
. . . . . 12 to 15 degrees
Transom Height (See View 4):
. . . . . 20 inches

c. The angle of the motor column is easily adjusted by removing the Hitch Pin and changing the Tilt Lock Bracket Pin in the Five (5) different angle position holes located on either side of the right or left Transom Mounting Brackets. Each angle position elevates five (5) degrees. Try center hole position first. (See Figure 6).

d. To find the correct angle position, make a test run at full throttle with your usual loading in the boat. Always stop motor to change the Tilt Lock Bracket Pin. The correct angle position will have your boat traveling with the bow slightly higher than the stern, but should not porpoise (bow rises and falls rapidly and continuously). Be sure Tilt Lock Bracket Pin is always pushed completely through both Transom Mounting Brackets and Hitch Pin is secured.

WARNING

If the motor column is tilted too far outward, the boat is likely to porpoise or cavitate at full throttle, which can be dangerous because a cross wind or a wave could suddenly deflect the boat into a dangerous turn. Also, if the motor column is tilted too far inward, the bow of the boat will dig in, which can be dangerous when crossing a wake or in rough water. Do not run motor in the storage position. (See View 1 and 2, Figure 4).

e. Secure motor to boat with Safety Chain. Chain not included with motor.

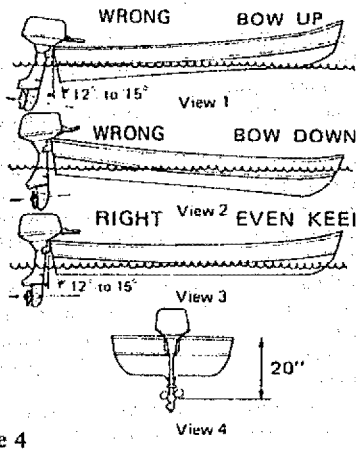


Figure 4

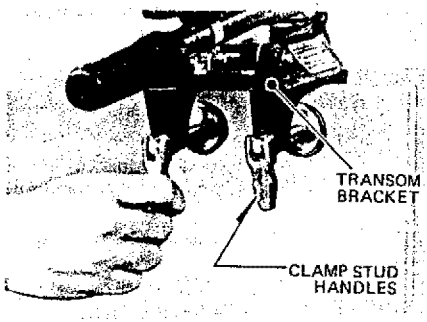


Figure 5

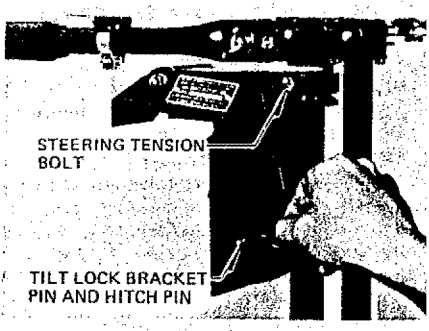


Figure 6

7. STEERING ADJUSTMENT

Tighten steering tension bolt using a spanner for desired steering effort. (See Figure 6).

CAUTION

There is a possibility of losing bolt if backed out too far.

OPERATION

8. 2-CYCLE ENGINE FUEL MIXTURE

Use a good grade of regular gasoline. (See mixing table below.)

CAUTION

Always use BIA certified TC-W oil in the 50:1 ratio. Failure to do so may result in excessive spark plug fouling, piston scoring, or bearing failure. Do not under any circumstances, use multigrade, such as 10W-30, or other automobile oils.
If BIA certified oil is not available, use an SAE 30 or 40 2-cycle or outboard oil.
We reserve the right to refuse warranty on parts which are damaged when using improper fuels or lubricants.

WARNING

Gasoline is highly flammable. Always mix in well ventilated area. Do not fill tank with motor running, nor near any flame or while smoking. Be sure vent screws and filler caps on tanks are finger tightened when transporting gasoline in the trunk of your automobile to prevent explosion.

FUEL MIXING TABLE 50:1 MIXTURE

U.S. Measure		
Regular Gasoline	Amount of oil to be added	
In Gallons	In Pints	In Oz.
1	0.16	2.6
3	0.48	7.7
5	0.80	12.8
6	0.96	15.4

Metric Measure	
Regular Gasoline	Amount of oil to be added
In Liters	In Liters
1	0.02
5	0.10
10	0.20
20	0.40

9. STARTING PROCEDURE (See Figure 7).

a. Open air vent screw located on fuel filler cap by turning counterclockwise.
b. Open fuel shut-off valve.
c. Open throttle lever to half throttle.
d. Move choke lever to "On" position.

WARNING

When starting outboard, the boat will move with a sudden burst of speed. Make sure you are well seated so as not to lose your balance with a fast start.

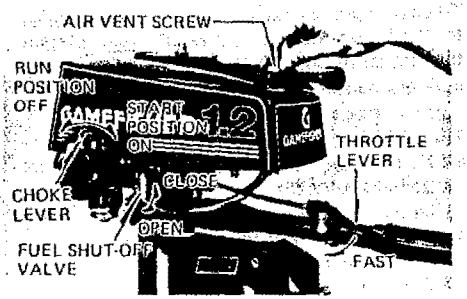


Figure 7

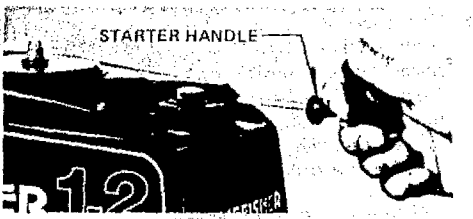


Figure 8

e. Pull starter handle slowly until you feel starter engage. Then pull with rapid motion and allow the starter cord to retract slowly. (See Figure 8).
f. After engine has started, gradually move choke lever to "Off" position while warming up the engine.
g. Let engine idle for approximately 3 minutes before moving throttle lever to "Fast" position.

10. STOPPING PROCEDURE

To stop engine, move throttle lever to full "Stop" position. (See Figure 7).

WARNING

In case of an Emergency, the engine can be stopped by moving the Choke Lever to Full Choke Position.
If the motor will not be operated for a period of time, if it is to be removed from the boat, or if it is to be tilted up, we recommend the following practice to prevent spillage from the carburetor throat and bowl and to prevent gum formations in the carburetor during storage:

1. Close fuel shut-off valve and air vent screw at fuel filler cap.
2. Allow motor to run at idling speed until it stops of its own accord, indicating the carburetor has run dry.

OPERATION

11. FLOODING

To clear engine of excess fuel, move choke lever to "Off" position and throttle lever to half throttle position. Pull recoil starter handle until engine starts and continues to run.

12. CARBURETOR ADJUSTMENTS

a. Your motor has a fixed high speed jet. The Idle Adjustment has been preset at the factory. (See Figure 9).

b. Periodically check filter for dirt by unscrewing Sediment Bowl.

13. PROPELLER SHEAR PIN & COTTER PIN HOLDER

a. The Shear Pin is used for the purpose of protecting the Drive Train and Gears. The Shear Pin will not prevent the propeller from becoming damaged when striking an under water object. When shear pin is broken, the engine will continue to run, however, the propeller will not be rotating.

CAUTION

Stop engine immediately after shearing pin to avoid possible damage to the engine.

b. To replace shear pin, shut off motor, remove cotter pin with needle nose pliers and slip off propeller. (See Figure 10 & 11).

c. Replace with new shear pin located in shear pin and cotter pin holder on steering handle.

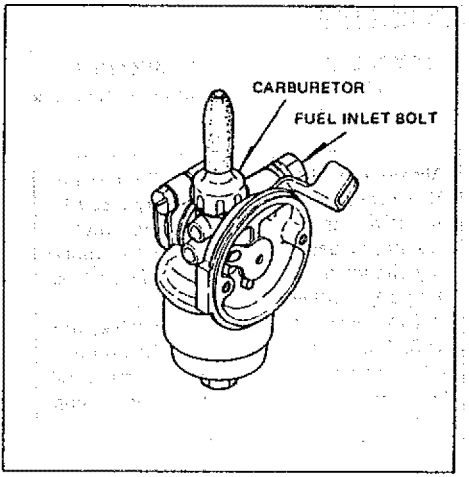


Figure 9

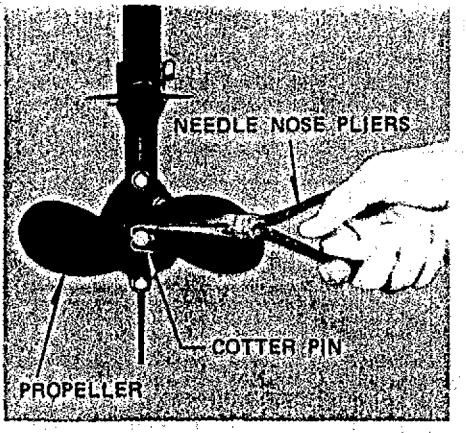


Figure 10

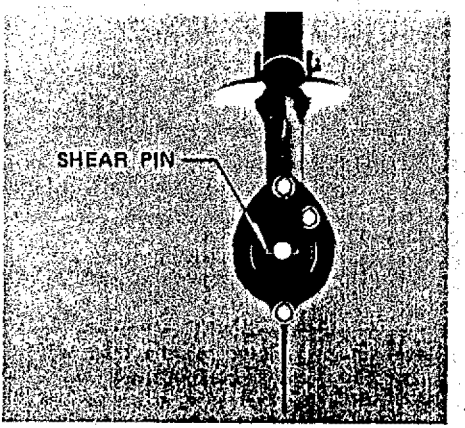


Figure 11

OPERATION

14. FLYWHEEL MAGNETO IGNITION SYSTEM WITH TRANSISTERIZED ELECTRONIC IGNITOR

a. The magneto ignition system consists of the following component parts: Flywheel, Transisterized Electronic Ignitor and Ignition Coil.

b. Inspect the following if engine fails or is hard to start:
   (1) Spark plug as often as necessary. Be sure spark plug gap setting is .025" (0.6mm).
   (2) Gasoline fuel supply and fuel shut-off valve should be open.
   (3) Carburetor being starved of fuel.

c. The correct spark plug for this motor is NGK BMR6A or Champion RCJ-8.

d. To test ignition system, remove spark plug and place against bare spot on metal part of motor away from cylinder spark plug hole and then pull starter cord several times. If a spark bridges the plug gap, the magneto is in good operating condition. The high tension lead wire must be connected to the plug for this check. If there is no spark, have the ignition checked at your Sears Service Center.

15. REMOVING MOTOR FROM BOAT

a. Always tilt motor by lifting on rear of shroud. DO NOT PUSH DOWN ON THE STEERING HANDLE. When removing the motor from the boat, raise the outboard in upward direction until the propeller clears the transom. Hold the motor upright long enough to allow all water to drain from the exhaust pipe. When you find it difficult to hold the motor upright, tighten the Center Bolt increasingly for desired effort. (See Figure 13).

WARNING

Although the engine is air cooled, it is possible to burn your hands on the engine block and upper portion of the column. Do not touch.

b. It may be necessary to rotate the motor to one side before tilting the motor on the transom to remove leg from the water when installed on boats with thick transoms.

c. Always carry outboard with the engine above the lower unit to prevent moisture from entering the engine through the exhaust ports.

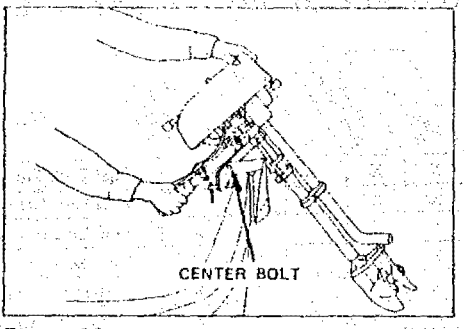


Figure 13

WARNING

If the motor will not be operated for a period of time, if it is to be removed from the boat, or if it is to be tilted up, we recommend the following practice to prevent spillage from the carburetor throat and bowl and to prevent gum formations in the carburetor during storage:

1. Close fuel shut-off valve and air vent screw at fuel filler cap.
2. Allow motor to run at idling speed until it stops of its own accord, indicating the carburetor has run dry.

16. SALT WATER OPERATION

To materially increase the life of all exposed parts and decorative finishes, follow the steps indicated below.

a. Always tilt your motor out of the water when not in use.

b. Never leave the lower unit in salt water overnight.

c. Wipe exterior completely with fresh water cloth and then apply light coating of oil.

d. Lubricate propeller shaft occasionally with a waterproof type of lubricant (Lithium Grease), thus enabling the propeller to be removed easily.

e. It is good practice when operating in salt water to inspect your motor daily and to apply a light coating of grease to any part or area that shows evidence of corrosion or rust.

f. Always remove motor from boat vertically, allowing water to drain from column before tilting the motor.

TROUBLE SHOOTING CHECK LIST

Engine Does Not Start	Starts But Does Not Run	Engine Misses	Does Not Idle	Does Not Develop Full Power	*Take your outboard motor into any one of over 2000 Sears Service Units.
X	X				Fuel Tank Empty
X	X				Fuel Shut-Off Valve Closed
X	X		X	X	Fuel Line Kinked or Pinched
X	X		X	X	Vent Screw on Fuel Tank Filter Cap Closed
X	X		X	X	Carburetor Passages Clogged or Dirty *
X	X	X	X	X	Incorrect Fuel-Oil Mixture
X	X	X	X	X	Carburetor Out of Adjustment
X	X				Engine Flooded
X	X	X	X	X	Wrong Type Spark Plug
X	X	X	X	X	Defective or Fouled Spark Plug
X		X			Defective Magneto *
X					Spark Does Not Jump Spark Plug Gap *
				X	Engine Out of Time *
X	X	X	X		Transisterized Electronic Ignitor out of order *
X	X	X	X	X	Weak Ignition Coil *
X		X			Spark Plug Lead Wire Not Secured
X		X			Frayed or Cracked Lead Wire Insulation *
X		X			Disconnected, Grounded or Loose Wiring in Electrical System *
				X	Propeller Bound by Foreign Objects (Fishing Line, Weeds, Etc.)
X					High Tension Lead–Salt Water Build Up

IMPORTANT INFORMATION

MODEL NUMBER: 298.586130

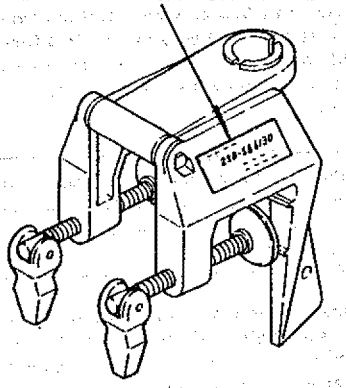
SERIAL NUMBER _____

DATE OF PURCHASE _____

INSURE YOUR ENGINE

Many insurance companies including Allstate Insurance offer protection contracts for your boat and outboard engine. Insurance covering your own equipment against damage, theft, etc., as well as liability insurance for property damage and personal injury to others is available. It would be wise to contact your insurance agent for further information about adequate protection.

IDENTIFICATION PLATE



OPERATING LOG

DATE	NO. HRS. USED	GALS. FUEL USED	DATE	NO. HRS. USED	GALS. FUEL USED

REPLACEMENT PARTS

FOR

MODEL No.298.586130

FIG. 1 ENGINE

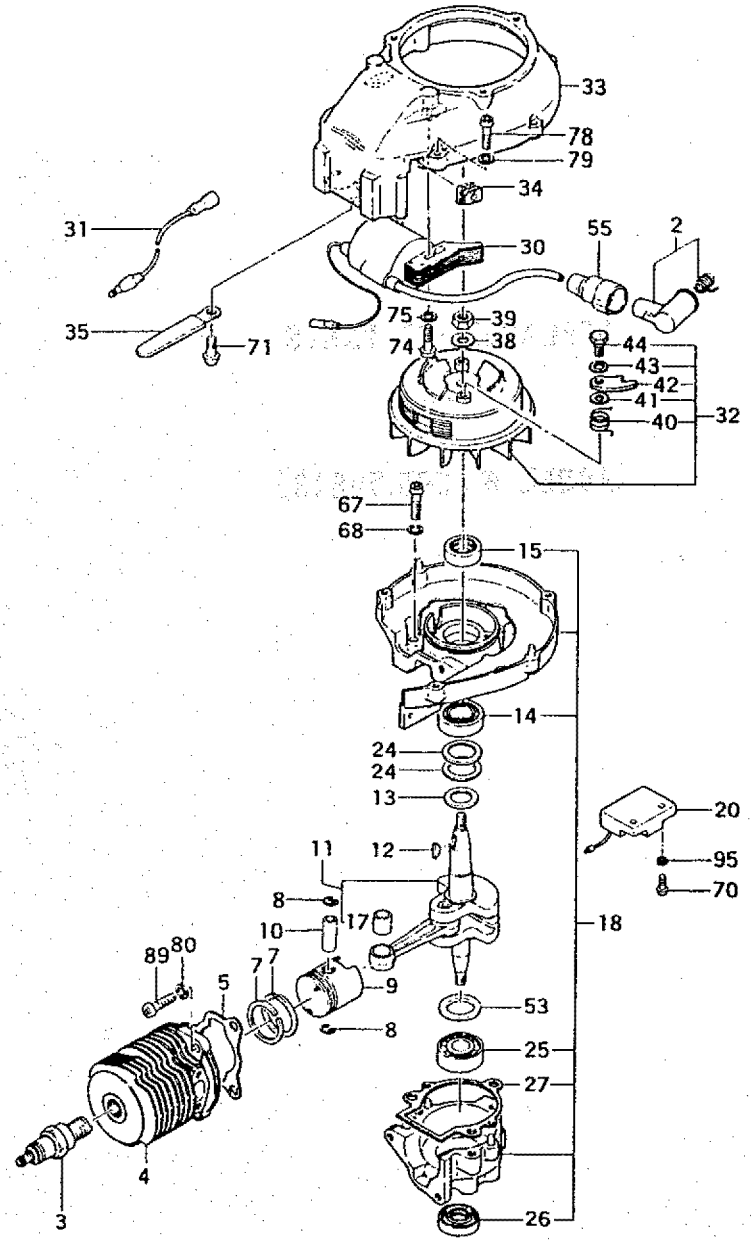

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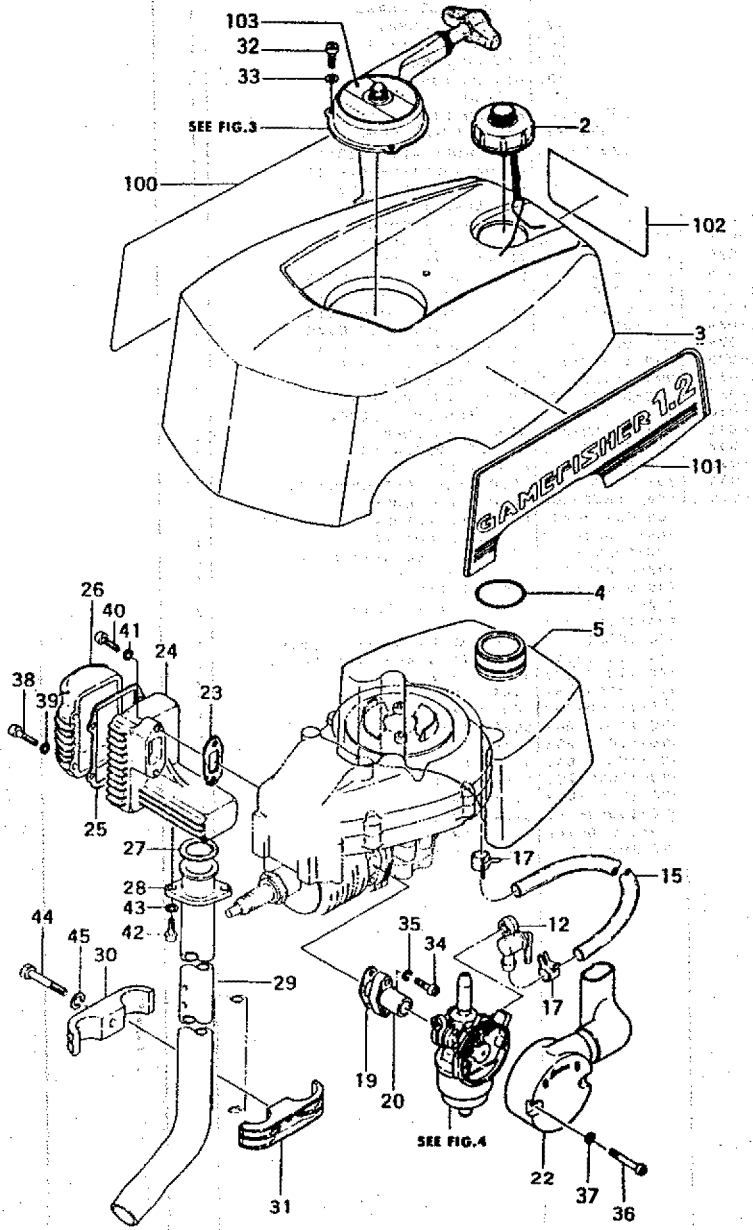
FIG. 1 ENGINE

REF.No.	P.P.No.	PARTS NAME	Q'ty
1-002	157-04000-900	SPARK PLUG CAP ASS'Y	1
1-003	018-00546-200	SPARK PLUG BM6A	1
1-004	002-00500-804	CYLINDER COMP.	1
1-005	017-00501-202	CYLINDER GASKET	1
1-007	041-00000-200	PISTON RING	2
1-008	039-00000-201	PISTON PIN CIRCLIP	2
1-009	031-00500-200	PISTON	1
1-010	037-00000-200	PISTON PIN 9X24	1
1-011	046-00557-801	CRANK SHAFT COMP.	1
1-012	068-02000-200	WOOD-RUFF KEY 3X13X5	1
1-013	070-02401-201	CRANK SHAFT WASHER 15X22	1
1-014	999-61600-200	BALL BEARING #6002	1
1-015	999-66152-500	OIL SEAL 15257	1
1-017	038-00000-200	PISTON PIN BUSHING	1
1-018	072-00586-900	CRANK CASE ASS'Y	1
1-020	159-21401-871	IGNITOR ITE-1E	1
1-024	071-02007-200	CRANK SHAFT SHIM 0.05	V
1-024	071-02007-210	CRANK SHAFT SHIM 0.10	V
1-024	071-02007-220	CRANK SHAFT SHIM 0.15	V
1-024	071-02007-230	CRANK SHAFT SHIM 0.20	V
1-024	071-02007-240	CRANK SHAFT SHIM 0.30	V
1-025	999-61620-100	BALL BEARING #6201	1
1-026	999-66122-821	OIL SEAL 12287	1
1-027	090-00501-202	CRANK CASE GASKET	1
1-030	167-20759-800	IGNITION COIL COMP.	1
1-031	178-00610-801	STOP CORD COMP.	1
1-032	155-21708-900	MAGNETO ROTOR ASS'Y	1
1-033	112-00501-203	FAN CASE	1
1-034	202-10200-201	SECONDARY CORD GROMMET	1
1-035	198-11600-800	CORD CLAMP COMP.	1
1-038	065-00000-200	FLYWHEEL WASHER	1
1-039	066-00000-200	FLYWHEEL NUT 12	1
1-040	790-00601-203	STARTER PAWL SPRING	2
1-041	992-01050-011	WASHER 5	2
1-042	788-00601-203	STARTER PAWL	2
1-043	822-00601-200	STARTER PAWL SHIM	2
1-044	793-10200-201	STEP BOLT	2
1-053	070-00601-201	CRANK SHAFT WASHER 12X18	1
1-055	256-01046-200	SPARK PLUG RUBBER COVER B	1
1-067	990-11060-222	SCREW 6X22	3
1-068	992-10060-042	S.WASHER 6	3
1-070	990-11040-182	SCREW 4X18	1
1-071	990-11040-061	SCREW 4X6	1
1-074	990-11050-202	SCREW 5X20	2
1-075	992-10050-042	S.WASHER 5	2
1-078	990-11050-202	SCREW 5X20	3
1-079	992-10050-042	S.WASHER 5	3
1-080	992-10060-042	S.WASHER 6	3
1-089	990-11060-182	SCREW 6X18	3
1-095	992-10040-012	S.WASHER 4	1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SEE FIG.3
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GAMEFISHER 1.2
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SEE FIG.4
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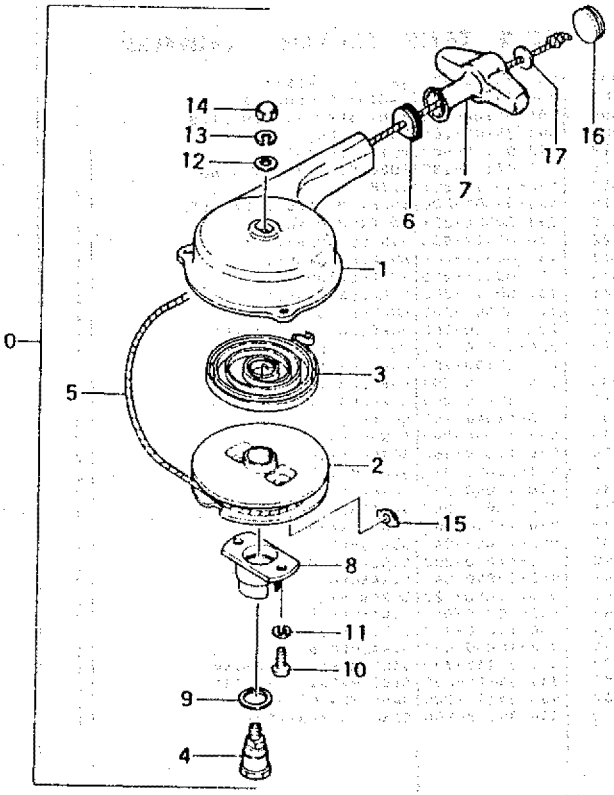
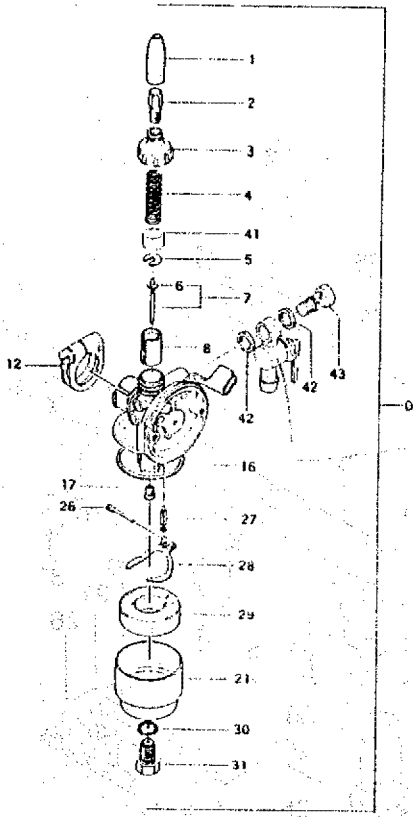
REF.No.	P.P.No.	PARTS NAME	Q'ty	
		FIG.2 TANK, CLUTCH & MUFFLER		
2-002	595-35100-902	TANK CAP ASS'Y	1	
2-003	300-35108-200	ENGINE SHROUD, SRS	1	
2-004	600-35100-203	TANK SUPPORT RING/TOB	1	
2-005	401-35100-204	FUEL TANK	1	
2-012	592-00750-900	PET-COCK ASS'Y	1	
2-015	700-07105-180	FUEL PIPE 7X10.5X180	1	
2-017	680-00618-201	CLIP	2	
2-019	403-00001-200	INLET MANIFOLD GASKET	1	
2-020	393-00004-201	INLET MANIFOLD	1	
2-022	410-00517-900	AIR CLEANER ASS'Y	1	
2-023	737-00531-201	MUFFLER GASKET	1	
2-024	716-00568-200	MUFFLER BODY A	1	
2-025	737-00517-200	MUFFLER GASKET	1	
2-026	717-00568-200	MUFFLER BODY B	1	
2-027	221-35100-200	MUFFLER PIPE GASKET	1	
2-028	226-35100-201	MUFFLER PIPE STAY A	1	
2-029	220-35100-203	MUFFLER PIPE	1	
2-030	225-35100-203	MUFFLER PIPE STAY	1	
2-031	227-35100-203	MUFFLER PIPE STAY B	1	
2-032	990-11040-252	SCREW 4X25	3	
2-033	992-10040-042	S.WASHER 4	3	
2-034	990-11050-162	SCREW 5X16	2	
2-035	992-10050-042	S.WASHER 5	2	
2-036	990-11040-252	SCREW 4X25	2	
2-037	992-10040-042	S.WASHER 4	2	
2-038	990-11040-202	SCREW 4X20	4	
2-039	992-10040-042	S.WASHER 4	4	
2-040	990-11050-202	SCREW 5X20	2	
2-041	992-10050-042	S.WASHER 5	2	
2-042	990-11050-122	SCREW 5X12	2	
2-043	992-10050-042	S.WASHER 5	2	
2-044	990-11060-222	SCREW 6X22	1	
2-045	992-10060-042	S.WASHER 6	1	
2-100	330-35118-200	SIDE MARK, RIGHT,SRS	1	
2-101	331-35118-200	SIDE MARK, LEFT,SRS	1	
2-102	906-35118-200	NAME PLATE,SRS	1	
2-103	336-35118-200	STARTER MARK,SRS	1	



REF.No.	P.P.No.	PARTS NAME	Q'ty	
		FIG.3 RECOIL STARTER		
3-000	756-00537-900	RECOIL STARTER ASS'Y	1	
3-001	772-00537-200	RECOIL STARTER BODY	1	
3-002	774-04015-204	STARTER ROPE REEL	1	
3-003	779-01006-201	RECOIL SPRING	1	
3-004	776-01006-207	PULLEY SHAFT	1	
3-005	781-00517-200	STARTER ROPE 3.5X1300	1	
3-006	780-00601-201	ROPE GUIDE	1	
3-007	785-10207-201	STARTER HANDLE	1	
3-008	773-00100-204	PULLEY SHAFT/OUTER	1	
3-009	814-00500-200	STARTER PULLEY SHIM	1	
3-010	990-11050-122	SCREW 5X12	2	
3-011	992-10050-042	S.WASHER 5	2	
3-012	992-01060-041	WASHER 6	1	
3-013	992-10060-042	S.WASHER 6	1	
3-014	991-41060-022	CAP NUT 6	1	
3-015	782-00546-200	ROPE RECEIVE	1	
3-016	833-10207-200	STARTER HANDLE CAP	1	
3-017	992-01040-011	WASHER 4	1	

.4 CARBURETOR



REF.No.	P.P.No.	PARTS NAME	Q'ty	
		FIG.4 CARBURETOR		
4-000	455-22624-900	CARBURETOR ASS'Y	1	
4-001	560-22602-200	RUBBER CAP	1	
4-002	597-22603-200	THROTTLE CABLE ADJUSTER	1	
4-003	595-22602-200	BODY CAP	1	
4-004	594-22602-200	THROTTLE VALVE SPRING	1	
4-005	619-22602-200	THROTTLE SPRING RECEIVER	1	
4-006	593-22602-200	JET NEEDLE CLIP	1	
4-007	592-22602-910	JET NEEDLE ASS'Y	1	
4-008	591-22602-200	THROTTLE VALVE	1	
4-012	561-22602-900	BODY BAND ASS'Y	1	
4-016	607-22602-200	FLOAT CHAMBER GASKET	1	
4-017	599-22620-200	MAIN JET	1	
4-021	606-22602-200	FLOAT CHAMBER	1	
4-026	605-22602-200	FLOAT ARM PIN	1	
4-027	603-22602-200	NEEDLE VALVE	1	
4-028	628-22602-200	FLOAT ARM	1	
4-029	604-22602-200	FLOAT	1	
4-030	570-22602-200	FIBER GASKET	1	
4-031	627-22601-200	DRAIN SCREW	1	
4-041	526-22006-200	PARTIAL COLLAR	1	
4-042	500-22905-200	FUEL INLET GASKET	2	
4-043	501-22900-200	FUEL INLET BOLT	1	

FIG.5 HANDLE & BRACKET

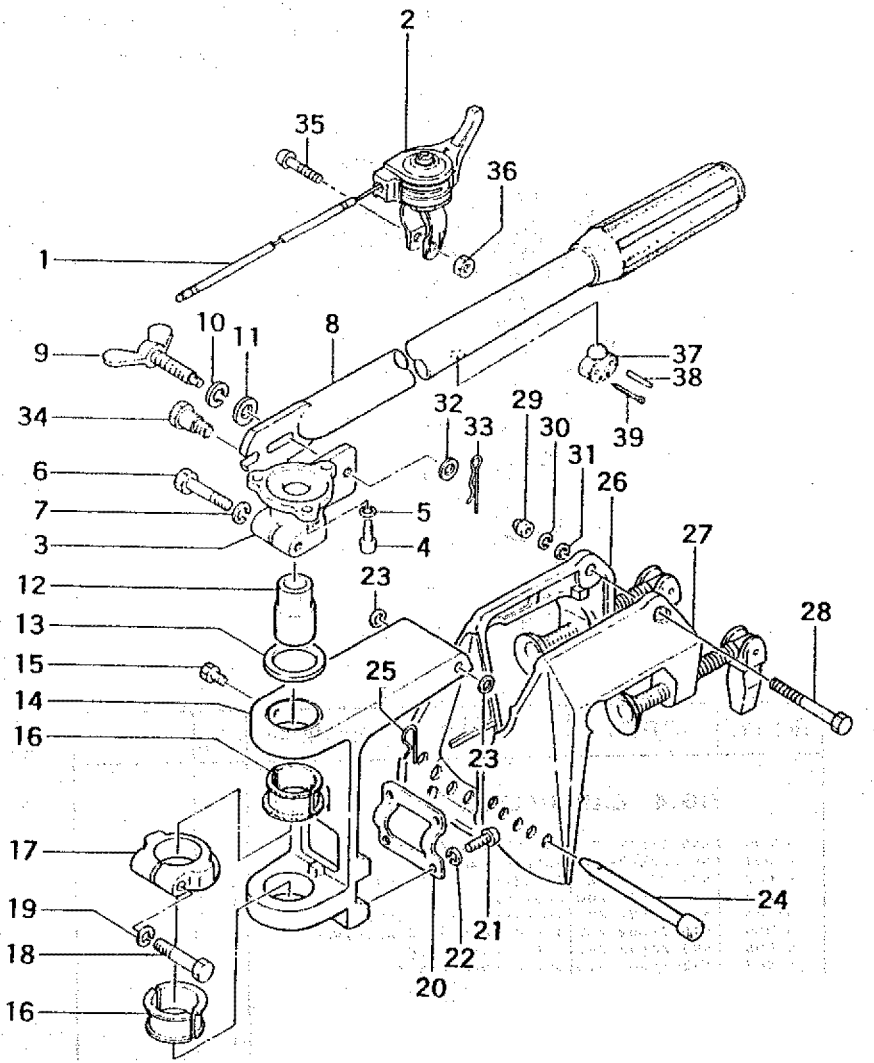


FIG.5 HANDLE & BRACKET

REF.No.	P.P.No.	PARTS NAME	Q'ty	
S-001	885-00568-800	THROTTLE WIRE COMP.	1	
S-002	870-00569-900	THROTTLE LEVER ASS'Y PLASTIC	1	
S-003	145-35118-200	JOINT PIPE HOLDER	1	
S-004	990-11060-182	SCREW 6X18	3	
S-005	992-10060-042	S.WASHER 6	3	
S-006	990-21060-302	BOLT 6X30	1	
S-007	992-10060-042	S.WASHER 6	1	
S-008	160-35118-901	STEERING HANDLE ASS'Y	1	
S-009	163-35118-200	HANDLE MOUNTING BOLT	1	
S-010	992-10060-042	S.WASHER 6	2	
S-011	162-35118-200	HANDLE WASHER	1	
S-012	019-35100-801	ADAPTER COMP.	1	
S-013	150-35109-200	THRUST WASHER	1	
S-014	115-35500-204	BRACKET	1	
S-015	990-21060-102	BOLT 6X10	1	
S-016	131-35118-200	THRUST BRACKET	4	
S-017	134-35109-201	ADJUSTING PLATE	1	
S-018	990-21050-302	BOLT 5X30	1	
S-019	992-10050-042	S.WASHER 5	1	
S-020	113-35109-200	BRACKET PIN HOLDER	1	
S-021	990-11050-122	SCREW 5X12	4	
S-022	992-10050-042	S.WASHER 5	4	
S-023	108-35501-200	CLAMP BRACKET BUSHING	2	
S-024	123-35500-201	BRACKET PIN S	1	
S-025	129-35100-200	BRACKET PIN STOPPER A	1	
S-026	107-35118-801	CLAMP BRACKET B COMP.,SRS	1	
S-027	106-35119-801	CLAMP BRACKET A COMP.	1	
S-028	990-21060-752	BOLT 6X75	1	
S-029	991-41060-022	CAP NUT 6	1	
S-030	992-10060-042	S.WASHER 6	1	
S-031	992-01060-041	WASHER 6	1	
S-032	992-01050-041	WASHER 5	1	
S-033	166-35118-200	SNAP PIN	1	
S-034	161-35118-200	HANDLE STOPPER	1	
S-035	990-11050-202	SCREW 5X20	1	
S-036	991-01050-021	NUT 5	1	
S-037	021-35100-201	PIN HOLDER	1	
S-038	012-35100-201	SHEAR PIN/TOB	2	
S-039	011-35100-200	COTTER PIN	2	

FIG.6 DRIVE SHAFT PIPE & GEAR CASE

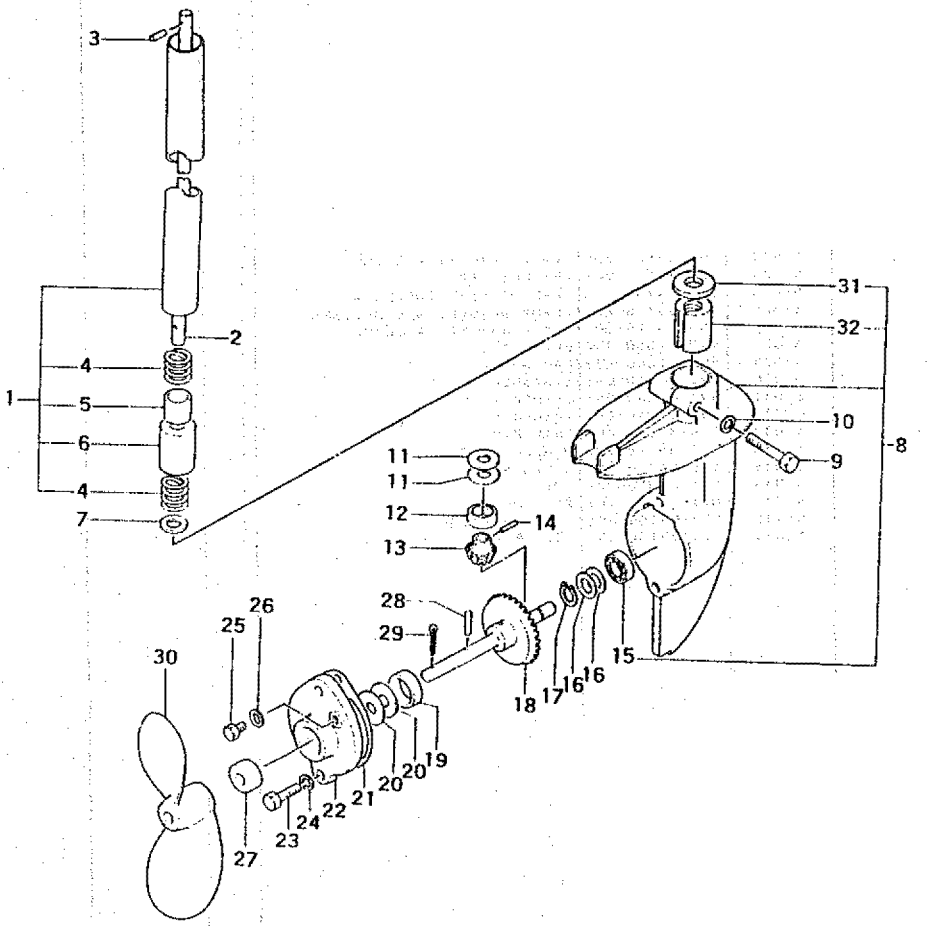
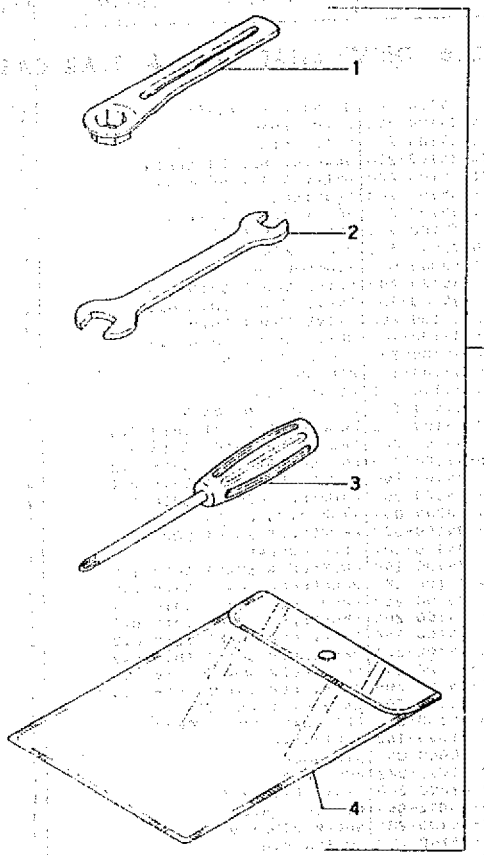


FIG.6 DRIVE SHAFT PIPE & GEAR CASE

REF.No.	P.P.No.	PARTS NAME	Q'ty	S.P.No.
6-001	090-35118-900	JOINT PIPE ASS'Y	1	
6-002	075-35100-206	DRIVE SHAFT	1	
6-003	076-35100-203	DRIVE PIN	1	
6-004	086-35100-200	BEARING HOLDER SPRING	2	
6-005	081-35100-200	DRIVE SHAFT BEARING	1	
6-006	039-35100-203	BEARING HOLDER	1	
6-007	091-35100-202	JOINT PIPE PACKING	1	
6-008	030-35100-900	GEAR CASE ASS'Y	1	
6-009	990-21060-302	BOLT 6X30	1	
6-010	992-10060-042	S.WASHER 6	1	
6-011	063-35100-200	DRIVE SHAFT SHIM 0.5	V	
6-011	064-35100-200	DRIVE SHAFT SHIM 0.1	V	
6-011	066-35100-200	DRIVE SHAFT SHIM 0.2	V	
6-011	065-35100-201	DRIVE SHAFT SHIM 1.5	1	
6-012	062-35100-202	PINION COLLAR	1	
6-013	060-35100-205	PINION	1	
6-014	061-35100-201	PINION PIN	1	
6-015	999-61629-000	BALL BEARING #629	1	
6-016	022-35100-200	PROPELLER SHAFT SHIM 0.3	V	
6-016	016-35100-201	PROPELLER SHAFT SHIM 0.2	V	
6-016	016-35100-250	PROPELLER SHAFT SHIM 0.2	V	
6-016	015-35100-200	PROPELLER SHAFT SHIM 0.1	V	
6-016	014-35100-201	PROPELLER SHAFT SHIM 1.0	V	
6-017	993-50009-002	STOP RING C9 EX	1	
6-018	005-35100-800	PROPELLER SHAFT COMP	1	
6-019	026-35100-201	GEAR COLLAR	1	
6-020	014-35100-250	PROPELLER SHAFT SHIM 1.0	V	
6-020	014-35100-201	PROPELLER SHAFT SHIM 1.0	V	
6-020	015-35100-250	PROPELLER SHAFT SHIM 0.1	V	
6-020	015-35100-200	PROPELLER SHAFT SHIM 0.1	V	
6-020	016-35100-250	PROPELLER SHAFT SHIM 0.2	V	
6-020	016-35100-201	PROPELLER SHAFT SHIM 0.2	V	
6-020	022-35100-250	PROPELLER SHAFT SHIM 0.3	V	
6-020	022-35100-200	PROPELLER SHAFT SHIM 0.3	V	
6-021	048-35100-203	GEAR CASE PACKING	1	
6-022	045-35100-801	GEAR CASE COVER COMP.	1	
6-023	990-21060-162	BOLT 6X16	2	
6-024	992-10060-042	S.WASHER 6	2	
6-025	990-21060-082	BOLT 6X8	1	
6-026	317-02000-200	DRAIN GASKET 6	1	
6-027	999-66092-064	OIL SEAL 9207	1	
6-028	012-35100-201	SHEAR PIN/TOB	1	
6-029	011-35100-200	COTTER PIN	1	
6-030	010-35118-200	PROPELLER	1	
6-031	999-66081-805	OIL SEAL 0187	1	
6-032	032-35100-205	PLANE BEARING L	1	

FIG.7 TOOLS



REF.No.	P.P.No.	PARTS NAME	Q'ty	
		FIG.7 TOOLS		
7-000	905-35110-903	TOOL ASS'Y	1	
7-001	851-20000-201	SPARK PLUG BOX SPANNER	1	
7-002	801-20000-200	SPANNER 8X10	1	
7-003	862-20000-200	PLUS DRIVER 4	1	
7-004	948-32352-200	TOOLS BAG	1	

MODEL NO.
298.586130

Sears GAMEFISHER®

OUTBOARD MOTOR 1.2 H.P.

OWNER'S MANUAL

For quick service or repair, take your Outboard Motor to any Sears Service Unit throughout the U.S. and Canada. Each Service Unit is staffed by trained technicians, using Sears approved parts and repair procedures to ensure that we meet our pledge to you—"We service what we sell." Refer tc the local telephone directory for the Sears Unit nearest you.

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Refer to the Identification Plate for the complete model number when requesting service or replacement parts for your outboard motor.

All parts listed herein may be ordered from any Sears, Roebuck and Co.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION:

1. Model Number
2. Part Number
3. Part Name
4. Quantity

If the parts you need are not stocked locally, your order will be electronically transmitted to a Sears Repair Parts Distribution Center for expedited handling.

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If the outboard motor is used for commercial or rental purposes, this warranty applies for only thirty days from the first day of use.

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This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

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