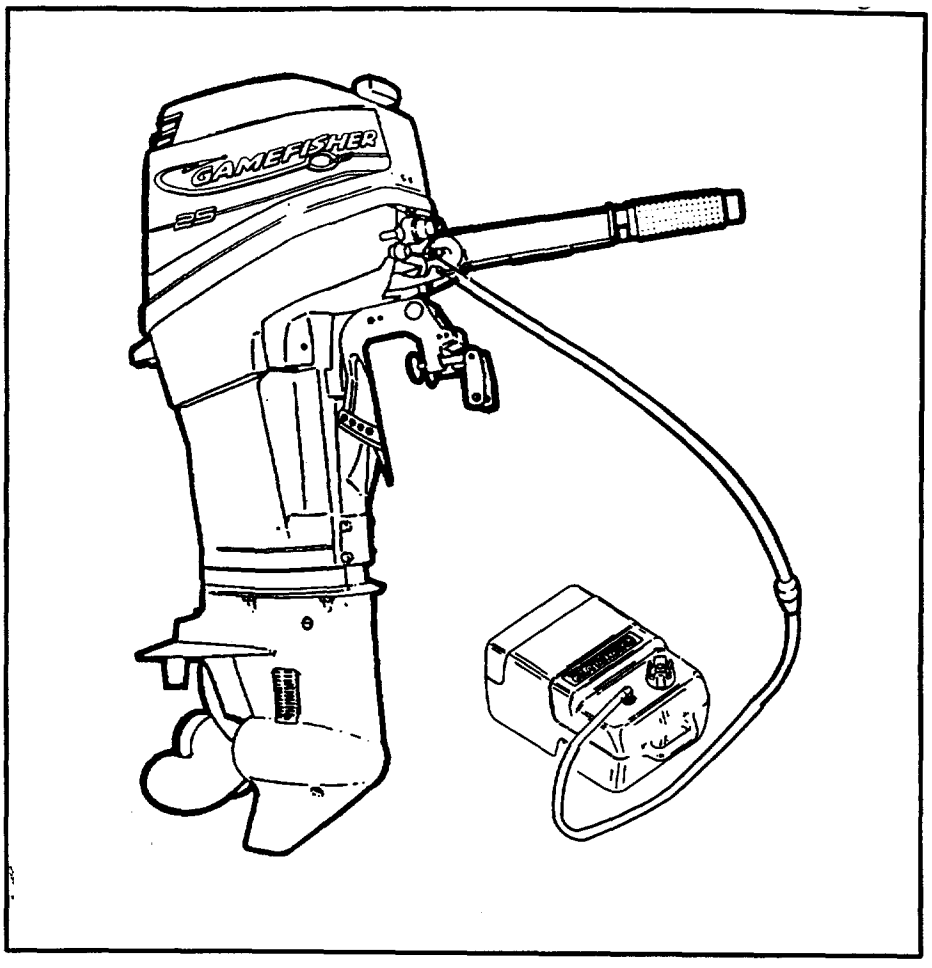
SEARS

OWNER'S MANUAL

MODEL NO.
225.582500
15" TRANSOM

225.582590
20" TRANSOM



GAMEFISHER

25 HORSEPOWER
OUTBOARD MOTOR
WITH 6 GALLON REMOTE TANK

CAUTION:
Read and Follow all Safety Rules and Instructions Before Operating This Equipment

- **Installation**
- **Operation**
- **Customer Responsibilities**
- **Service Adjustments**
- **Repair Parts**

Sears Roebuck and Co., Hoffman Estates, IL 60179 U.S.A.

⚠ SAFETY & SAFE PRACTICES ⚠

Notice

Throughout this publication, "Warnings" and "Cautions" (accompanied by the international HAZARD Symbol) are used to alert the operator to special instructions concerning a particular operation that may be hazardous if performed incorrectly. OBSERVE THEM CAREFULLY.

⚠ WARNING

HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH

⚠ CAUTION

HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN MINOR INJURY OR PRODUCT OR PROPERTY DAMAGE.

Boaters Responsibilities

The operator (driver) is responsible for the correct and safe operation of the boat and safety of its occupants and general public. It is strongly recommended that each operator (driver) read and understand this entire manual before operating the outboard.

Be sure at least one additional person is instructed in the basics of starting and operating the outboard and boat handling in case the driver is unable to operate the boat.

Before Operating Your Outboard

- Read this manual carefully. Learn how to operate your outboard properly. If you have any questions, contact your nearest Sears Store which sells Gamefisher outboard motors.
- This manual as well as safety labels posted on the outboard use safety alerts to draw your attention to special safety instructions that should be followed.
- Safety and operating information that is practiced along with using good common sense can help prevent personal injury and product damage.
- **ALWAYS DISCONNECT SPARK PLUG WIRES AND PLACE WIRES WHERE THEY CANNOT CONTACT SPARK PLUGS TO PREVENT ACCIDENTAL STARTING WHEN WORKING ON YOUR OUTBOARD.**
- **DO NOT USE A MOTOR WITH A HORSEPOWER RATING HIGHER THAN WHAT IS LISTED ON THE CERTIFICATION PLATE ON YOUR BOAT.**
- **USING AN OUTBOARD THAT EXCEEDS THE MAXIMUM HORSEPOWER LIMIT OF A BOAT CAN RESULT IN SERIOUS INJURY, DEATH OR BOAT DAMAGE.**

Fuel

- **DO NOT STORE YOUR MOTOR OR GASOLINE WHERE FUMES MAY REACH AN OPEN FLAME AND CAUSE A FIRE.**
- **DRAIN THE GASOLINE** from your motor before transporting your motor inside your car or other vehicles.
- **GASOLINE AND ITS VAPORS ARE EXTREMELY FLAMMABLE AND HIGHLY EXPLOSIVE UNDER CERTAIN CONDITIONS. ALWAYS STOP THE ENGINE AND DO NOT SMOKE OR ALLOW OPEN FLAMES OR SPARKS IN THE AREA WHILE FILLING FUEL TANK(S).**
- **DO NOT FILL THE FUEL TANK WHEN THE ENGINE IS RUNNING. DO NOT FILL THE FUEL TANK INDOORS.**
- **REMOVE PORTABLE FUEL TANK FROM BOAT WHEN REFUELING TO PREVENT SPILLING FUEL IN BOAT. ALWAYS MIX FUEL IN A WELL VENTILATED AREA.**

Operation

- **DO NOT** attempt to make repairs or adjustments not specifically covered in this manual. Should you ever need technical assistance, please contact your Sears Service Center.
- **NEVER OPERATE YOUR MOTOR AT FULL THROTTLE WHEN THE ENGINE IS OVERLOADED. THIS CAN OCCUR UNDER CONDITIONS WHEN A PLANING BOAT IS LOADED SO IT DOES NOT PLANE OR WHEN TOWING ANOTHER BOAT.**
- Some boats are extremely unstable in the water even when secured to a dock. Do not stand erect. Stay as close as possible to centerline of boat especially while installing motor.

⚠ SAFETY & SAFE PRACTICES ⚠

SERVICE

- Neglected inspection and maintenance service of your outboard or attempting to perform maintenance or repair on your outboard if you are not familiar with the correct service and safety procedures could cause personal injury, death or product failure.
- Using a replacement part that is inferior to the original part could result in personal injury, death or product failure.

Using Lanyard Stop Switch

- **THE PURPOSE OF THE LANYARD STOP SWITCH IS TO TURN OFF THE ENGINE IGNITION WHENEVER THE OPERATOR (WHEN ATTACHED TO THE LANYARD) MOVES FAR ENOUGH AWAY FROM THE OPERATOR'S POSITION TO ACTIVATE THE SWITCH.**
- The lanyard is a cord usually between 4 and 5 feet in length when stretched out with an element on one end made to be inserted into the switch and a clip on the other end for attaching to the operator. It is coiled to make its at-rest condition as short as possible so as to minimize the likelihood of the lanyard entanglement with nearby objects. It is made as long as it is in its stretched condition to minimize the likelihood of accidental activation should the operator choose to move around in an area close to the normal operator's position. If for any reason ,it is desired to have a shorter functional lanyard, this may be accomplished by using up length in the way the lanyard and clip are attached to the operator (such as wrapping the lanyard around the operator's wrist or leg) or by tying a simple knot in the lanyard.
- **The following advantages and disadvantages of a lanyard stop switch should be considered before electing to use, or not to use such a switch.**

  ADVANTAGES: THE PURPOSE OF A LANYARD STOP SWITCH IS TO STOP THE ENGINE IGNITION WHENEVER THE OPERATOR (WHEN ATTACHED TO THE LANYARD) MOVES FAR ENOUGH AWAY FROM THE OPERATOR'S POSITION TO ACTIVATE THE SWITCH. THIS WOULD OCCUR IF THE OPERATOR FALLS OR MOVES WITHIN THE BOAT A SUFFICIENT DISTANCE FROM THE OPERATOR'S POSITION. THIS TYPE OF ACCIDENT IS MOST LIKELY IN CERTAIN TYPES OF BOATS SUCH AS LOW SIDED BASS BOATS, HIGH PERFORMANCE BOATS AND LIGHT, SENSITIVE-HANDLING FISHING BOATS OPERATED BY HAND TILLER. IT IS ALSO LIKELY AS A RESULT OF POOR OPERATING PRACTICES SUCH AS SITTING ON THE BACK OF THE SEAT AT PLANING SPEEDS, STANDING AT PLANING SPEEDS, OPERATING AT HIGH SPEEDS IN SHALLOW OR OBSTACLE-INFESTED WATERS, RELEASING YOUR GRIP ON A STEERING WHEEL THAT IS PULLING IN ONE DIRECTION, DRINKING AND DRIVING OR DARING, HIGH-SPEED BOAT MANEUVERS.

  DISADVANTAGES: INADVERTENT ACTIVATION OF THE SWITCH IS A POSSIBILITY. THIS COULD CAUSE ANY OR ALL OF THE FOLLOWING POTENTIALLY HAZARDOUS SITUATIONS:

  1. **LOSS OF BALANCE AND FALLING FORWARD OF UNSTABLE BOAT PASSENGERS - A PARTICULAR CONCERN IN BOW RIDER TYPE BOATS.**
  2. **LOSS OF POWER AND DIRECTIONAL CONTROL IN HEAVY SEAS, STRONG CURRENT OR HIGH WINDS.**
  3. **LOSS OF CONTROL WHEN DOCKING.**

- In addition, there are limitations to what the lanyard stop switch can do. The boat can continue to coast for a considerable distance depending on the velocity at shutdown and the degree of any turn. However, the boat will not complete a full circle while the boat is coasting. It can cause injury to anyone in the boat's path as seriously as the boat would when under power.
- As we cannot possibly know of and advise the boating public of all conceivable boat/motor types and/or poor operating practices, the final decision of whether to use a lanyard stop switch rests with you, the owner/driver.
- We strongly recommend that other occupants be instructed on proper starting and operating procedures should they be required to operate the outboard and boat in an emergency.

CONGRATULATIONS

You are to be congratulated on your selection of this Outboard Motor which will give you years of satisfactory service. Your Gamefisher is the end product of years of research, engineering and development. It has been assembled by craftsmen who take pride in their work.

This Owner's Manual will help you to receive all the trouble free performance built into your motor. READ THROUGH THIS MANUAL CAREFULLY BEFORE OPERATING THE MOTOR. It contains complete operating instructions and recommendations for the care and protection of your motor. Following these recommendations and instructions will assure you years of boating pleasure.

Outboarding is a great sport. Always remember, however, that you have friends on the water. Extend to them the courtesy of thoughtful, safe operation of your motor and boat and you will increase your own enjoyment.

MODEL NUMBER _____

SERIAL NUMBER _____

DATE OF PURCHASE _____

THE MODEL AND SERIAL NUMBER WILL BE FOUND ON A DECAL ATTACHED TO THE PORT STERN BRACKET.

YOU SHOULD RECORD BOTH SERIAL NUMBER AND DATE OF PURCHASE AND KEEP IN A SAFE PLACE FOR FUTURE REFERENCE.

MAINTENANCE AGREEMENT

A Sears Maintenance Agreement is available on this product. Contact your nearest Sears store for details.

PRODUCT SPECIFICATIONS

Engine	**25 HP**
Horsepower Rating	@ 5500 RPM
Recommended Full Throttle Operating Range	5000-6000 RPM
Engine Type	Two Cycle, Three Cylinder
Bore and Stroke	2.375 x 1.9375
Cubic Inch Displacement	25.75
Cooling	Water Cooled Displacement Type Water Pump
Propeller	Right Hand Rotation Spline Drive Standard 10-3/8" Dia. x 13" Pitch
Spark Plug	33-811 (Champion L82C)
Spark Plug Gap	.035 in.
Fuel Tank	Remote 6.0 gal. (23 L)
Gear Ratio 2.25:1 No. of Teeth: Pinion Gear Forward/Reverse Gear	 12 27
Weight (approx.)	15" Leg = 92lbs. 20" Leg = 95lbs.
Gasoline Oil Ratio	25:1 Break- in 50:1 Normal

CUSTOMER RESPONSIBILITIES

- Read and observe the safety rules.
- Follow a regular schedule in maintaining, caring for and using your outboard motor.
- Follow the instructions under "Customer Responsibilities" and "Storage" sections of this Owners Manual.

ONE YEAR LIMITED WARRANTY ON GAMEFISHER OUTBOARD MOTOR

For one year from the date of purchase, when this Gamefisher outboard motor is maintained, lubricated and tuned-up according to the instructions in the owner's manual, Sears will repair, free of charge, any defect in material and workmanship.

If this Gamefisher Outboard Motor is used for commercial or rental purposes, this warranty applies for only 90 days from the date of purchase.

This warranty does not cover:

- Expendable items which become worn during normal use, such as spark plugs, water pump impeller, oil seals, propellers and tune-ups.
- Repairs necessary because of operator abuse or negligence, including but not limited to striking an underwater object and failure to maintain the equipment according to the instructions contained in the Owner's Manual.

WARRANTY SERVICE IS AVAILABLE BY RETURNING THE GAMEFISHER OUTBOARD MOTOR TO THE NEAREST SEARS SERVICE CENTER/DEPARTMENT IN THE UNITED STATES. THIS WARRANTY APPLIES ONLY WHILE THIS PRODUCT IS IN USE IN THE UNITED STATES.

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

Sears Roebuck and Co., Department 817WA, Hoffman Estates, IL 60179

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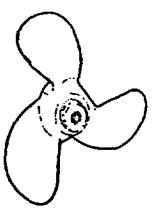
OUTBOARD MOTOR ACCESSORIES

These accessories were available when the outboard motor was purchased. They are also available at most Sears retail outlets, catalog and service centers. Most Sears stores can order repair parts for you, when you provide the model number of your outboard motor.

SPARK PLUG	SEARS ULTRA PREMIUM 2 CYCLE OUTBOARD OIL	FUEL STABILIZER	GEAR LUBE
			

PROPELLER	APPLICATION	Approx. Boat Length	Approx. Boat Wt.	NO. OF BLADES	DIA. (IN.)	PITCH (IN.)	MATERIAL	PART NO.
	**STANDARD** Average Loads	13-17ft.	700-1700 lbs.	3	10-3/8	13	Aluminum	48-19640A40
	Very Light Loads	To 14 ft.	To 900 lbs.	3	10-1/4	14-1/2	Aluminum	48-19642A40
	Heavy Loads	To 17 ft.	1200-2800 lbs.	3	10-3/8	11	Aluminum	48-19638A40
	Very Heavy Loads	17 ft. +	1800+	3	10-3/8	9-1/2	Aluminum	48-19636A10
	Average Loads	13-17 ft.	700-1700 lbs.	2	10-3/8	13	Stainless Steel	48-19644A5

REMOVING MOTOR FROM CARTON

TOOLS REQUIRED

- Utility Knife

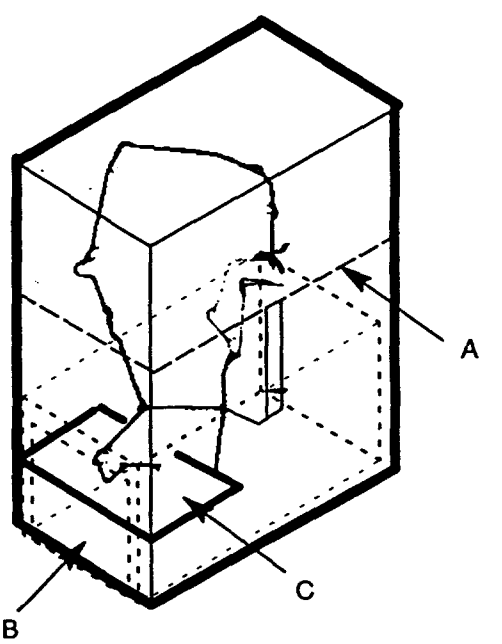
REMOVAL INSTRUCTIONS

- Cut along dotted lines (A) on top portion of carton being careful not to cut too deep and damage motor.
- Remove top portion of carton.
- Cut out lower rear carton panel (B) and inner liner. Remove packing (C) from motor Anti-Cavitation plate.
- Loosen stem bracket clamp screws until clamp screw feet clear wood brace.
- Lay carton down.
- Pull motor from carton.

⚠ CAUTION

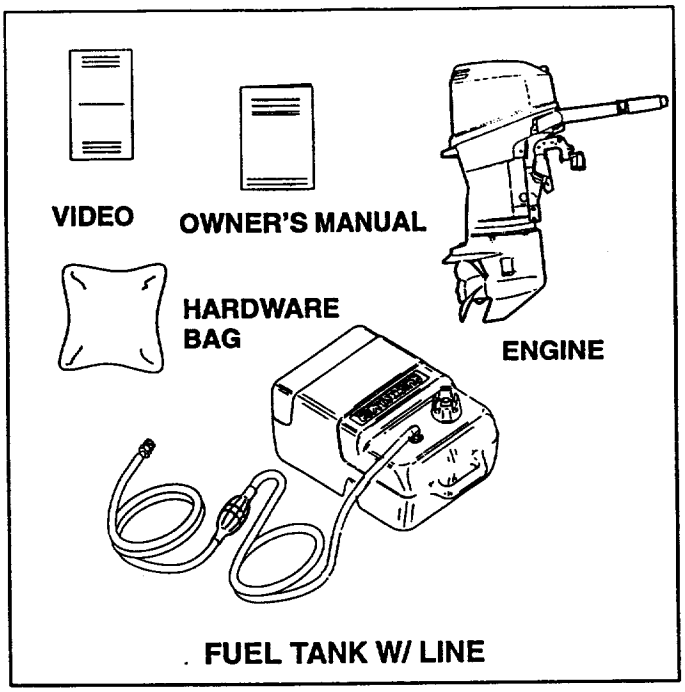
Motor weighs more than 90 lbs. Use all precautions necessary for handling motor of that weight.

- Remove fuel tank, owners manual, hardware bag and video from carton.



INSTALLATION

CONTENTS OF CARTON



⚠ WARNING

SOME BOATS ARE UNSTABLE IN THE WATER, EVEN WHEN SECURED TO A DOCK. DO NOT STAND ERECT. STAY AS CLOSE AS POSSIBLE TO THE CENTERLINE OF BOAT WHILE INSTALLING MOTOR.

MOUNTING MOTOR (FIG. 1&2)

- Mark the vertical centerline (exact middle) of the stern of the boat.
- Center the motor on the transom (Figure 1).

IMPORTANT: IF THE MOTOR IS NOT CENTERED ON THE TRANSOM, THE TORQUE OF THE PROPELLER WILL TEND TO CAUSE THE BOAT TO RUN OFF COURSE AND CREATE HARD STEERING AND CONTROL.

- Tighten stern bracket clamp screws (D) alternately by hand until tight (Figure 2).

IMPORTANT: DO NOT USE WRENCH TO TIGHTEN CLAMP SCREWS.

FOR PERMANENT INSTALLATION OF ENGINE ON BOAT

- Drill two 1/4 in. holes through the transom using stern bracket holes as a template. Fasten with two bolts (A), flat washers (B) and locknuts (C) supplied in hardware bag with motor. Use a marine waterproofing sealer in holes and around bolts to make the installation water tight (Figure 2).

REMOVING MOTOR

- To remove the motor from the boat, simply reverse the installation procedure.

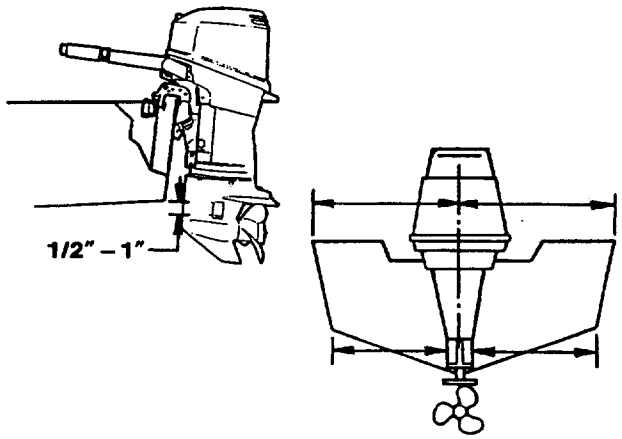


Figure 1

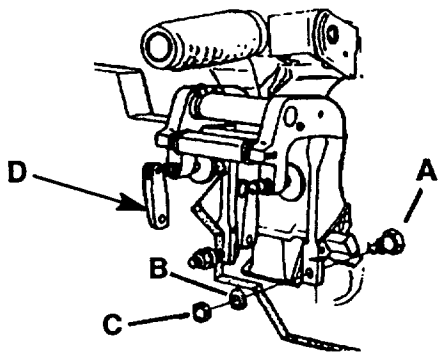


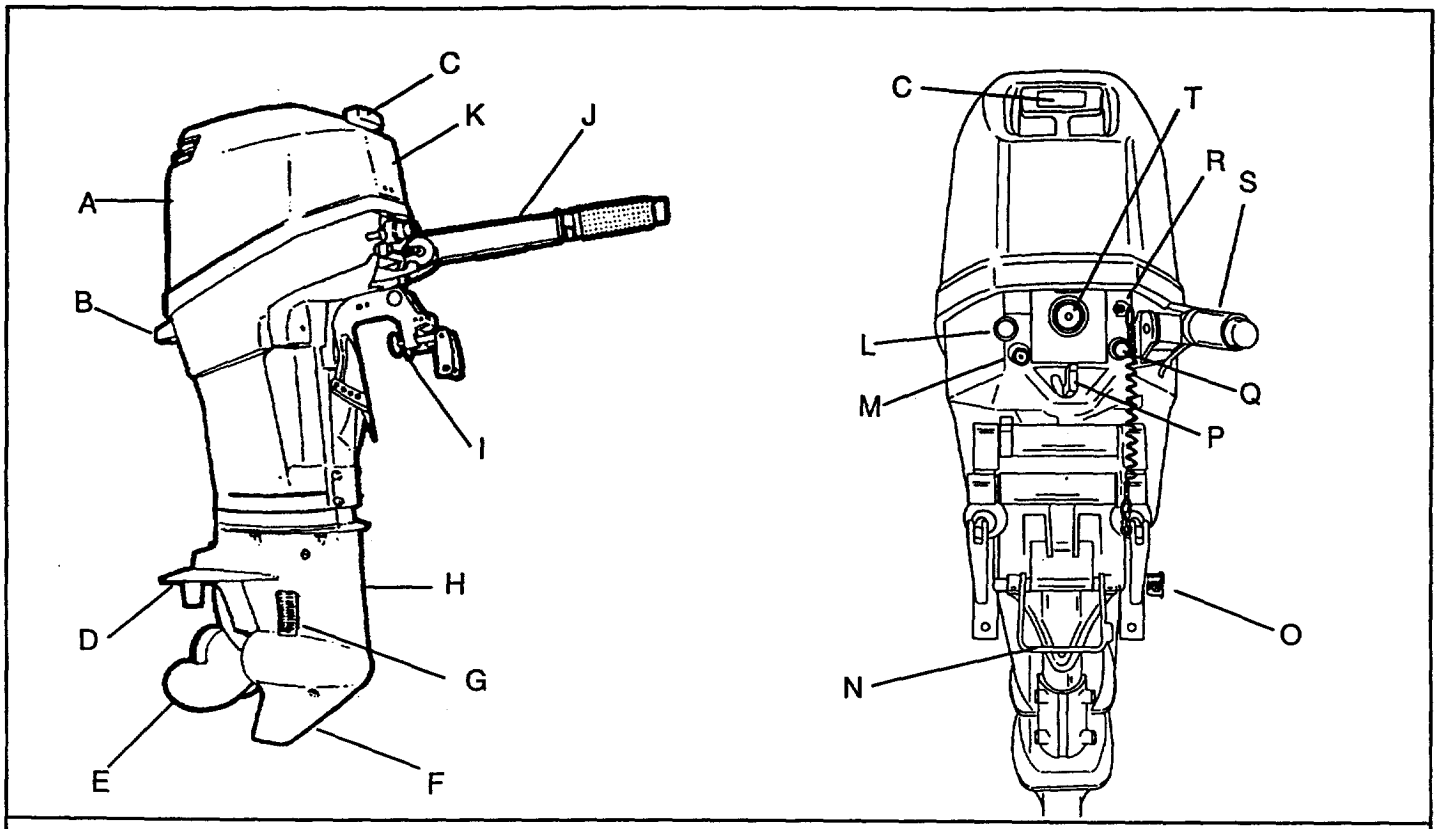
Figure 2

OPERATION

KNOW YOUR OUTBOARD MOTOR

Read this owner's manual and safety rules before operating your outboard motor. Compare the illustrations with your outboard motor to familiarize yourself with the location of various controls and adjustments. Save this manual for future reference. A video is supplied with your outboard motor.

This video supplements the operation portion of the owner's manual and is not intended to replace the owner's manual.



GAMEFISHER OUTBOARDS CONFORM TO ABYC AND U.S. COAST GUARD STANDARDS

A. Motor Cowl

B. Motor Cowl Latch

C. Starter Rope Handle

D. Anti-Cavitation Plate

E. Propeller

F. Skeg

G. Cooling Water Inlet

H. Gear Housing

I. Stern Brackets

J. Tiller Arm

K. Decal-How to start

L. Warm Up Knob: Richens the fuel/air mixture when starting a cold engine.

M. Stop Button: Used to stop the engine.

N. Shallow Water Drive Bar: Allows operating at low speeds in shallow water at partial motor tilt.

O. Transom Angle Pin: Changes the motor to transom angle for best performance and conditions.

P. Gear Shift Lever: Selects neutral, forward, and reverse gears.

Q. Fuel Fitting: Connector for fuel tank.

R. Lanyard Switch: Pulling the cord shuts the motor off in an emergency.

S. Twist Grip Throttle: Turning the tiller grip allows you to increase and decrease speed.

T. Primer: Supplies a small amount of fuel to the carburetor for starting.

OPERATION

HOW TO USE YOUR OUTBOARD MOTOR

TO STOP ENGINE (FIG. 3)

- Rotate Twist Grip (C) to "Slow Position", shift engine (E) into "Neutral".
- Depress stop button (A) and hold in until motor stops.
- Remove lanyard cord (B) from lanyard switch.

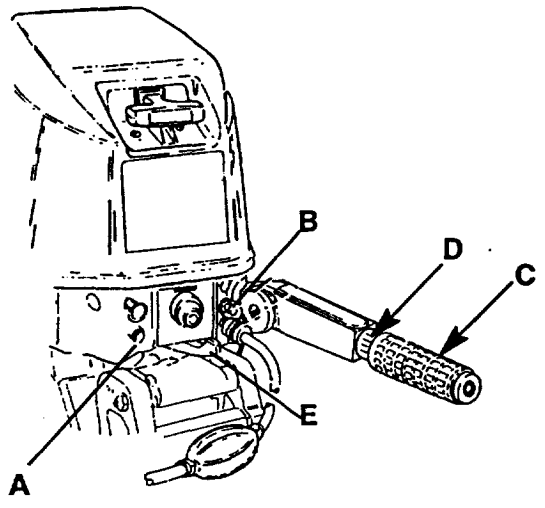


Figure 3

THROTTLE

- Throttle twist grip (C) has a "Start" position (D) and can be rotated to control engine speed after it is running.
- The throttle has a high speed lockout to prevent high engine speeds until the shifter is moved to "Forward" or "Reverse".

SHIFT CONTROL (FIG. 3)

- Shift only when engine is running.
- Move shift lever (E) all the way to the right for "Forward" gear operation and all the way to the left for "Reverse" gear operation.
- Shift into gear with a firm motion - NEVER ease into gear.

TILLER ARM-STORE POSITION (FIG. 4 & 5)

- Tiller arm (A) will tilt up or down for easy handling and storage.
- To lower the arm, lift the arm up slightly. Push and hold the lock lever (A) down. Lower arm until it clears the lock lever (Figure 5).

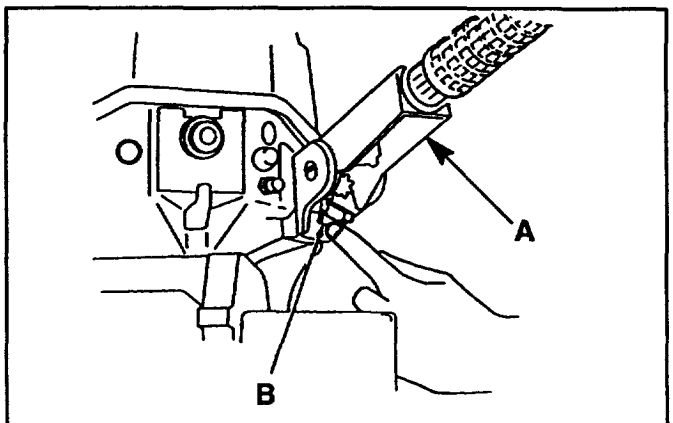


Figure 4

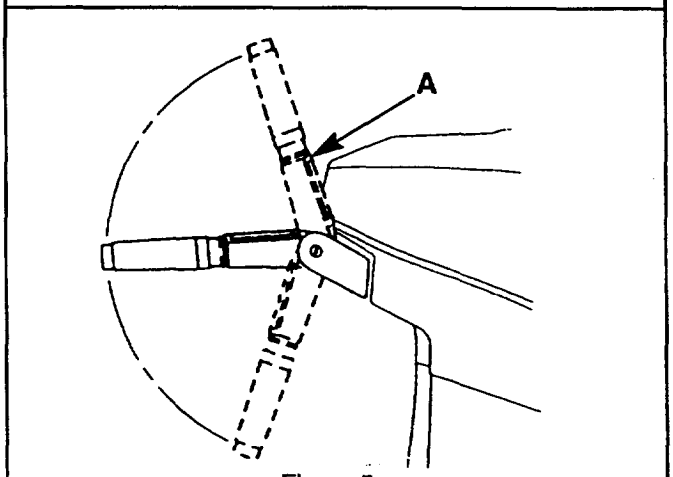


Figure 5

OPERATION

MOTOR TILT POSITION (FIG. 6&7)

Tilting the motor can be used when launching boat, beaching, mooring boat in shallow area or trailering (when using a trailering bracket to support engine). To tilt motor :

- Push tilt release lever(A) down to "Release" position.
- Grasp handle (B) on back of motor cover and pull forward until motor clicks into raised position. Push tilt lock(C) down to verify motor is locked .
- To return motor to operating position, grasp handle on back of motor cover and pull slightly forward. Pull the tilt lock (C) up to release motor.
- Lower motor into water slowly.
- Push the tilt release lever (D) up to "Engage" position.

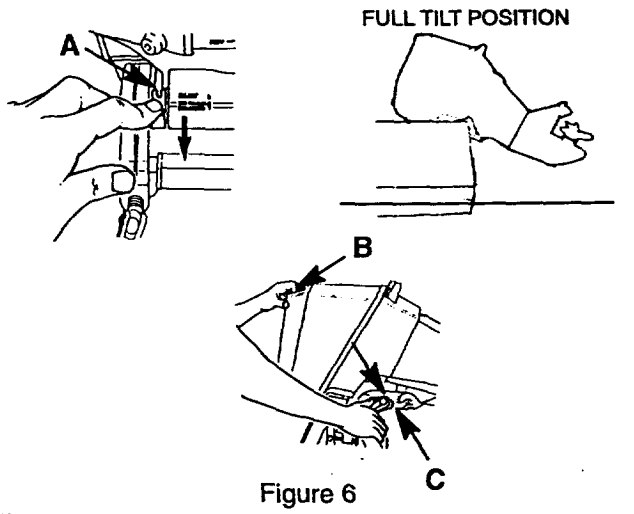


Figure 6

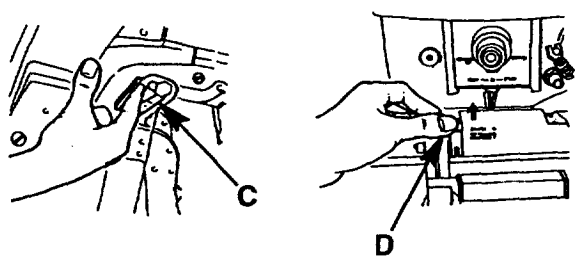


Figure 7

⚠ WARNING

CO-PILOT ADJUSTMENT IS NOT INTENDED TO ALLOW "HANDS OFF" STEERING. LOSS OF CONTROL AND SERIOUS INJURY COULD OCCUR.

CO-PILOT ADJUSTMENT (FIG. 8)

- Your motor has an adjustable steering friction feature to allow you to adjust the effort necessary to steer.
- Tilt motor up and lock in position.
- Adjust screw (A) for steering friction desired.

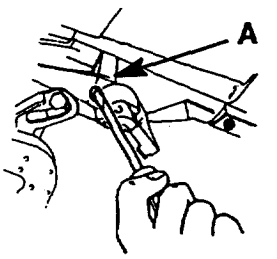


Figure 8

SHALLOW WATER OPERATION (FIG.9)

The shallow water drive bar allows the motor to operate at low speeds in shallow water, by being partially tilted to allow more bottom clearance.

- Tilt the motor and lock it in the full tilt position (Fig.6).
- Lift the shallow water drive bar (A) up until it clicks into it's "up" position.
- Pull the tilt lock (C) in Figure 7, up and slowly lower the motor making sure that the shallow water drive bar (A) rests against the transom angle pin (B).

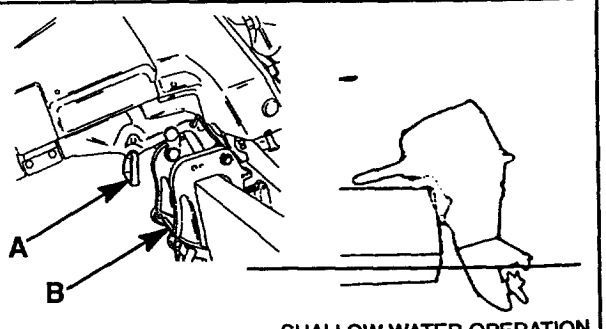


Figure 9

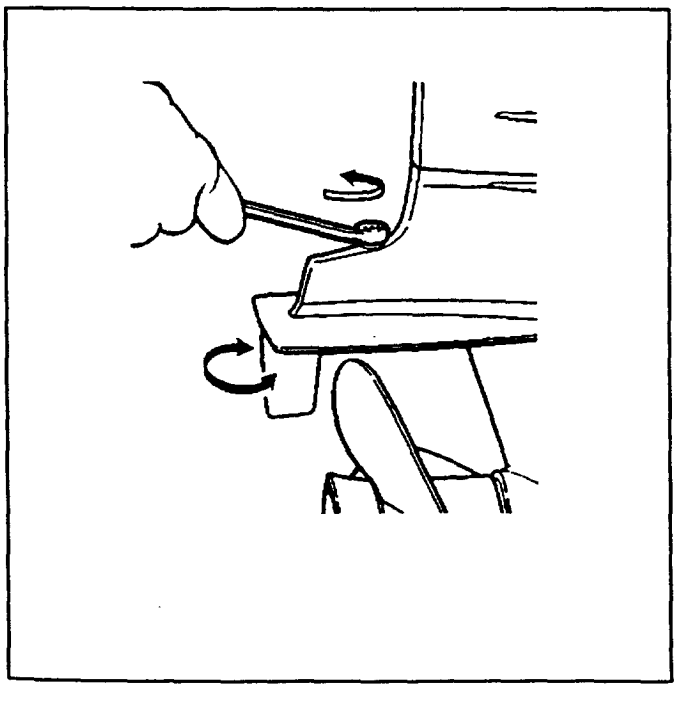
TRIM TAB ADJUSTMENT

Propeller steering torque may cause your boat to pull in one direction. This steering torque results from your outboard not being adjusted so the propeller shaft is parallel to the water surface. The trim tab can help compensate for this steering torque and can be adjusted within limits to reduce any unequal steering effort.

Note: Trim tab adjustment will have little effect reducing steering torque if the outboard is installed with the anti-ventilation plate approximately 2 inches (50mm) or more above the boat transom.

Operate your boat at normal cruising speed, with the outboard set at the desired transom angle adjustment. Turn your boat left and right and note the direction the boat turns more easily.

If adjustment is necessary, loosen trim tab bolt and make small adjustments at a time. If the boat turns more easily to the left, move the trailing edge of trim tab to the left. If the boat turns more easily to the right move the trailing edge of trim tab to the right. Retighten bolt and re-test.



OPERATION

MOTOR OPERATING ANGLE ADJUSTMENT

IMPORTANT: ADJUST MOTOR TILT ANGLE, IF NECESSARY, BY CHANGING THE POSITION OF THE TRANSOM ANGLE PIN SO THAT THE PROPELLER SHAFT IS PARALLEL TO THE SURFACE OF THE WATER WHEN THE BOAT IS PLANING. SEE FIGURE 15 TO DETERMINE CORRECT MOTOR ANGLE.

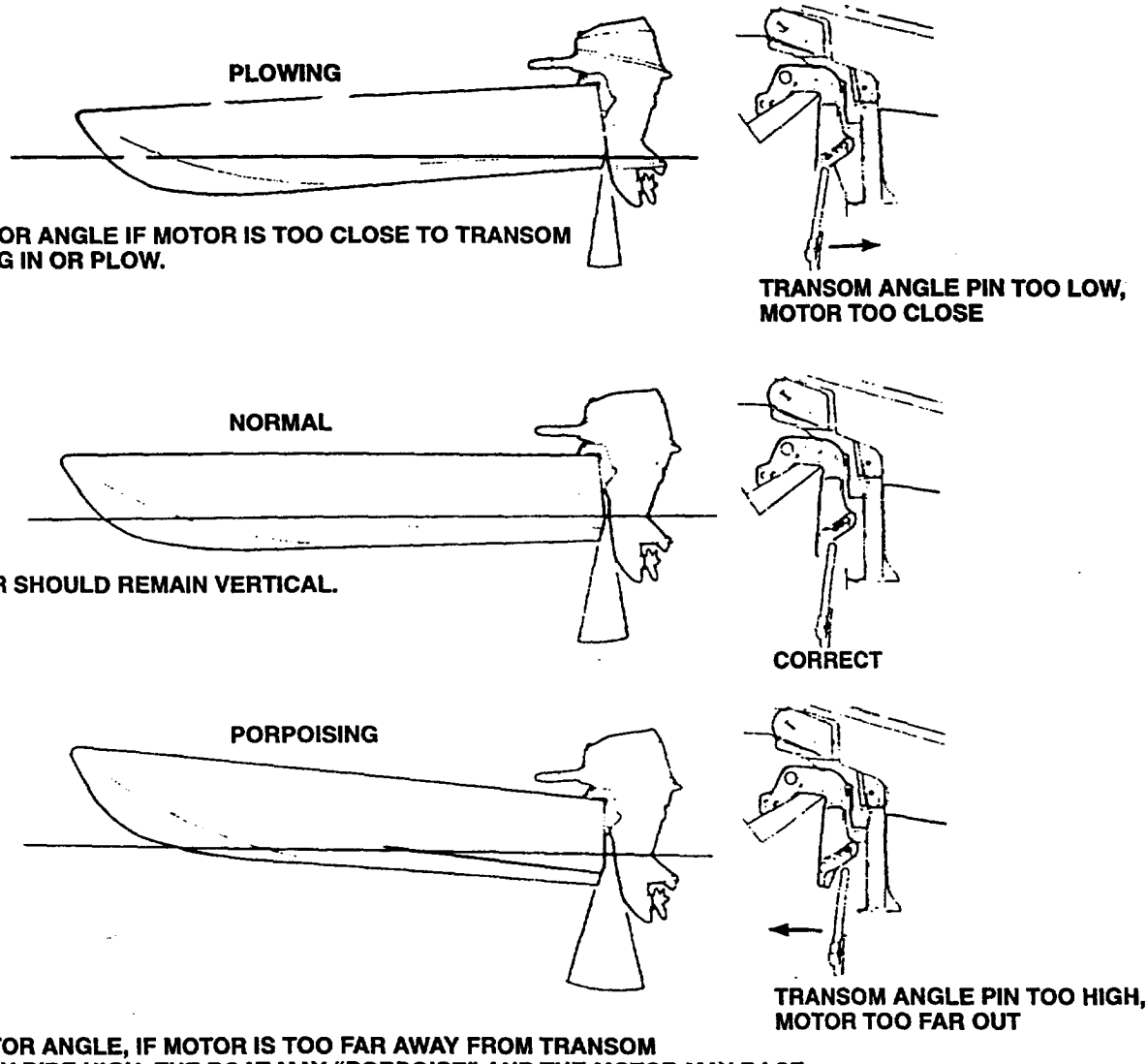


Figure 10

- Adjust motor angle if motor is too close to transom or bow it will dig in or plow.
- Adjust motor angle, if motor is too far away from transom the bow may ride high, the boat may "porpoise" and the motor may race.

OPERATION

PRE-OPERATING CHECK LIST

- ❑ Boat is rated for motor horsepower and load conditions.
- ❑ Operator knows safe navigation, boating and operating procedures.
- ❑ All needed safety equipment is on board, in good condition and easy to reach.
- ❑ Motor is operating normally. If the motor is hard to start or is not running well, have repairs made before leaving dockside.
- ❑ Fuel supply is O.K.
- ❑ Use only recommended gasoline and oil and use only the correct mixture.
- ❑ There are no fuel leaks.
- ❑ Propeller is not fouled or damaged.
- ❑ A spare propeller is on board.
- ❑ The correct anchor and lines are on board.
- ❑ All anchor and mooring lines are neatly coiled out of the way.
- ❑ Recreational equipment and fishing gear is stowed securely.
- ❑ Bilge is pumped and there are no water leaks.
- ❑ Passengers are safely on board.
- ❑ The area is clear for operation. Operator is aware of other boats,skiers,divers,swimmers,etc.
- ❑ Boat is loaded evenly from front to rear.
- ❑ Operator has read and understood the entire owner's manual
- ❑ Check tightness of stern bracket clamp screws.

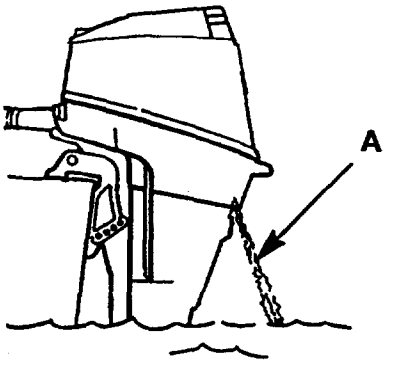


Figure 11

IMPORTANT: NEVER RUN MOTOR OUT OF WATER AND NEVER RUN MOTOR UNLESS WATER PUMP IS WORKING NORMALLY OR OVERHEATING AND MOTOR DAMAGE MAY RESULT.

OPERATING CHECKS

1. Operator has carried out pre-operation checklist.
2. Check that a steady stream of water (A) is coming out of the water pump indicator hose when the motor is idling (Figure 11).
3. If motor is new, follow all break-in procedures.
4. Operate cautiously and get to know how your boat handles before continued use.
5. Adjust motor angle if necessary.

PROPELLER

- Your engine is equipped with a general duty propeller which should give you good all around operating characteristics on a typical boat for this size engine. Your propeller is correct for your application if the motor runs within the recommend operating range at full throttle (See page 4). If your motor RPM is too high or low, you should reprop your motor (See Page 6 Accessories) for your application.

OPERATION

BEFORE STARTING ENGINE

GASOLINE SELECTION

UNITED STATES AND CANADA

This outboard is designed to operate on any major brand of automotive unleaded gasoline with a minimum posted octane rating of 87. Mid-grade automotive gasolines that contain fuel injector cleaner are preferred for added internal engine cleanliness. Leaded gasoline is not recommended.

INTERNATIONAL

Use a major brand of automotive unleaded gasoline with a minimum poster RON of 90. Mid-grade automotive gasoline that contain fuel injector cleaner are preferred for added internal engine cleanliness. Leaded gasoline is acceptable in areas where unleaded gasoline is not available. However, exhaust passageway corrosion may occur due to the accumulation of exhausted lead particles.

IMPORTANT: TO AVOID ENGINE PROBLEMS, THE FUEL SYSTEM SHOULD BE EMPTIED BEFORE STORAGE FOR 30 DAYS OR LONGER. DRAIN THE FUEL TANK, THEN RUN THE ENGINE AND LET IT RUN UNTIL IT STOPS. USE FRESH FUEL NEXT SEASON. SEE STORAGE INSTRUCTIONS FOR ADDITIONAL INFORMATION. NEVER USE ENGINE OR CARBURETOR CLEANER PRODUCTS IN THE FUEL TANK OR PERMANENT DAMAGE MAY OCCUR. EXPERIENCE INDICATES THAT ALCOHOL BLENDED FUELS CALLED GASOHOL (OR USING ETHANOL OR METHANOL) CAN ATTRACT MOISTURE, WHICH LEADS TO OIL/GAS SEPARATION AND FORMATION OF ACIDS DURING STORAGE. ACIDIC GAS CAN DAMAGE THE FUEL SYSTEM OF AN ENGINE WHILE IN STORAGE.

If gasoline containing alcohol is used or if you suspect the presence of alcohol in your gasoline, increase your inspection of the fuel system, visually checking for leaks or abnormalities.

FUEL STABILIZER

Fuel stabilizer is an acceptable alternative in minimizing the formation of fuel gum deposits during storage. Add stabilizer to gasoline in fuel tank or storage container. Always follow the fuel mix ratio found on the stabilizer container. Run engine at least 5 minutes after adding stabilizer to allow the stabilizer to reach the carburetor. You do not have to drain the fuel tank for storage if you are using fuel stabilizer.

OIL RECOMMENDATION

Use SEARS ULTRA PREMIUM Certified TC-W3 2- Cycle Outboard Oil.

- Sears Ultra Premium Certified TC-W3 Outboard Oil is a high grade oil that provides increased lubrication and extra resistance to carbon buildup when used with good or varying grades of gasoline.

Periodically consult with your Sears store to get the latest gasoline and oil recommendations. If Sears 2-Cycle Outboard Oil is not available, substitute a 2 Cycle outboard manufacturer's oil or another brand of 2-Cycle outboard oil that is NMMA Certified TC-W3 or TC-WII. The use of an inferior 2-Cycle oil can reduce engine durability. Damage from use of an inferior oil may not be covered under the limited warranty.

GASOLINE/OIL BREAK-IN MIXTURE

USE a 25:1 (4%) gasoline /oil mixture for the first 12 gallons of fuel during break-in period. After break-in fuel mixture is used up, a 50:1 (2%) gasoline /oil mixture may be used. Follow the table below for mixing ratios.

GASOLINE/OIL MIXING RATIO CHART

GAS/OIL RATIO	1 GALLON GAS (3.3 LITERS)	3 GALLONS GAS (11.5 LITERS)	6 GALLONS GAS (23 LITERS)
BREAK-IN 25:1 (4%)	5 fl. oz. (148 ml) OIL	16 fl. oz. (473 ml) OIL	32 fl. oz. (946 ml)OIL
NORMAL 50:1 (2%)	3 fl. oz. (89 ml)OIL	8 fl. oz. (237 ml) OIL	16 fl. oz. (473 ml) OIL

OPERATION

FILLING FUEL TANK

⚠ WARNING

AVOID SERIOUS INJURY OR DEATH FROM A GASOLINE FIRE OR EXPLOSION. ALWAYS STOP THE ENGINE. DO NOT SMOKE OR ALLOW OPEN FLAMES OR SPARKS IN THE AREA WHILE FILLING FUEL TANKS.

- Fill fuel tanks outdoors away from heat, sparks, and open flames.
- Remove portable fuel tanks from boat to refill them.
- Always stop engine before refilling tanks.
- Do not overfill the fuel tank. Fuel will expand in volume as it's temperature rises and can leak under pressure.

FILLING PORTABLE FUEL TANK

Pour the full amount of oil along with approximately one gallon of gasoline into the fuel tank. Mix thoroughly, then pour the remainder of gasoline into the tank.

FUEL SYSTEM CONNECTION

- Place fuel tank in a secure level place out of the way.
- Connect fuel line to quick-disconnect fitting in front of motor (Figure 12).
- Slide back sleeve on coupler.
- Place coupler on fitting and release sleeve to lock in place.

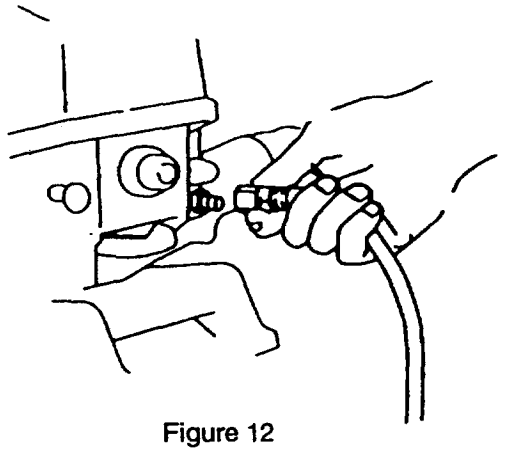


Figure 12

TO STOP

Rotate Throttle Twist Grip (C) to "Slow" position, shift engine (A) into "Neutral". Depress "Stop" button (E) (Figure 13) and hold in until motor stops completely.

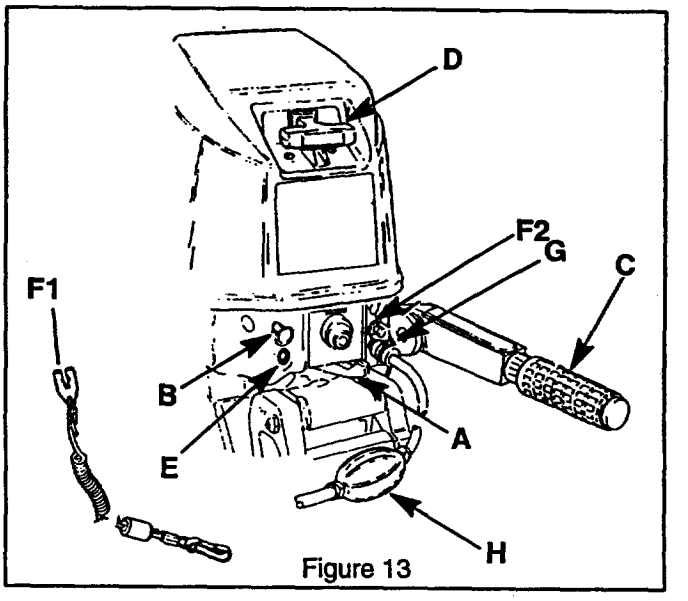


Figure 13

EMERGENCY STOPPING

- A lanyard stop switch (F2) is used to turn off the engine ignition whenever the operator (when attached to the lanyard F1) moves far enough away from the operator's position to activate the switch (Figure 13).

TO START ENGINE

IMPORTANT: DO NOT START YOUR OUTBOARD OUT OF WATER. THE WATER PUMP HAS A RUBBER IMPELLER WHICH CAN BE DAMAGED BY RUNNING DRY.

- The motor is equipped with a lanyard type switch (F2). Prior to starting,make sure the lanyard cord is attached to the switch. The motor WILL NOT START if lanyard is not connected to switch.
- Make sure that fuel tank has a sufficient supply of properly mixed fuel and that vent screw on fuel tank filler cap or gauge is OPEN.
- Check that fuel line is securely connected to fitting at engine (G).
- Squeeze fuel line prime bulb (H) several times until bulb becomes FIRM.

- Shift lever (A) (Figure 14) must be in "Neutral" position, when starting. The motor has a lock out device that prevents the motor from starting when in gear.
- Pull warm-up knob (B) (Figure 14) out.
- Push Primer (I) (Figure 14) one time. Do not push primer more than once.
- Turn twist-grip throttle (C) (Figure 14) to "Start" position on decal.
- Pull starter rope (D) (Figure 14) out until resistance is felt on rope. Give the rope a smooth, rapid, even pull. The engine should start on the second or third pull. However, when starting for the first time, several additional pulls on the starter may be required in order to initially prime the engine.
- After engine has started and warmed up, push warm-up knob in.
- Turn twist grip throttle control to "Shift" position on decal.
- Move shift lever all the way to right for "Forward" operation or to the left for "Reverse" operation.

BREAK-IN PROCEDURES

IMPORTANT: SEVERE DAMAGE TO THE ENGINE CAN RESULT BY NOT COMPLYING WITH THE FOLLOWING BREAK-IN PROCEDURES

- Mix correct amount of outboard motor oil with each gallon of gasoline (see gasoline - oil mixture requirements and fuel ratio conversion table).
- Start engine per starting procedures.
- Allow motor to warm up for a few minutes.
- Shift engine in gear.
- Run engine at moderate speed (approximately 1/2 throttle) for ten minutes. Check operation of the water pump and cooling system (Refer to Checking Water Pump Operation).
- Advance to full throttle for a few seconds.
- Return to moderate speed for several minutes.
- Repeat previous steps, gradually increasing time of full throttle operation until 5 minutes of full throttle operation has been reached. This break-in operation will require approximately one (1) hour running time.
- Use the 25:1 gasoline - oil for two full tanks of gas or 12 gallons before changing to the 50:1 mixture for normal use.
- AVOID CONTINUOUS FULL THROTTLE OPERATION FOR AN ADDITIONAL TWO (2) HOURS.
- Your outboard motor may now be operated at any throttle setting desired using the proper fuel ratio as specified in the gasoline - oil chart.

STARTING (FLOODED)

- If engine is flooded (over primed), make sure warm-up button is in, advance throttle control to "Start" position and continue to pull starter rope.

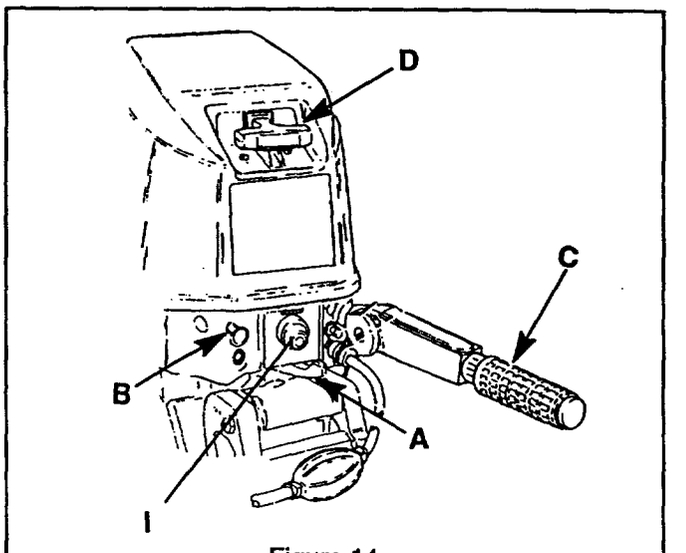


Figure 14

OPERATING TIPS

- Avoid striking underwater objects especially in "Reverse", since both the motor and the transom may be damaged (Figure 15).
- If an object is hit, stop and check for damage.
- While operating in "Reverse" or in "Forward", faster than trolling speed, ALWAYS engage tilt release/reverse lock.
- If you operate in very shallow water, you may plug the water inlet with mud or debris which will cause your motor to overheat. Use the shallow water drive bar in shallow water and areas where there are known obstructions.

OPERATING TIPS, CONT.

- If while operating your boat the propeller comes in contact with fishing line, stop motor. Visually inspect and remove any fishing line that is wrapped around prop. As soon as possible, remove engine from water and check gear housing for water which would indicate a damaged seal.

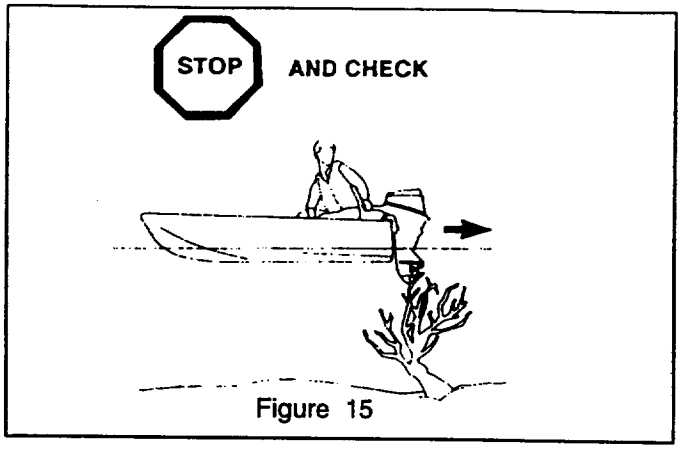


Figure 15

OPERATING IN FREEZING TEMPERATURES

- When operating the motor in freezing or near freezing temperature, keep the gear housing in the water. When launching the boat/motor in near freezing temperature, let the rig soak for 20 to 30 minutes before starting to allow water in the water pick-up, water pump or water tube to thaw.

IMPORTANT: IF OUTBOARD IS STORED TILTED UP IN FREEZING TEMPERATURE, TRAPPED COOLING WATER OR RAIN WATER THAT MAY HAVE ENTERED THE EXHAUST OUTLET IN THE GEAR CASE COULD FREEZE AND CAUSE DAMAGE TO THE OUTBOARD.

IMPORTANT: IF THE MOTOR IS TILTED OUT OF THE WATER, WATER REMAINING IN THE COOLING SYSTEM AND GEAR HOUSING MAY FREEZE AND CAUSE PARTS TO BREAK.

- Do not start a motor that might be frozen.

SALT WATER OPERATION

Although all motor parts that contact water have been chemically treated to resist salt water corrosion, you should take some special steps after running your motor in salt water.

- Always tilt the motor out of the water when not in use.
- From time to time run the motor in fresh water to flush out salt deposits.
- Wash motor down with fresh water and soap: rinse.
  Apply a marine type wax to protect the finish.
- Periodically remove propeller and lubricate propeller shaft.
- Replace water pump impeller every year.
- Remove gear housing and apply anti-seize compound to the driveshaft/crankshaft splines.

CUSTOMER RESPONSIBILITIES

MAINTENANCE SCHEDULE **Fill in dates as you complete regular service**	Before each use	Every 60 days or Fresh Water Frequency	Every 30 days or Salt Water Frequency	Every 100 hours or Once a Season	SERVICE DATES					
Check/Replace fuel line filter				●						
Clean/Replace fuel tank filter				●						
Check/Replace spark plug				●						
Check cooling system	●									
Check propeller condition	●									
Check Corrosion Control Anode		●	●							
LUBRICATION FREQUENCY CHART										
Shift Linkage Carb Linkage		●	●							
Swivel Bracket Clamp Screws		●	●							
Propeller Shaft		●	●							
Gear Housing — Check level			●							
Gear Housing — Replace lubricant				●						

GENERAL RECOMMENDATIONS

The warranty on this motor does not cover items that have been subjected to operator abuse or negligence. To receive full value from the warranty, operator must maintain the outboard as instructed in this manual.

Some adjustments will need to be made periodically to properly maintain your unit.

All adjustments in the Service and Adjustments section of this manual should be checked at least once each season.

- As needed, but at least annually you should replace the spark plugs, fuel filters, and water pump impeller.
- Routinely check all fasteners for tightness.

LUBRICATION

A Lubrication Chart is provided on page 20 which identifies the locations and lubricants needed for maintaining your motor in its best operating condition. Perform each lubrication at the times shown in the above Lubrication Frequency Chart.

CUSTOMER RESPONSIBILITIES

LUBRICATION CHART

Note: Bold letters indicate type of lubrication as specified below.

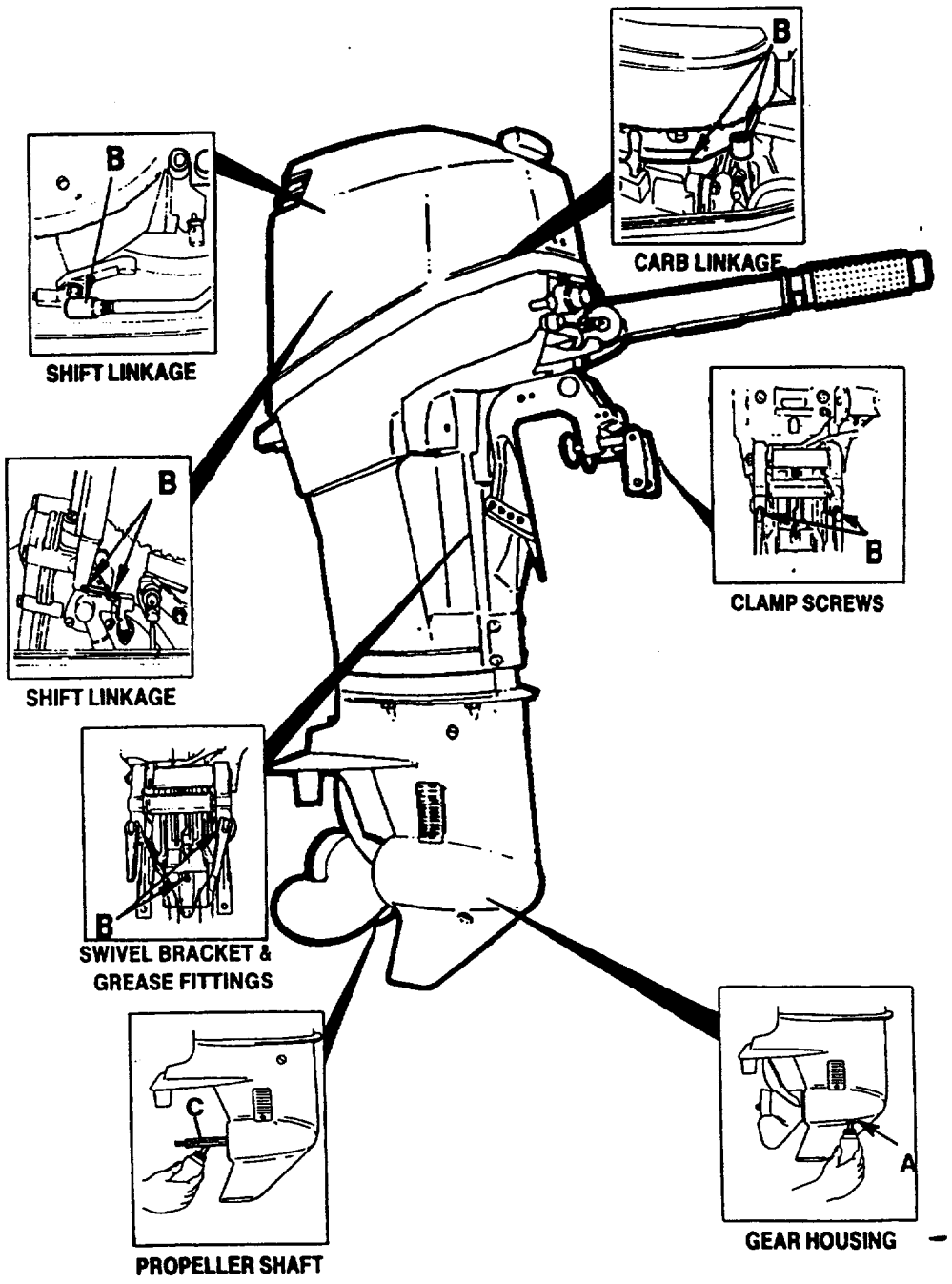


FIGURE 22

LUBRICATION CODE
A. Sears Outboard Gear Lube (If not available, use non - corrosive, EP 90 outboard gear lube).
B. Waterproof Marine Grease, All Purpose Auto Chassis Lubricant or "Rykon" #2. For temporary lubrication when above lubricants are not available, use SAE #40 motor oil.
C. "Anti-Seize" Lubricant

CUSTOMER RESPONSIBILITIES

⚠ WARNING

DO NOT REMOVE OR INSTALL COVER WHILE MOTOR IS RUNNING. THE COVER PROTECTS YOU FROM MOVING PARTS, WHICH COULD CATCH HANDS, HAIR OR CLOTHING AND CAUSE SERIOUS INJURY.

TO REMOVE MOTOR COWL (FIG. 16)

- Push down hard on cowl (A) and turn cowl release lever (B) on rear of motor (Figure 16).
- Lift cowl up in rear (C) and move cowl to front to free it from cowl retainer. Lift cowl up and off.

TO INSTALL MOTOR COWL (FIG. 16)

- Place cowl retainer into slot (A) in front of motor cowl (Figure 16).
- Push cowl back slightly over seal.
- Push down and turn release lever (B) to lock cowl in place.

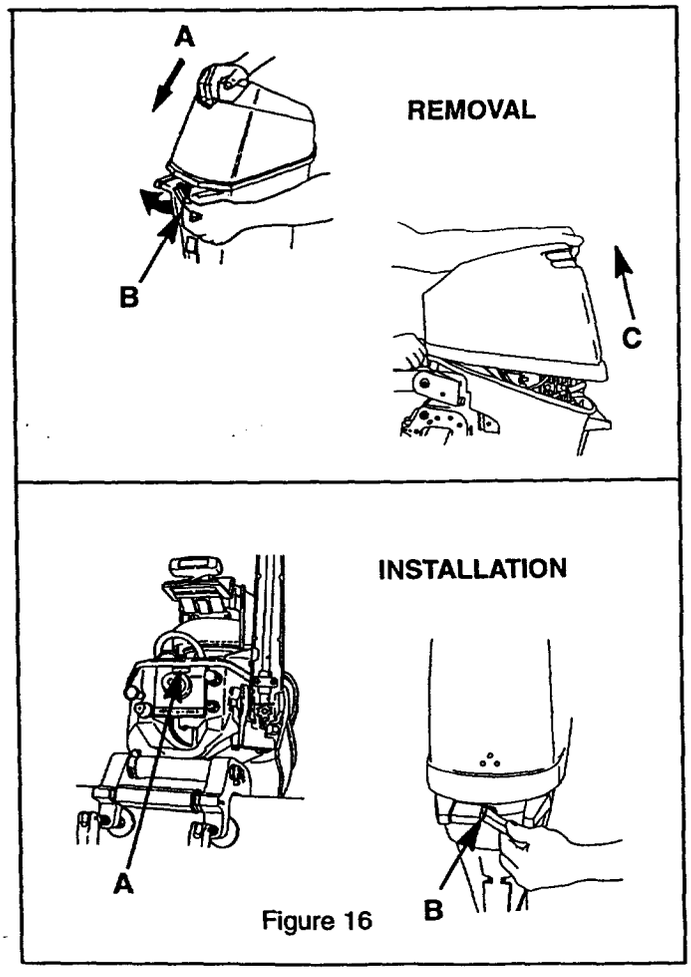


Figure 16

⚠ WARNING

AVOID SPILLING FUEL AND KEEP ALL SOURCES OF HEAT, FLAME AND SPARKS AWAY WHEN DISCONNECTING, HANDLING OR STORING FUEL SYSTEM COMPONENTS.

CHECK/REPLACE FUEL LINE FILTER (FIG.17)

- Remove motor cowl.
- Inspect fuel line filter (A). If the filter appears contaminated, remove and replace the filter.

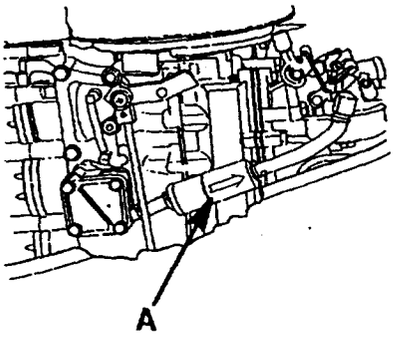


Figure17

CLEAN /REPLACE FUEL TANK FILTER (FIG.18)

- Disconnect fuel line from motor.
- Remove fuel connector (A) from fuel tank (Figure 18).
- Remove fuel filter (B) from bottom of pick-up tube.
- Wash filter in clean solvent.
- Replace filter if rusted, corroded or damaged.
- Reinstall fuel tank adapter and reconnect fuel line.

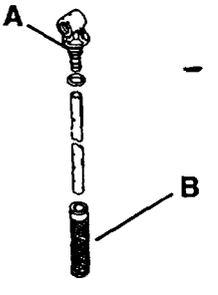


Figure 18

CUSTOMER RESPONSIBILITIES

CHECK\REPLACE SPARK PLUG

- Remove motor cowl.
- Disconnect spark plug lead by twisting slightly and pulling.
- Remove, clean and inspect spark plugs.
- Replace plug if tip of insulator is rough, cracked, broken or blistered or if the electrodes are eroded.
- Gap plug to .035 in. (0.9 mm).
- Check spark plug gasket and carefully clean spark plug seat on cylinder head.

IMPORTANT: DO NOT OVERTIGHTEN SPARK PLUG OR DAMAGE TO CYLINDER HEAD MAY RESULT.

- Spark plug leads are identified by a sleeve with number #1, #2 or #3.
  - #1 is for top cylinder spark plug
  - #2 is for middle cylinder spark plug
  - #3 is for bottom cylinder spark plug
- Install plugs finger tight, and then tighten about 1/4 turn or torque to 20 lb. ft. (27 N·m).

CHECK ENGINE COOLING SYSTEM

- If the motor overheats, check that a spray of water is coming out of the water pump indicator hose (Figure 19). If no water is present, stop motor IMMEDIATELY and have your Sears Service Center check for cause.

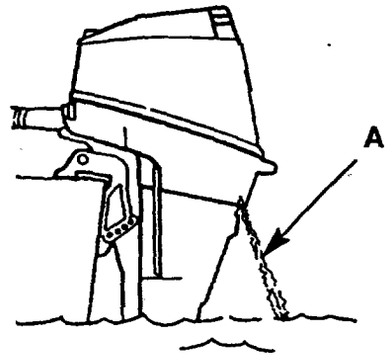


Figure 19

⚠ WARNING

SHIFT INTO NEUTRAL GEAR POSITION AND DISCONNECT SPARK PLUG WIRES TO PREVENT ACCIDENTAL STARTING AND SERIOUS INJURY WHILE SERVICING THE PROPELLER.

CHECK PROPELLER CONDITION

- Check propeller for bent, chipped, cracked, or missing blades-repair or replace as necessary.
- Remove nut (Figure 20) securing propeller to propeller shaft.
- Pull propeller straight back and off propeller shaft (Figure 21). If propeller is frozen to shaft, tap propeller gently with a block of wood.
- Lubricate propeller shaft liberally (See Lubrication Chart).
- Reinstall propeller thrust washer, propeller and nut. Tighten nut to 120 lb. in. (13.5 N·m)

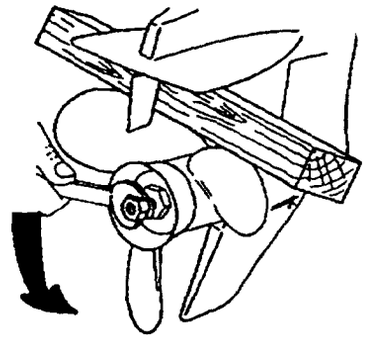


Figure 20

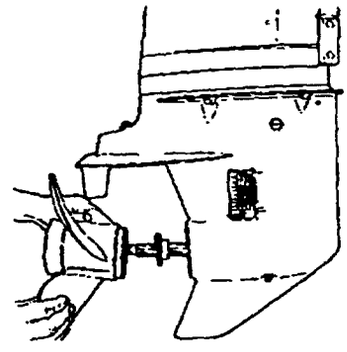


Figure 21

CUSTOMER RESPONSIBILITIES

DRAINING GEAR HOUSING

- With motor upright, remove the vent screw (A) and the fill and drain screw (B). Allow lubricant to drain completely (Figure 23).

IMPORTANT: WHEN ADDING OR CHANGING LUBRICANT, LOOSEN (DO NOT REMOVE) GEAR HOUSING DRAIN PLUG SCREW (A) AND ALLOW A SMALL AMOUNT OF LUBRICANT TO DRAIN. IF WATER IS PRESENT, IT WILL DRAIN PRIOR TO THE ACTUAL LUBRICANT. SHOULD WATER BE PRESENT, TAKE YOUR ENGINE TO YOUR SEARS SERVICE CENTER.

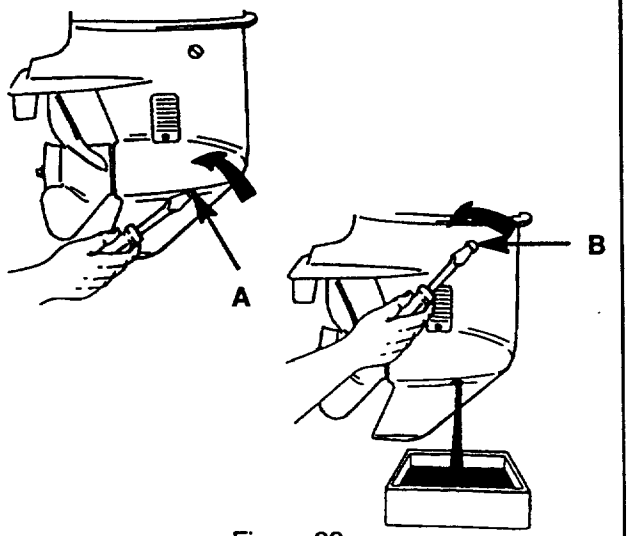


Figure 23

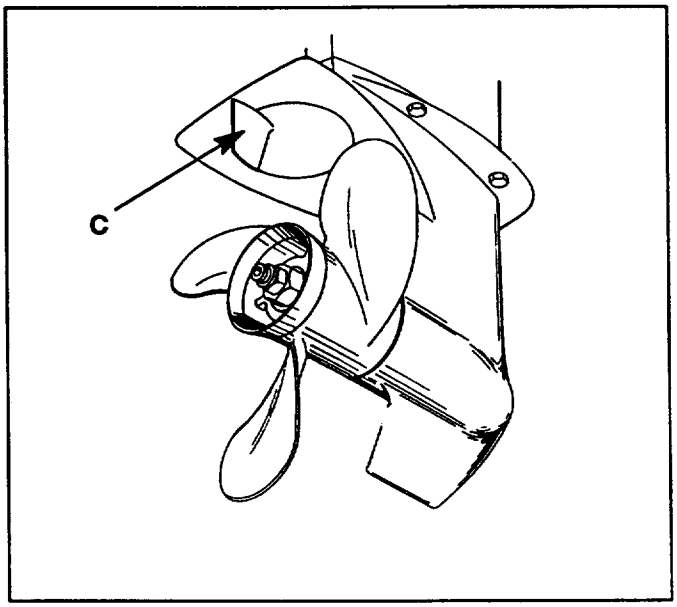
ADDING/REFILLING LUBRICANT

- Remove fill and drain screw and washer and insert nozzle of tube into hole.
- Remove vent screw and washer.
- Add lube until it appears at vent hole.
- Reinstall vent screw and washer. Tighten securely.
- Remove nozzle, reinstall fill and drain screw and washer. Tighten securely.
- Remove vent screw and allow motor to stand upright for at least one-half (1/2) hour.
- Recheck lube level. Add lube if necessary to bring level up to top hole (vent hole).
- Reinstall screw and washer. Tighten securely.

CORROSION CONTROL ANODE

Your outboard has a corrosion control anode installed on the gear case. An anode helps protect the outboard against galvanic corrosion by sacrificing its metal to be slowly eroded instead of the outboard metals.

The anode (C) requires periodic inspection especially in salt water which will accelerate the erosion. To maintain this corrosion protection, always replace the anode before it is completely eroded. Never paint or apply a protective coating on the anode as this will reduce effectiveness of the anode.



Note: If the anode is eroding away, greater steering torque may be noticed. Replace the anode and adjust as described on page 11 "Adjusting Trim Tab".

SUBMERGED OUTBOARD

A submerged outboard will require service within a few hours by the nearest Sears Service Center once the outboard is recovered from the water. This immediate attention is necessary once the engine is exposed to the atmosphere to minimize internal corrosion damage to the engine.

CARBURETOR

Note: Adjust the carburetor for better starting and low speed operation.

The high speed system, which meters fuel from high idle to wide open throttle, is factory equipped with a jet that is not adjustable. The jet can be replaced with a jet for high altitude operation. Consult your Sears Service Center for installation. The Idle Mixture is adjustable.

⚠ CAUTION

ENGINES THAT HAVE BEEN RE-JETTED FOR HIGH ALTITUDE OPERATION MUST BE RE-JETTED WHEN OPERATING AT A LOWER ALTITUDE OR SERIOUS ENGINE DAMAGE CAN RESULT.

INITIAL SETTING

IMPORTANT: DO NOT OVERTIGHTEN - NEEDLE AND SEAT MAY BE DAMAGED.

BEFORE STARTING MOTOR

- Remove motor cowl.
- Turn idle adjustment needle in, clockwise, until it seats lightly (Figure 24).
- Back needle out one and one half (1-1/2) full turns.

FINAL ADJUSTMENT

IMPORTANT: DO NOT ADJUST LEANER THAN NECESSARY TO OBTAIN SMOOTH IDLING. IT IS BETTER TO HAVE IDLE SET A LITTLE RICH THAN TOO LEAN. A LEAN SETTING CAN CAUSE MOTOR DAMAGE.

- With boat tied securely to dock, start motor and run until fully warmed up.
- Set controls to lowest reliable idle in gear position.
- Turn idle adjustment needle slowly open, counterclockwise, until motor loses power and begins to roll do to an over-rich mixture. Note this position (Figure 24).
- Slowly turn needle closed, clockwise, until motor runs smoothly and begins to pick up speed. Continue turning clockwise until motor pops or stalls due to lean mixture. Note this position.
- Set needle halfway between the two positions.
- Repeat as needed for fine tuning.

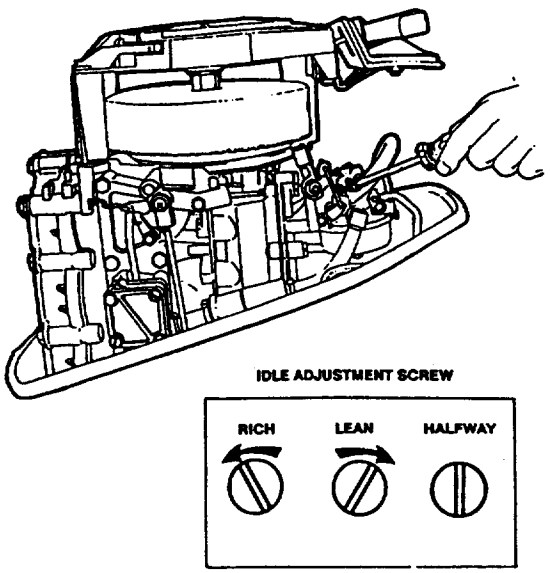


Figure 24

STORAGE

PREPARATION FOR STORAGE

- We recommend that your Sears Service Center prepare your motor for storage during the off season or for long periods of time.
- The Service Center has the latest tools, materials and information and can also carry out maintenance as required.
- If your motor cannot be taken to your Sears Service Center, follow the steps below to prevent rust and damage from freezing temperatures.

IMPORTANT: IF GASOLINE MUST BE LEFT IN TANK, USE A GASOLINE STABILIZER. MIX STABILIZER ACCORDING TO BOTTLE INSTRUCTIONS DURING EACH TANK FILL UP TO ASSURE THAT IT WILL BE PRESENT DURING EACH STORAGE INTERVAL.

- Gasoline stabilizer helps prevent gum deposits from forming in essential fuel system parts such as the carburetor, fuel filter, fuel hose, or tank during storage. Also, experience indicates that alcohol blended fuels (called gasohol or using ethanol methanol) can attract moisture which leads to separation and formation of acids during storage. Acidic gas can damage the fuel system of an engine while in storage.
- To avoid engine problems, the fuel system should be emptied before storage of 30 days or longer. Follow these instructions.

⚠ WARNING

AVOID SPILLING FUEL AND KEEP ALL SOURCES OF HEAT, FLAME AND SPARKS AWAY WHEN DISCONNECTING, HANDLING OR STORING FUEL SYSTEM COMPONENTS.

- Remove motor cowl.
- With motor mounted on boat and in fresh water, run the motor until it is thoroughly warmed up.
- Place shift lever in "Neutral" and run motor at fast idle.
- Disconnect fuel line from bushing on motor.
- When motor begins to stall, rapidly inject a rust preventive oil into the carburetor air intake for ten (10) to twenty (20) seconds until motor stops (Figure 25). This protects the crankcase with a coating of oil.
- Remove boat and motor from water.
- Maintain motor in an upright position until all cooling water is drained out.

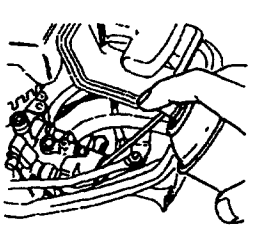


Figure 25

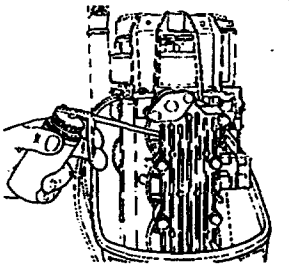


Figure 26

- Drain and refill gear housing, as outlined in Lubrication.
- Lubricate and service propeller, as outlined in Maintenance.
- Remove spark plugs, put an ounce or two of outboard oil into spark plug holes (Figure 26).
- Pull starter rope several times to lubricate piston, rings and cylinder walls and to remove water from cooling system.
- Lubricate all parts, as outlined in Lubrication.
- Reinstall motor cowl.

STORAGE

EXTERIOR CARE

- Your outboard is protected with a durable enamel finish. To keep its appearance, wash and wax often using marine cleaners and waxes.

PREPARATION FOR USE AFTER STORAGE

- We recommend that your Sears Service Center prepare your motor for use after storage. The Service Center has the latest tools, materials and information.
- They can also perform maintenance as required by warranty, test run your motor and perform tune -up and adjustments needed for good operation. If your motor cannot be returned to your Sears Service Center, do the following steps.
- Remove spark plugs and clean or replace, as outlined under Maintenance.
- Lubricate all parts, as outlined under Lubrication.
- Check lubricant in gear housing, as outlined under Lubrication.
- Service exterior of motor, as outlined under Exterior care.
- Drain fuel from tank and use a fresh fuel mixture.

TROUBLESHOOTING TIPS

MOTOR DOES NOT START	STARTS BUT DOES NOT RUN	MOTOR MISSES	DOES NOT IDLE	DOES NOT DEVELOP FULL POWER	
●					**Fuel Line Not Connected**
●					**Fuel Tank Empty**
●	●				**Fuel Line Air Locked or did not pump Fuel Bulb**
●					**Lanyard not installed on Emergency Stop Switch**
	●	●	●	●	**Fuel Line Kinked or Pinched**
	●		●	●	Fuel Filters Dirty or Clogged
●					**Motor Flooded**
●	●		●	●	Vent Screw on Fuel Tank Filler Cap Closed
	●	●	●	●	**Air Leak In Motor**
	●	●	●	●	Air Leak in Fuel System
●	●		●	●	Carburetor Passages Clogged or Dirty
	●	●	●	●	Incorrect Fuel-Oil Mixture
	●	●	●	●	Carburetor Out of Adjustment
	●	●	●	●	Wrong Type Spark Plugs
●	●	●	●	●	Defective or Fouled Spark Plugs
●	●	●	●	●	Weak Ignition Coil
●		●			Spark Plug Lead Wires Switched
●		●		●	Frayed or Cracked Lead Wire Insulation
●		●			Disconnected, Grounded or Loose Wiring

INDEX:

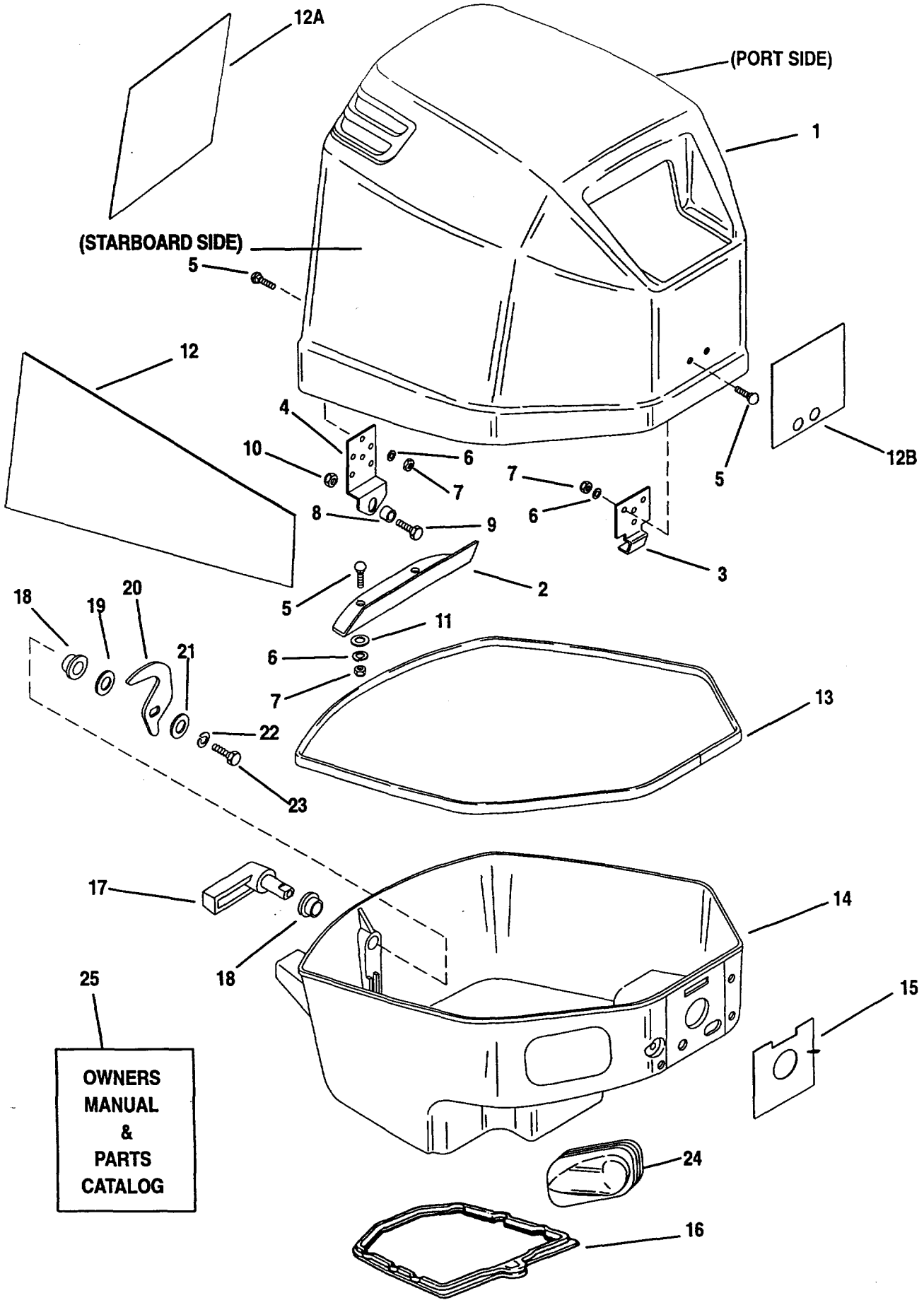
OPT = Optional AR = As Required NSS = Not Sold Seperate NS = Not Shown

NOTE: All part numbers preceded by a (•) are new and listed for the first time.

NOTE: Indented description indicate that these parts are included in preceding assembly.

COWL ASSEMBLY – TOP AND BOTTOM

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



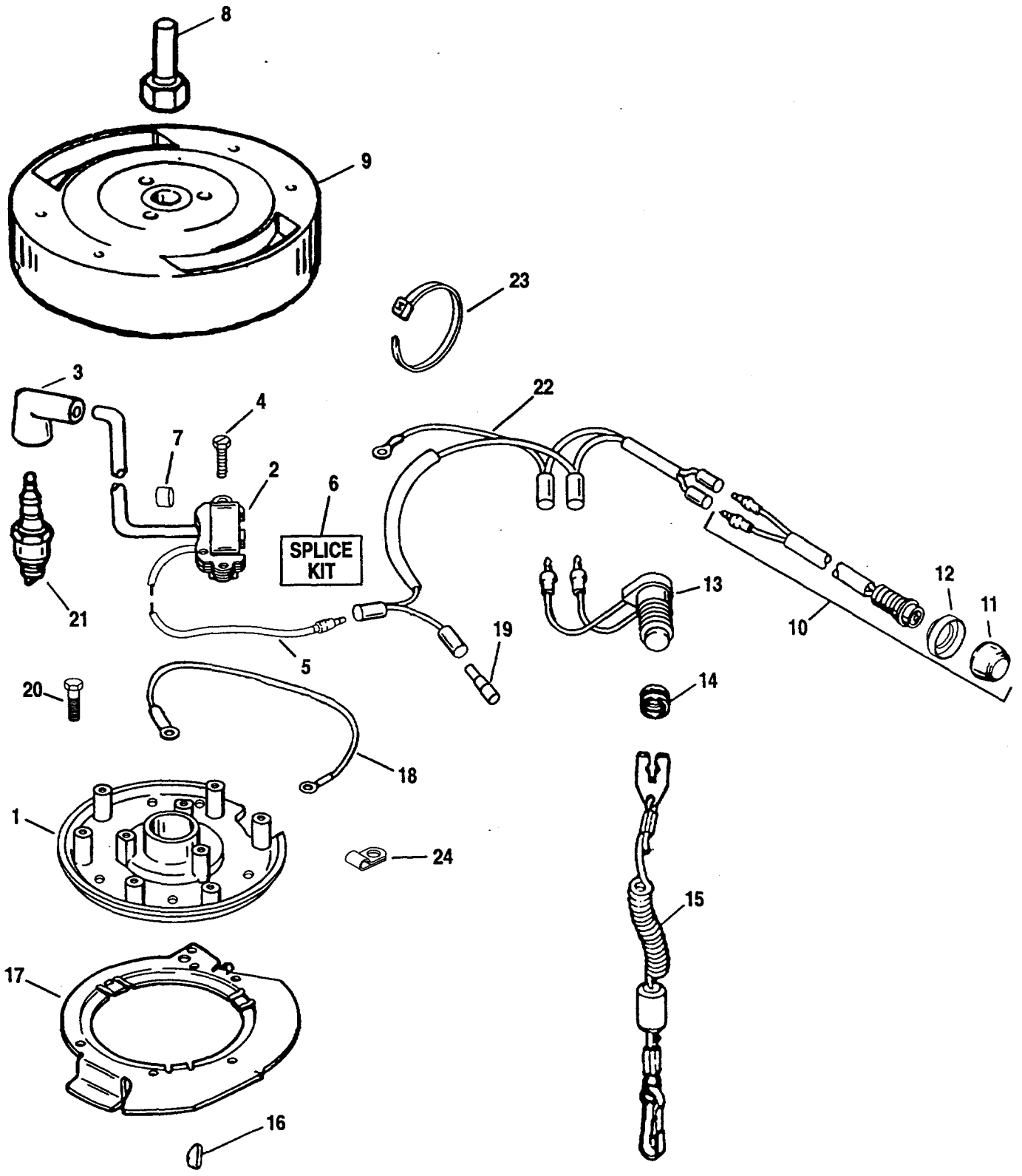
COWL ASSEMBLY – TOP AND BOTTOM

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	•100-819135A3	1	COWL ASSEMBLY-Top (Painted) **(With Decals)**
1	•100-819135A2	1	COWL ASSEMBLY-Top (Painted) **(Without Decals)**
2	•819447	1	BAFFLE
3	•819130	1	BRACKET-Front
4	•819371	1	RETAINER-Rear Cowl
5	•10-823187--1	7	SCREW (M4 x 14.5)
6	13-26995	7	LOCKWASHER (#8)
7	•11-823751--5	7	NUT (M4)
8	23-F681759	1	ROLLER-Latch
9	10-F681026	1	SCREW-Latch Roller
10	11-814101	1	NUT (1/4-20)
11	12-F8155	2	WASHER
12	•37-826343--9	1	DECAL **(Starboard)**
12	•37-826343-10	1	DECAL **(Port)**
12A	•37-826343-11	1	DECAL **(Rear)**
12B	•37-826343-12	1	DECAL **(Front)**-Starting Instructions
13	F392756	1	PACKING-Bottom Cowl (3.783')
14	•100-819280A9	1	COWL KIT-Bottom (Painted)
15	38-819281	1	PLATE-Front
16	•827895	1	SEAL-Bottom Cowl
17	FA681469T	1	HANDLE ASSEMBLY-Cowl Latch (Painted)
18	23-812707	2	BUSHING
19	13-F2047	1	WASHER-Wave
20	F481777	1	CAM-Latch Shaft
21	12-71055	1	WASHER
22	13-26992	1	LOCKWASHER (1/4")
23	10-28635	1	SCREW (1/4-20 x 5/8")
24	•93527--1	1	GROMMET-Remote Control Linkage
25	•90-830212--2	1	OWNERS MANUAL/PARTS MANUAL

IGNITION SYSTEM

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

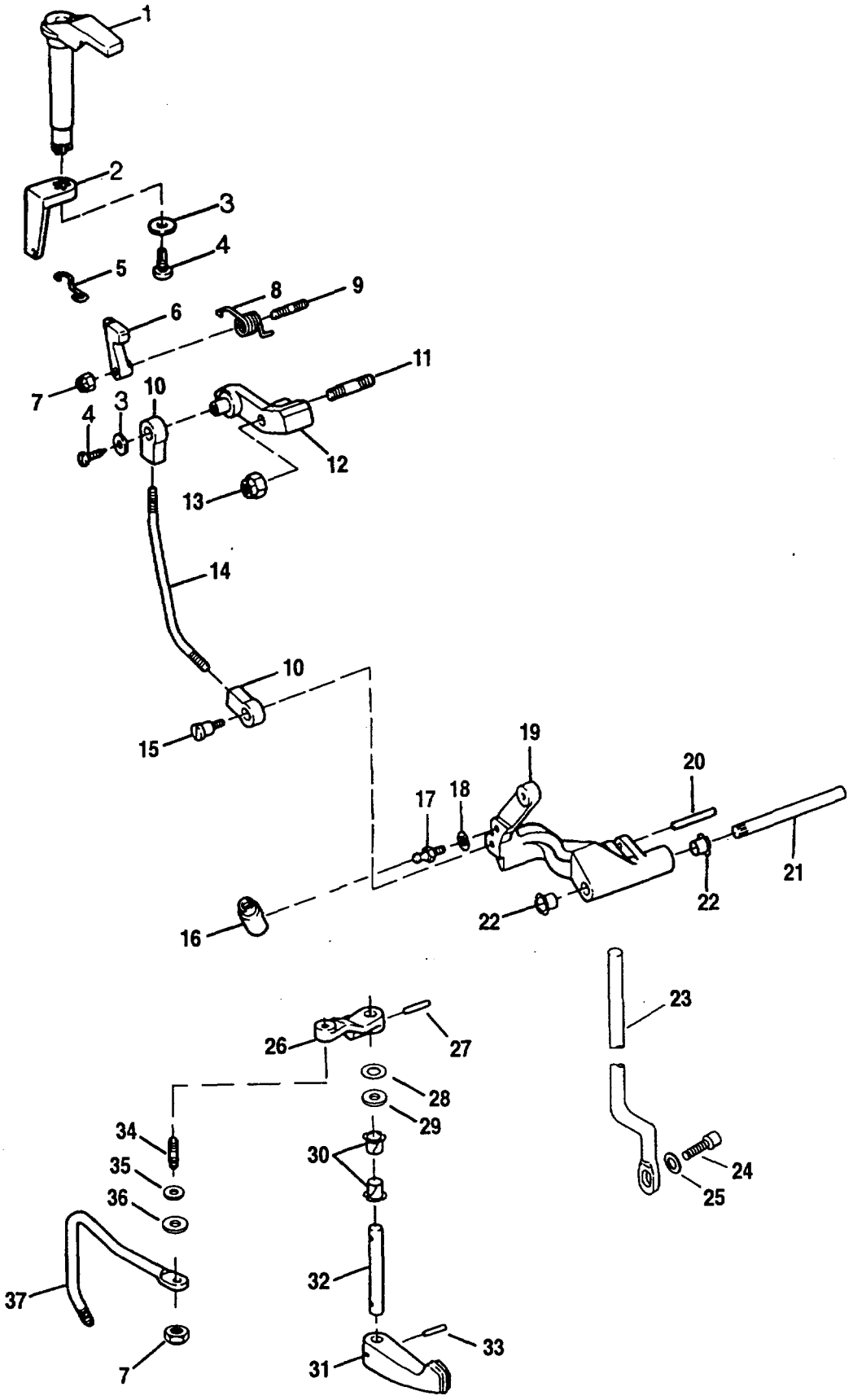


GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
–	•819155A2	1	STATOR ASSEMBLY **(COMPLETE)**
1	•300-819155T	1	PLATE-Stator
2	•819156T2	3	MODULE KIT-Ignition (With Splice Kit)
3	•85-63709A1	3	BOOT KIT-Spark Plug
4	•10-824353	9	SCREW (#8-32 x 3/4")-Ignition Module Mount
5	•84-828570	1	CABLE KIT-Modules To Harness
6	•86-828571	AR	SPLICE KIT-Ignition Module Wire
7	•20117A1	1	MARKER SET-Ignition Cables (#1) (#2) (#3)
8	F681091	1	NUT-Flywheel
9	•200-824380T2	1	FLYWHEEL (Painted)
10	•87-824440A6	1	SWITCH ASSEMBLY-Stop
11	824466A3	1	COVER ASSEMBLY-Stop Switch
12	824915	1	BEZEL-Stop Switch Cover
13	87-826214A1	1	SWITCH ASSEMBLY-Emergency Stop
14	22-F681188	1	NUT-Stop Switch Sleeve
15	819399A1	1	LANYARD ASSEMBLY
16	28-F458498-1	1	KEY-Crankshaft/Flywheel
17	•827896--1	1	CAM-Throttle
18	•84-821375A44	1	CABLE ASSEMBLY-Ground
19	•13541	1	PLUG
20	10-824358	5	SCREW (#10-24 x 1/2")-Stator Plate
21	•33-811	3	SPARK PLUG (CHAMPION # **L82C**)
21	•33-874	OPT	SPARK PLUG **(RFI)** (CHAMPION # **RL82C**)
22	•84-79138A93	1	HARNESS ASSEMBLY-Engine Stop
23	56762	AR	CABLE TIE **(4")**
23	54-816311	AR	CABLE TIE **(8")**
24	•54-831275	1	CLAMP-Ignition Module Wires
NS	•91-830230T	1	AIR GAP TOOL-Air Gap Setting-Coil to Flywheel

SHIFT LINKAGE

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



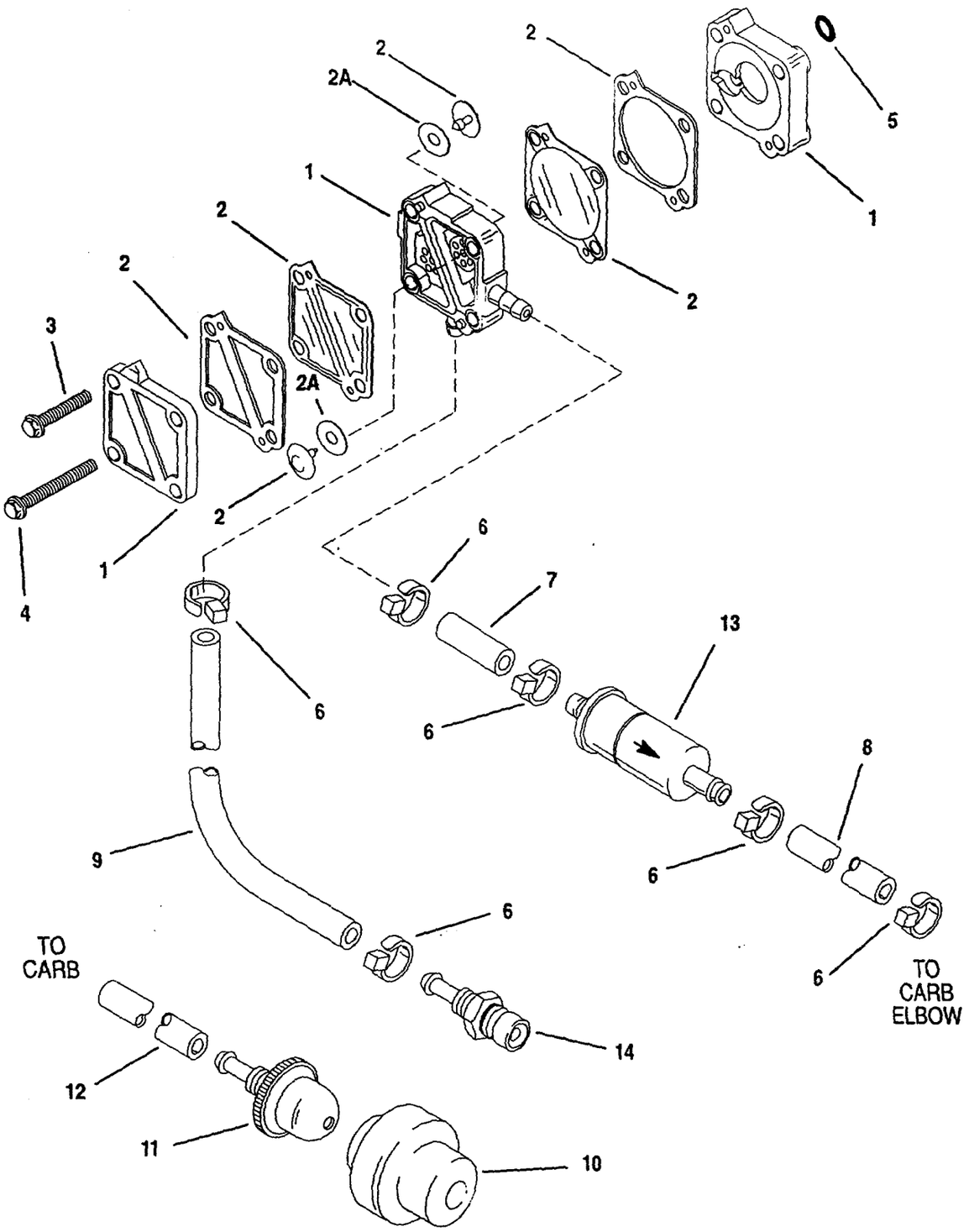
SHIFT LINKAGE

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	F681490	1	STOP-Starter Pulley Interlock
2	F681003-1	1	ARM-Starter Interlock
3	12-F8143	2	WASHER
4	10-48408	2	SCREW (#10-16 x 1/2")
5	F681263-1	1	LINK-Interlock
6	F681742	1	LEVER-Intermediate Interlock
7	11-20110	2	NUT (10-32)
8	24-F681424	1	SPRING-Interlock Lever
9	16-F681134	1 ▲	STUD-Interlock Lever
10	816514	2	BEARING-Spark Control
11	16-826590	1 ▲	STUD (1/4-20 x 1.69")
12	824357	1	LEVER-Neutral Speed Interlock
13	11-814101	1	NUT (1/4-20)
14	●819159	1	ROD-Interlock
15	10-819625	1	SCREW-Shoulder
16	F286685	1	CONNECTOR-Gear Shift Rod
17	16-F98273	1	STUD-End Connector
18	13-F8058	1	LOCKWASHER (#10 Internal)
19	819508T	1	LEVER-Gear Shift (Painted)
20	●17-25319	1	PIN-Roll
21	F286871T	1	PIN-Gear Shift Lever
22	23-26841	2	BUSHING
23	●819378--1	1	ROD-Upper Gear Shift
24	10-F1976	1	SCREW (#10-24 x 1/2")
25	12-89302	1	WASHER
26	820367--1	1	LEVER-Shift Handle Shaft
27	17-25905	1	PIN-Roll
28	●13-34632	1	WASHER-Wave
29	●12-36001	1	WASHER-Plain
30	●23-830054	2	BUSHING-Flanged
31	●819626A2	1	HANDLE ASSEMBLY-Gear Shift (Painted)
32	●828931	1	SHAFT-Shift Handle
33	17-25905	1	PIN-Roll
34	16-F286134	1	STUD-Gear Shift Lever
35	●13-34632	1	WASHER-Wave (#10)
36	●23-830097	1	BUSHING-Shift Lever Link
37	●830096	1	LINK-Shift Lever
–		–	▲ = Component of Powerhead Assy 800-819240A3

FUEL SYSTEM

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

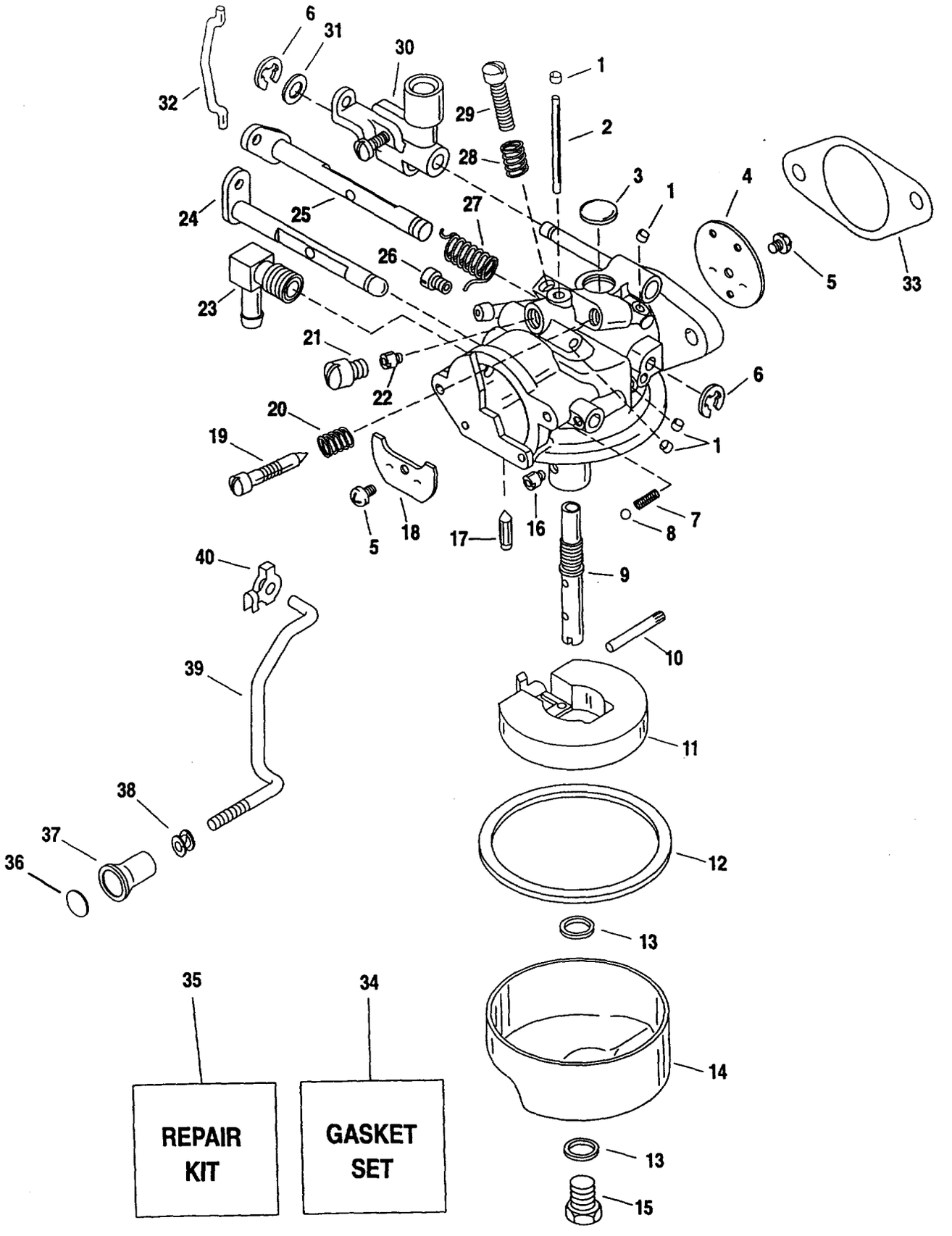


GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	● 819213--1	1	PUMP ASSEMBLY-Fuel
2	●27- 820748A1	1	GASKET/DIAPHRAGM KIT
2A	NSS	2	WASHER (Not Sold Seperate)
3	●10- 820749	2	SCREW (#10-24 x 1-1/4")
4	●10- 819499	2	SCREW (#10-24 x 1-5/8")
5	■ 25- 38933	1 ▲	O RING
6	56762	AR	CABLE TIE (4")
7	32- 819398-53	1	HOSE (1-5/8") Cut as Req'd
8	32- 819398-53	1	HOSE (3-1/8") Cut as Req'd
9	32- 819398-53	1	HOSE (15-1/2")
10	F681954-1	1	COVER-Primer Bulb
11	F681046	1	BULB-Primer
12	32- 819398-53	1	HOSE (11-1/2") Cut as Req'd
13	35- 816296	1	FILTER-Fuel
14	22- F197767-2	1	CONNECTOR-Fuel
–		–	▲ = Component of Powerhead Assy 800-819240A3
–		–	■ = Contents of Powerhead Gasket Set 27-809516A1

CARBURETOR

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



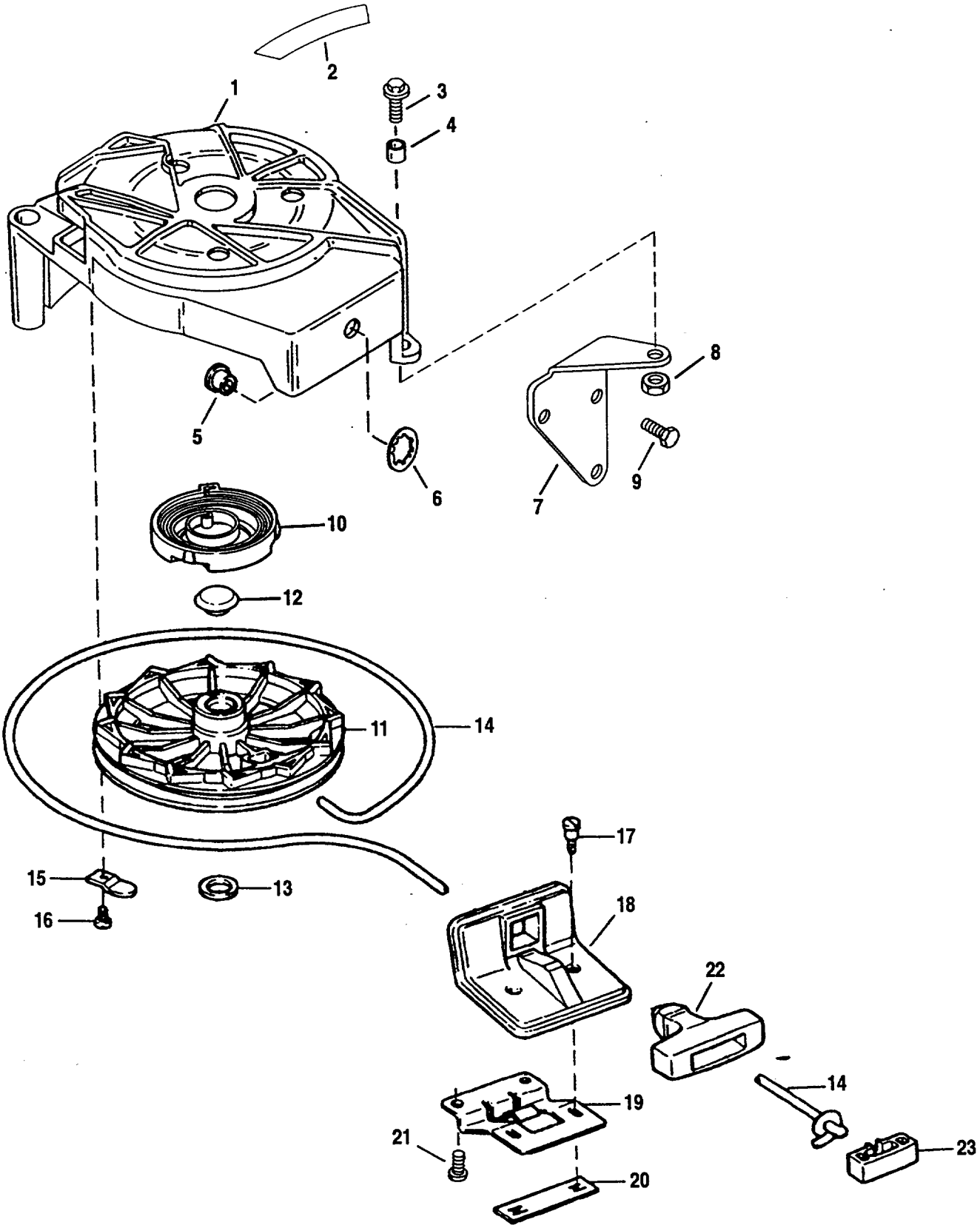
CARBURETOR

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
–	●1300-828531T1	1	CARBURETOR (FO-3B)
1	19-FO10588	4 □	PLUG-Cup
2	●809447	1	TUBE-By Pass
3	19-FO16128	1 □	PLUG-Welch
4	●809442	1	SHUTTER-Throttle
5	●809441	2 □	SCREW-Shutters
6	●809446	2	E RING-Throttle Linkage
7	FO8805	1	SPRING-Choke Friction
8	FO4784	1	BALL
9	●809624	1	NOZZLE-Main
10	17-FO13944	1 □	PIN-Float
11	F10346	1	FLOAT-Fuel Bowl
12	27-FO15623	1 □ △	GASKET-Fuel Bowl
13	27-FO2510	2 □ △	GASKET-Fuel Bowl
14	FO15366	1	BOWL-Fuel
15	1399-5128	1	SCREW-Fuel Bowl
16	●809448	1	JET-Main **(.058)** (0 - 2500')
16	1399-5213	OPT	JET-Main **(.056)** (2500' - 5000')
16	1399-5225	OPT	JET-Main **(.054)** (5000' - 7500')
16	1395-6359	OPT	JET-Main **(.052)** (7500' - 10000')
17	F10265	1 □	NEEDLE-Inlet **(NOTE: Do Not Remove Inlet Seat)**
18	F10344	1	SHUTTER-Choke
19	F10268	1	SCREW-Idle Mixture
20	24-27160	1 □	SPRING-Idle Mixture Screw
21	F10275	1	SCREW-Sealing
22	●809625	1	JET (.046)-Throttle
23	F10347	1	ELBOW-Fuel
24	●809440	1	SHAFT AND LEVER-Choke
25	●809439	1	SHAFT AND LEVER-Throttle
26	1399-5225	1	JET (.054)-Idle Air Bleed
27	24-F10350	1 □	SPRING-Throttle Shaft
28	●809445	1	SPRING-Idle Speed
29	●809444	1	SCREW-Idle Speed
30	F10290	1	LINKAGE-Throttle
31	F10242	1	WASHER
32	●809443	1	WIRE-Throttle Shaft
33	■ 27-F715906	1 □ △	GASKET-Carburetor Mount
34	FK10352	1	GASKET SET (△ = **Contents of Carb Gasket Set)**
35	●809449A1	1	REPAIR KIT (□ = **Contents of Repair Kit)**
36	F681677	1	INSERT-Choke Rod
37	F286547	1	KNOB-Choke
38	23-F197319	1	BUSHING
39	●819154	1	ROD-Choke
40	●830569	1	RETAINER-Choke Rod
–		–	■ = Contents of Gasket Set 27-809516A1

STARTER

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

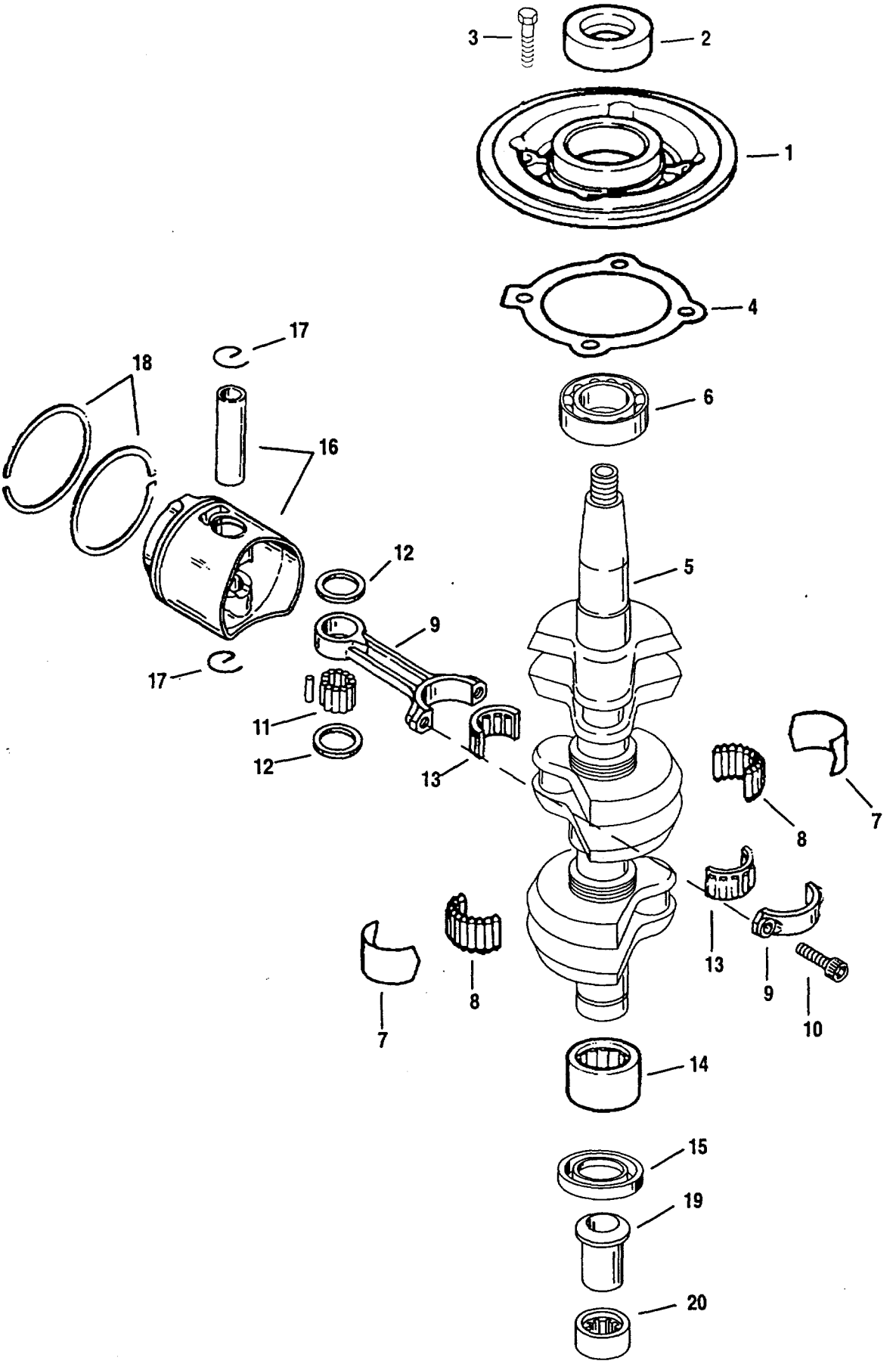


GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOI

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	F681408-1	1	HOUSING-Starter
2	FA609853	1	DECAL KIT-Shift to Neutral
3	10-90192	3	SCREW (1/4-20 x 3/4")
4	23-F681405	3	INSERT-Starter Housing
5	F681428	1	INSERT-Rope-Starter Housing
6	●53-818853	1	RING-Retaining
7	●819245T	1 ▲	BRACKET-Starter Housing-Front (Painted)
8	11-814101	1	NUT (1/4-20)
9	10-98254	3 ▲	SCREW (1/4-20 x 5/8")
10	24-F681970	1	SPRING-Starter Rewind
11	●42034A2	1	PULLEY ASSEMBLY-Starter Rewind
12	19-817362	1	PLUG-Pulley
13	●26-12494--1	1	SEAL-Pulley Bearing
14	F681232	1	ROPE (64/67")
15	F681592	3	RETAINER-Starter Pulley
16	10-48408	3	SCREW (#10-16 x 1/2")
17	10-819625	2	SCREW-Shoulder
18	FA681630T	1	SUPPORT ASSEMBLY-Handle
19	●830282--1	1	PLATE-Handle Support
20	F681874-1	1	FASTENER-Handle Support Plate
21	10-F2210	2	SCREW (1/4-14 x 1/2")
22	F681132	1	HANDLE-Rope
23	F681817	1	RETAINER-Rope Handle
–		–	▲ = Component of Powerhead Assy 800-819240A3

CRANKSHAFT AND PISTON

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



CRANKSHAFT AND PISTON

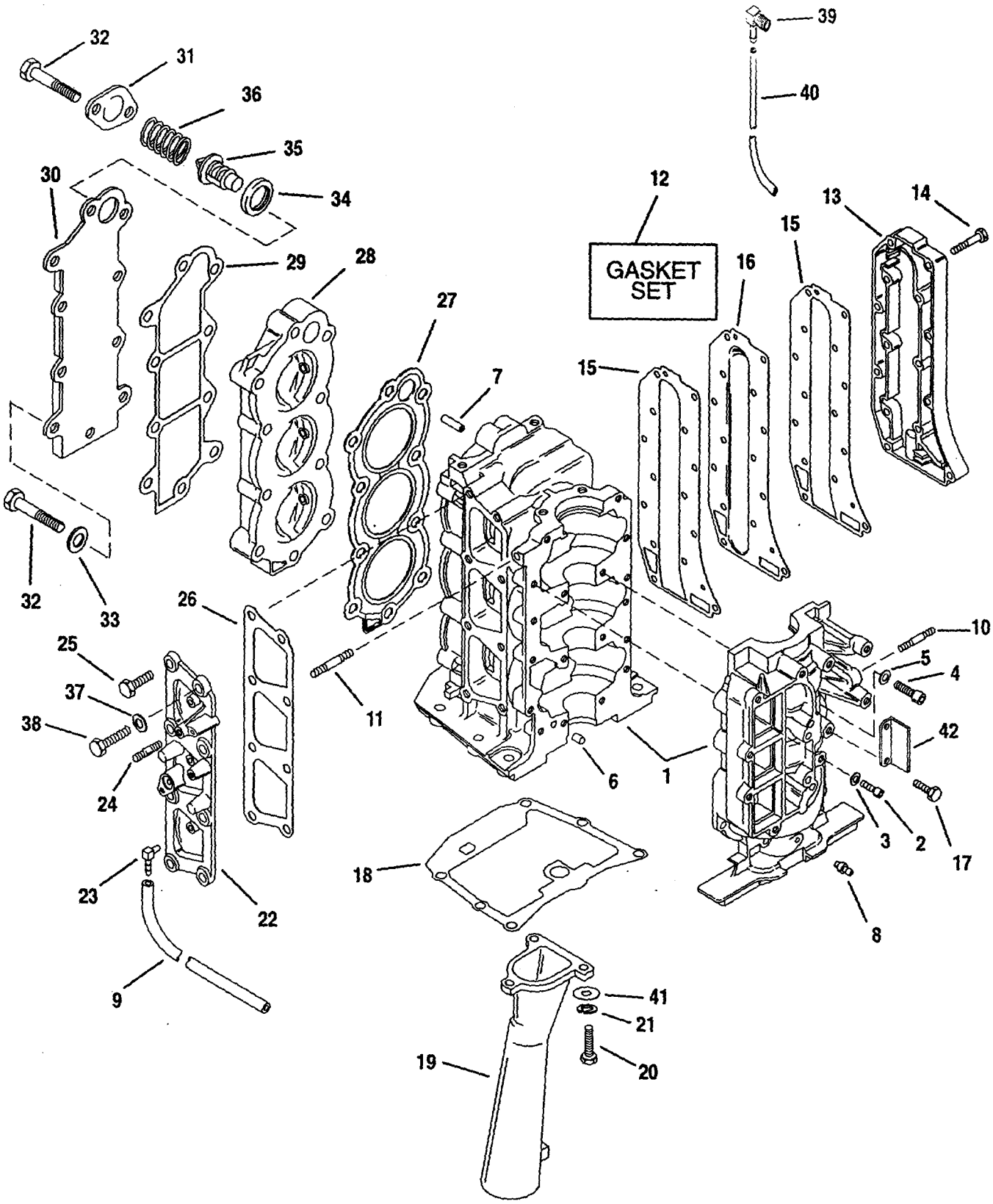
GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	●1100-817753A4	1	CAGE ASSEMBLY-Crankshaft
2	■ ●26-66302	1	SEAL-Oil
3	●10-F1914	4	SCREW (1/4-20 x 3/4")
4	■ 27-F286277	1 ▲	GASKET-Crankshaft Bearing Cage
5	●400-819044A3	1 ▲	CRANKSHAFT ASSEMBLY
6	30-F286028	1	BEARING-Ball
7	●31-819239	4 ▲	LINER-Center Main Rollers
8	●29-819238	4 ▲	ROLLERS (16 Per Strip)
9	●637-8477A2	3 ▲	CONNECTING ROD ASSEMBLY
10	●10-823460	6	SCREW-Conn Rod
11	●29-42186	72	NEEDLE BEARING
12	●43348	6	BEARING-Thrust
13	●31-42076A1	3	BEARING KIT
14	●31-819129--1	1 ▲	BEARING-Crankshaft Lower Main
15	■ ●26-819214	1 ▲	SEAL-Crankshaft Lower
16	●784-9747A8	3 ▲	PISTON KIT (STANDARD)
17	●40-42202--1	6	LOCK RING
18	●39-18213A1	3	RING SET (2 Rings) (STANDARD)
19	●26-819293	1	SEAL-Driveshaft Spline
20	●819310--1	1	RETAINER-Driveshaft Spline Seal
–		–	▲ = Component of Powerhead Assy 800-819240A3
–		–	■ = Contents of Powerhead Gasket Set 27-809516A1

NOTE: Only Standard Pistons and Piston Rings are Available.

CYLINDER BLOCK

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



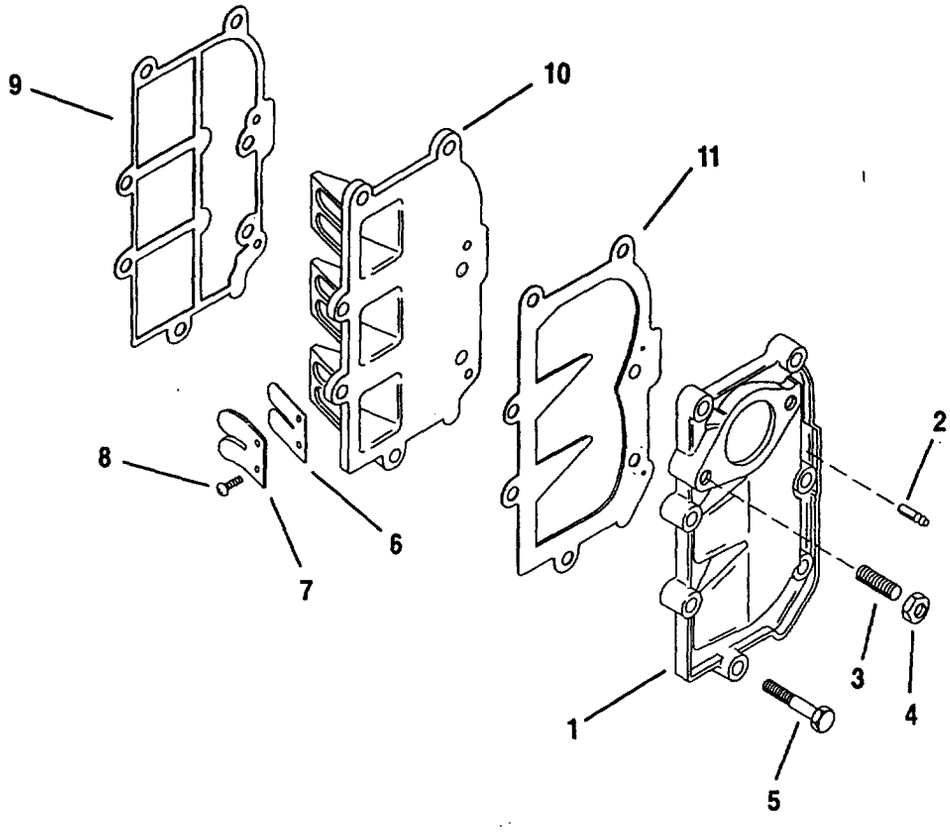
CYLINDER BLOCK

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
–	●800-819240A3	1	POWERHEAD ASSEMBLY (Painted)
1	●800-819240A2	1 ▲	CYLINDER ASSEMBLY (Painted)
2	10-92160	11	SCREW (1/4-20 x 3/4")
3	12-29245	11	WASHER
4	10-54523	6	SCREW (5/16-18 x 1")
5	12-20084	6	WASHER
6	17-F8559	2	PIN-Dowel
7	●32-819243	1	TUBE-Water Jacket
8	21-42658	1	CHECK VALVE
9	32-99130122	1	TUBING (2 Pcs - 15") (1 Pc - 12-3/4") Cut as Req'd
10	16-F286440	1	STUD (5/16-24 x 1-1/4")
11	16-826590	1	STUD (1/4-20 x 1.69") With Dri Loc
12	●27-809516A1	1	GASKET SET (■ = **Contents of Gasket Set)**
13	●1000-819136T	1 ▲	COVER-Exhaust (Painted)
14	10-F1581	14 ▲	SCREW (1/4-20 x 1-1/4")
15	■ ●27-819140	2 ▲	GASKET-Exhaust Cover
16	●819152	1 ▲	PLATE-Exhaust
17	10-F2040	1	SCREW (1/4-20 x 5/8")-Ground Wire
18	■ ●27-819498	1 ▲	GASKET-Cylinder Mount
19	●819157T1	1	TUBE-Exhaust
20	10-90192	3	SCREW (1/4-20 x 3/4")
21	13-26992	3	LOCKWASHER (1/4")
22	●1000-819137T	1 ▲	COVER ASSEMBLY-Transfer Port (Painted)
23	22-15133	3	ELBOW
24	16-F681134	1	STUD-Interlock Lever
25	10-F1535	7 ▲	SCREW (1/4-20 x 3/4")-Hex Head
26	■ ●27-819143	1 ▲	GASKET-Transfer Port Cover
27	■ ●27-819138--2	1 ▲	GASKET-Cylinder Head
28	●900-819145T1	1 ▲	HEAD-Cylinder (Painted)
29	■ ●27-819139--1	1 ▲	GASKET-Cylinder Head Cover
30	●819134T	1 ▲	COVER-Cylinder Head (Painted)
31	●819439T	1 ▲	COVER-Thermostat
32	10-F1882	10 ▲	SCREW (5/16-18 x 2-1/8")
33	12-814806	8 ▲	WASHER
34	■ 12-F658504	1 ▲	WASHER-Thermostat
35	F97068-2	1 ▲	THERMOSTAT (130 Deg)
36	●24-819161	1 ▲	SPRING-Thermostat
37	12-28927	1 ▲	WASHER
38	10-90192	1 ▲	SCREW (1/4-20 x 3/4")-Washer Head
39	22-88780	1 ▲	ELBOW-Tell Tale Tubing
40	32-54950--7	1	TUBING (7")-Tell Tale
41	12-29245	3	WASHER
42	●834753	1	BRACKET-Throttle Stop
–		–	▲ = Component of Powerhead Assy 800-819240A3

REED PLATE

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



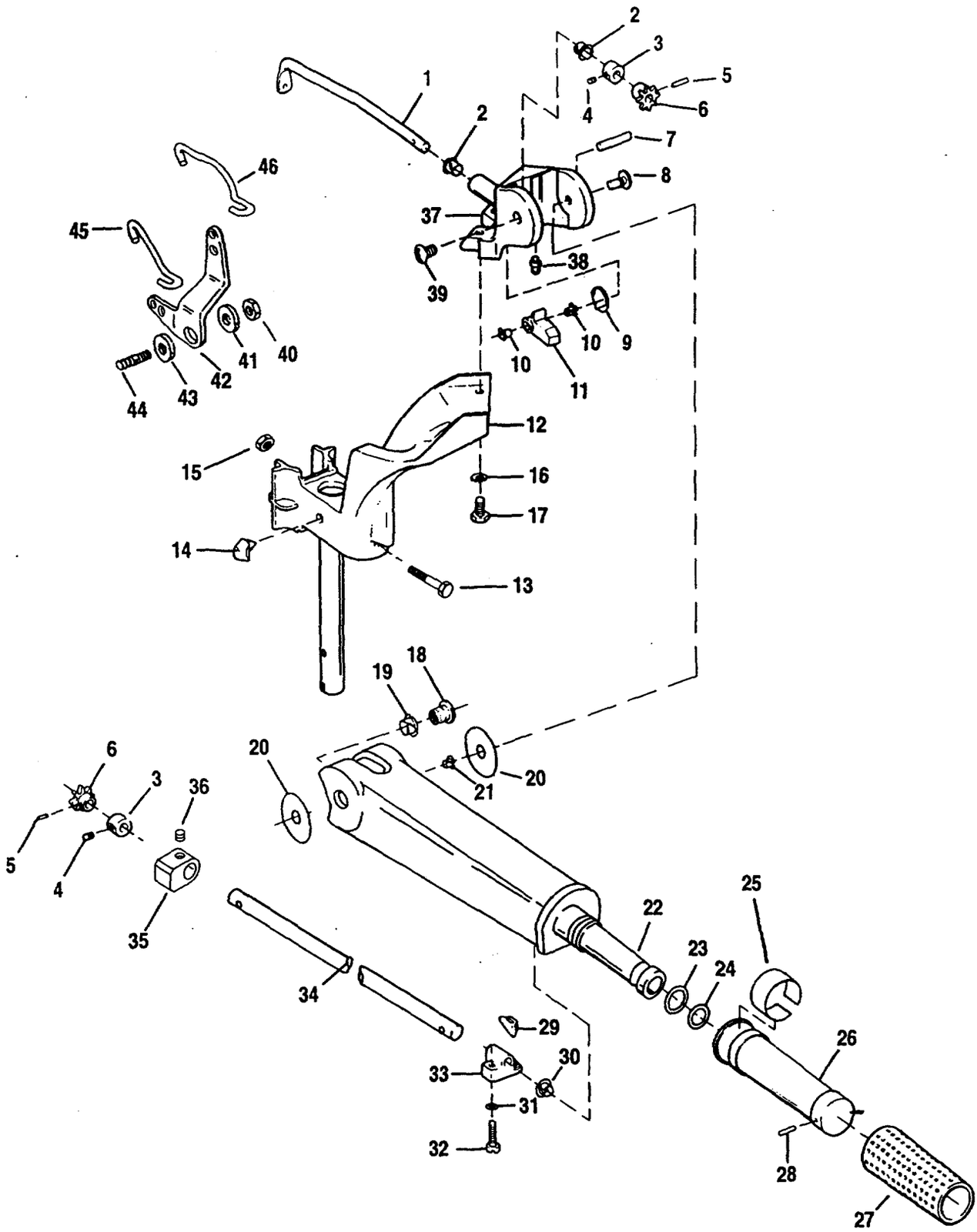
REED PLATE

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	●819150A1	1 ▲	MANIFOLD ASSEMBLY-Intake
2	21-42698	2	CHECK VALVE
3	16-826622	2	STUD (1/4-20 x .91") With Dri Loc
4	11-20890	2	NUT (1/4-20)-Carburetor Mount
5	10-F1581	7 ▲	SCREW (1/4-20 x 1-1/4")
6	●34-827308	6 ▲	REED
7	●34-827307	6 ▲	STOP-Reed
8	10-819074	12 ▲	SCREW WITH LOCKWASHER (#6-32 x 5/16")
9	■ ●27-819142	1 ▲	GASKET-Reed Plate
10	●819153T	1 ▲	PLATE-Reed
11	■ ●27-819141	1 ▲	GASKET-Intake Manifold
–		–	▲ = Component of Powerhead Assy 800-819240A3
–		–	■ = Contents of Powerhead Gasket Set 27-809516A1

TILLER HANDLE AND THROTTLE LINKAGE

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



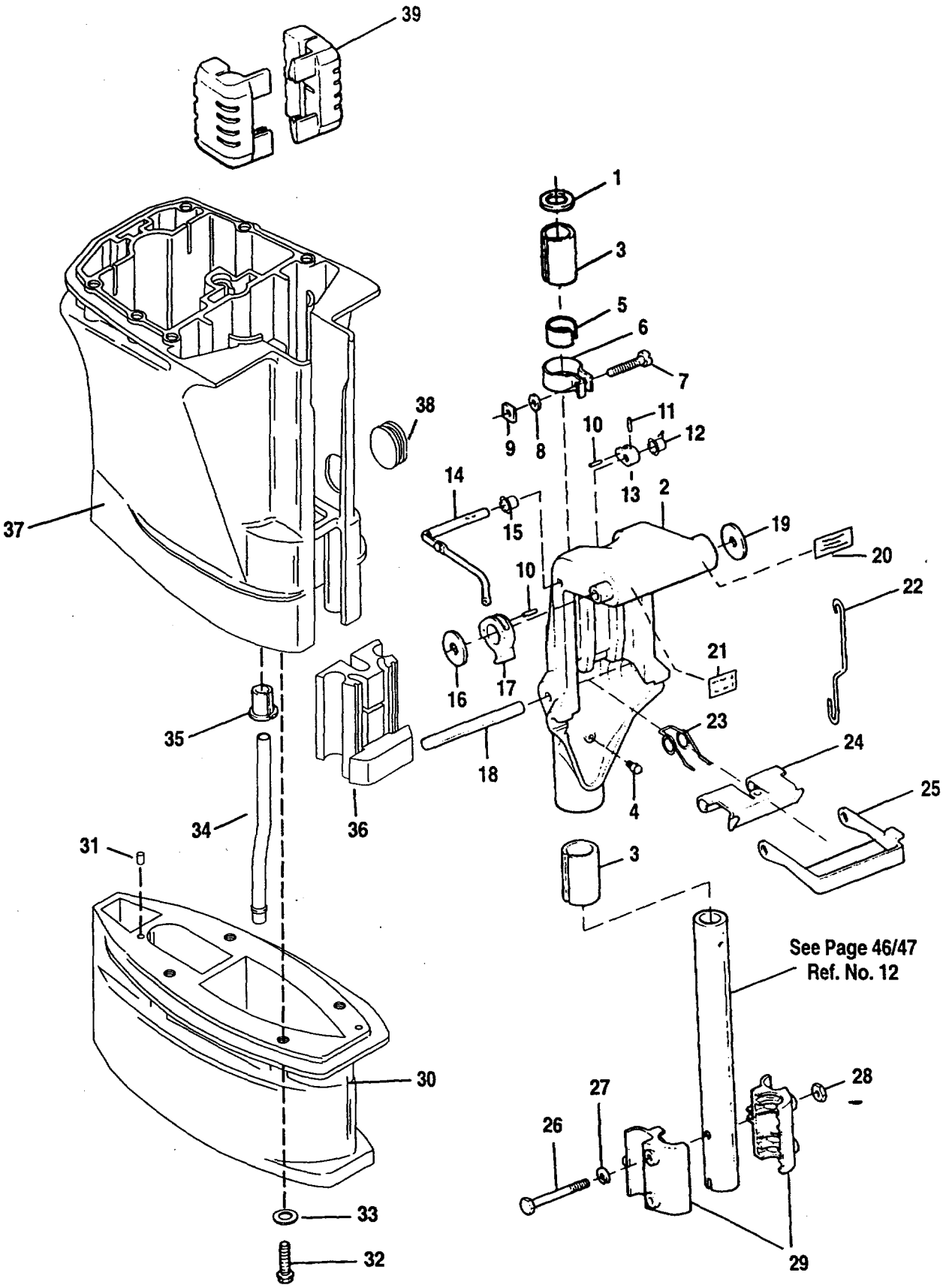
TILLER HANDLE AND THROTTLE LINKAGE

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	F431838	1	SHAFT-Magneto Control
2	23-26841	2	BUSHING
3	FA343178	2	RETAINER KIT-Steering Shaft
4	•10-832794	2	SCREW-Set (1/4-28 x 1/4")
5	17-29908	2	PIN-Roll
6	43-818009--1	2	GEAR-Steering Shaft
7	17-F1807	1	PIN-Groove
8	10-823595	1	SCREW-Pivot
9	24-F286868	1	SPRING-Steering Handle Stop
10	23-26856	2	BUSHING
11	F286490T	1	STOP-Steering Handle
12	• 819914A4	1	ARM/KINGPIN ASSEMBLY-Steering (Painted)
13	•10-828815	1	SCREW (1/4-20 x 1-3/4")
14	19-F286539	1	BUMPER
15	11-814101	1	NUT (1/4-20)
16	•13-72521	2	LOCKWASHER (5/16" Internal)
17	•10-38837	2	SCREW (5/16-18 x 1-1/8")
18	F286224-1	1	INSERT-Steering Handle Pivot
19	23-812707	1	BUSHING
20	12-F286220	2	WASHER-Steering Handle
21	23-26856	1	BUSHING
22	819279T	1	HANDLE-Steering (Painted)
23	25-21836	1	O RING (LARGE)
24	25-38101	1	O RING (SMALL)
25	37-F712894	1	DECAL-Speed/Shift Indicator
26	• 828406A1	1	HANDLE/GRIP ASSEMBLY-Throttle
27	• 828406	1	GRIP-Throttle/Steering Handle
28	•17-72255	1	PIN-Roll
29	819227	1	WEDGE-Steering Handle
30	23-97896	1	BUSHING
31	13-F8058	2	LOCKWASHER (#10 Internal)
32	10-F1829	2	SCREW (#10-24 x 7/8")
33	F487816-1	1	BEARING-Steering Handle
34	819160	1	SHAFT-Steering Handle
35	• 832759	1	STOP-Throttle
36	•10-832794	1	SCREW-Set (1/4-28 x 1/4")
37	• 817751A6	1	BRACKET ASSEMBLY-Steering (Painted)
38	22-F523274	1	FITTING-Grease
39	10-823594	1	SCREW-Pivot
40	11-35814	1	NUT (5/16-24)
41	F286282	1	WASHER (Special)
42	• 819148	1	LEVER-Magneto Control
43	23-F183813	1	BEARING-Control Lever
44	16-F286440	1 ▲	STUD (5/16-24 x 1-1/4")
45	• 826846	1	LINK-Magneto Shaft
46	824142T	1	LINK-Throttle Cam
–		–	▲ = Component of Powerhead Assy 800-819240A3

SWIVEL BRACKET AND DRIVESHAFT HOUSING

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



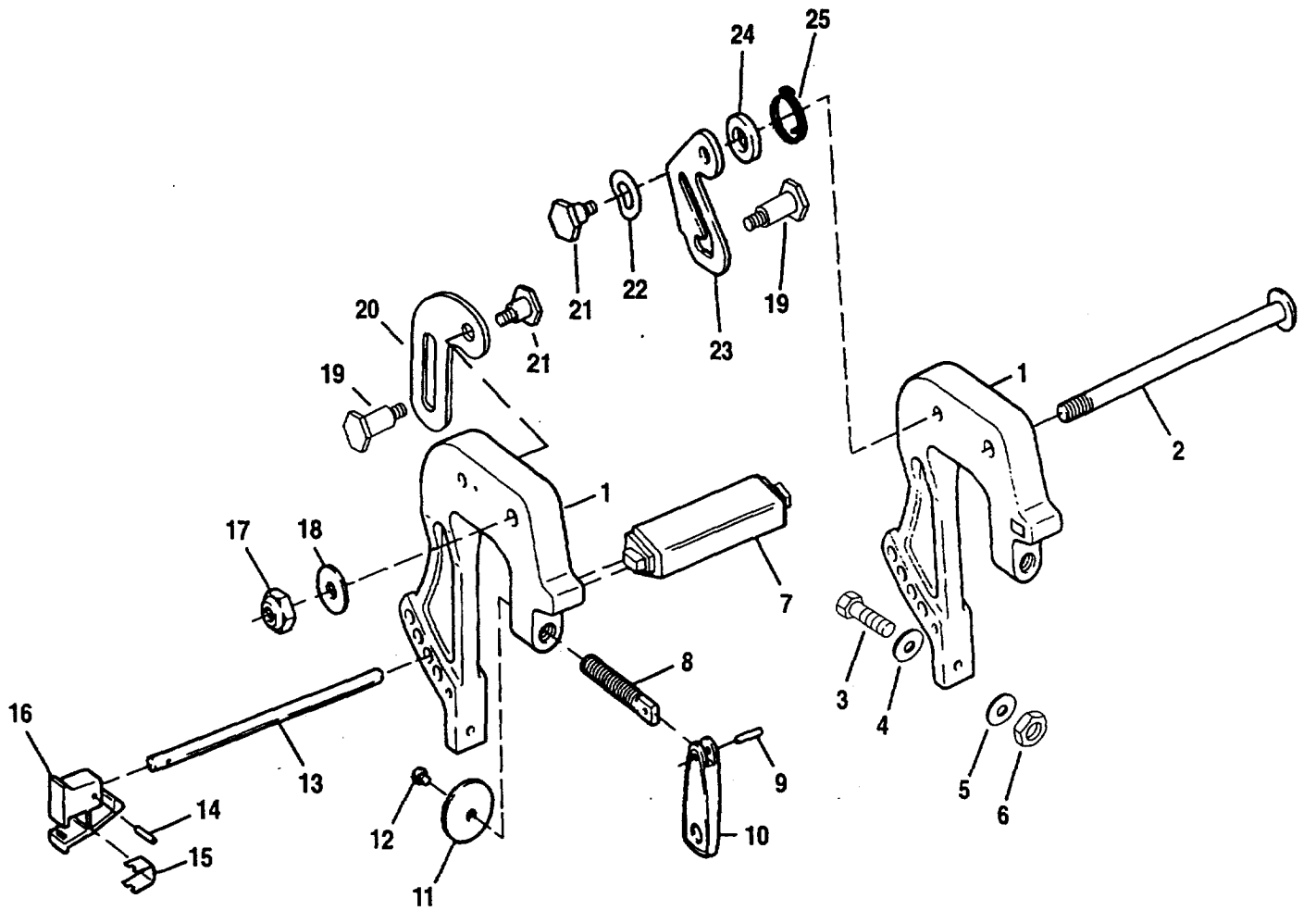
SWIVEL BRACKET AND DRIVESHAFT HOUSING

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	12- F286011	1	WASHER-Swivel Bracket
2	●1400- 819339A3	1	BRACKET KIT-Swivel (Painted)
3	23- F286169	1	BEARING **(1-3/4")**
3	23- F681169	1	BEARING **(1-1/8")**
4	22- F213274	2	FITTING-Grease
5	F681631	1	SHOE-Friction
6	54- F286573-1	1	CLAMP-Steering Friction
7	10- F1820	1	SCREW (1/4-20 x 1-3/8")
8	12- 12038	1	WASHER
9	11- F1608	1	NUT (1/4-20)
10	17- F1794	2	PIN-Spring
11	17- F8538	1	PIN-Spring
12	23- 26856	1	BUSHING
13	F286364	1	LEVER-Reverse Lock
14	● 820095A1	1	LEVER ASSEMBLY-Reverse Lock Intermediate
15	23- F536813	1	BUSHING
16	12- F2037	1	WASHER
17	F286827	1	LEVER-Reverse Lock Release
18	17- F1806	1	PIN-Groove
19	12- F286286-1	1	WASHER-Stern Bracket
20	37- 818029	1	DECAL-Fuel Mix
21	37- F688585	1	DECAL-Tilt Release
22	FA341510	1	LINK KIT-Reverse Lock Lever
23	24- F286300	1	SPRING-Reverse Lock
24	F286349	1	LOCK-Reverse
25	● 830111--1	1	BRACKET-Shallow Water Drive
26	FA1844	2	SCREW KIT (1/4-20 x 2-3/8")
27	13- 26992	2	LOCKWASHER (1/4")
28	11- 64015	2	NUT (1/4-20)
29	819320T	2	BRACKET-Shock Mount Lower (Painted)
30	● 826361T1	1	SPACER ASSEMBLY **(20")-For Model 225.582590**
31	17- 85500	1	PIN-Dowel **(20")-For Model 225.582590**
32	10- 65210	4	SCREW (3/8-16 x 1") **(20")-For Model 225.582590**
33	12- 45175	4	WASHER **(20")-For Model 225.582590**
34	●32- 819149	1	LINE-Water Inlet **(15")-For Model 225.582500**
34	●32- 819149--1	1	LINE-Water Inlet **(20")-For Model 225.582590**
35	F286914-1	1	SLEEVE-Water Inlet Line
36	● 819319--2	1	MOUNT-Shock Lower
37	●1500- 819215T1	1	HOUSING-Driveshaft (Painted)
38	25- F46899-1	1	GROMMET-Shift Shaft Coupling
39	F517347	2	MOUNT-Shock Upper

CLAMP BRACKETS

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



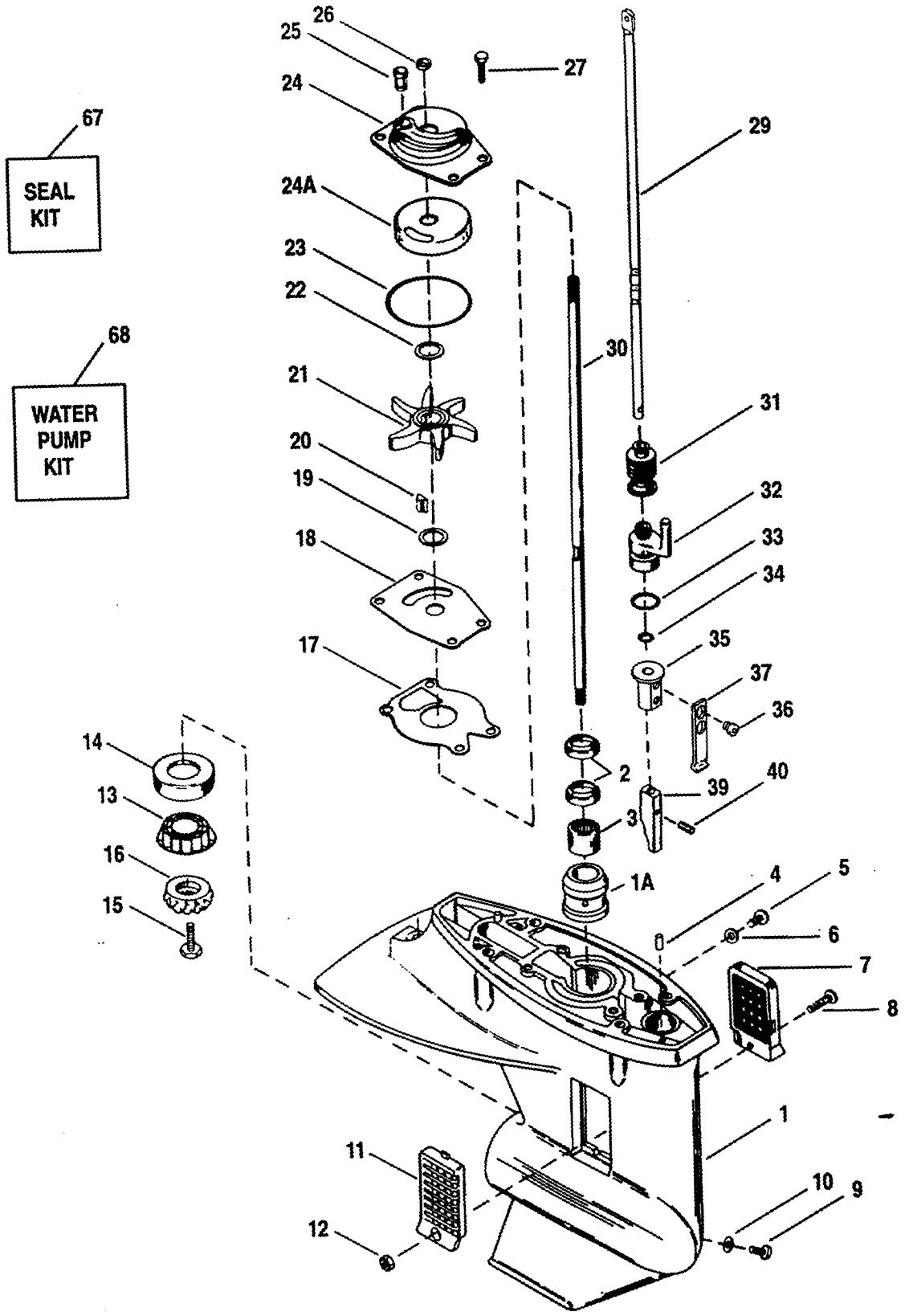
CLAMP BRACKETS

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	●1400-830295T	2	BRACKET-Stern (Painted)
2	10-F617037	1	BOLT-Pivot-Stern Bracket
3	●10-832820	2	SCREW (1/4-20 x 3")-Mounting
4	●12-29245	2	WASHER (Thin)-Mounting
5	●12-67983	2	WASHER-Mounting
6	●11-13855	2	NUT (1/4-20)-Mounting
7	●830564	1	HANDLE-Carrying
8	10-826248	2	SCREW-Stern Bracket
9	17-24198	2	PIN-Roll
10	F424075T	2	HANDLE-Clamp Screw (Painted)
11	F24074	2	FOOT-Stern Bracket Screw
12	10-69022	2	SCREW (#10-32 x 1/2")
13	FA617113	1	BAR KIT-Lock-Stern Bracket
14	17-38489	1	PIN-Roll
15	24-F286461	1	SPRING-Lock Bar Handle
16	F286114	1	HANDLE-Lock Bar
17	11-F7026	1	NUT (3/8-16)
18	12-20553	1	WASHER
19	17-819707	2	PIN-Tilt Lock (1/4-20)
20	826251	1	LEVER-Tilt Lock
21	10-F286422-1	2	PIVOT-Tilt Lock (5/16-18)
22	13-69150	1	WASHER-Wave
23	F429541	1	LOCK-Tilt
24	23-819226	1	SPACER-Tilt Lock
25	24-F286544-1	1	SPRING-Tilt Lock

GEAR HOUSING (DRIVESHAFT)

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



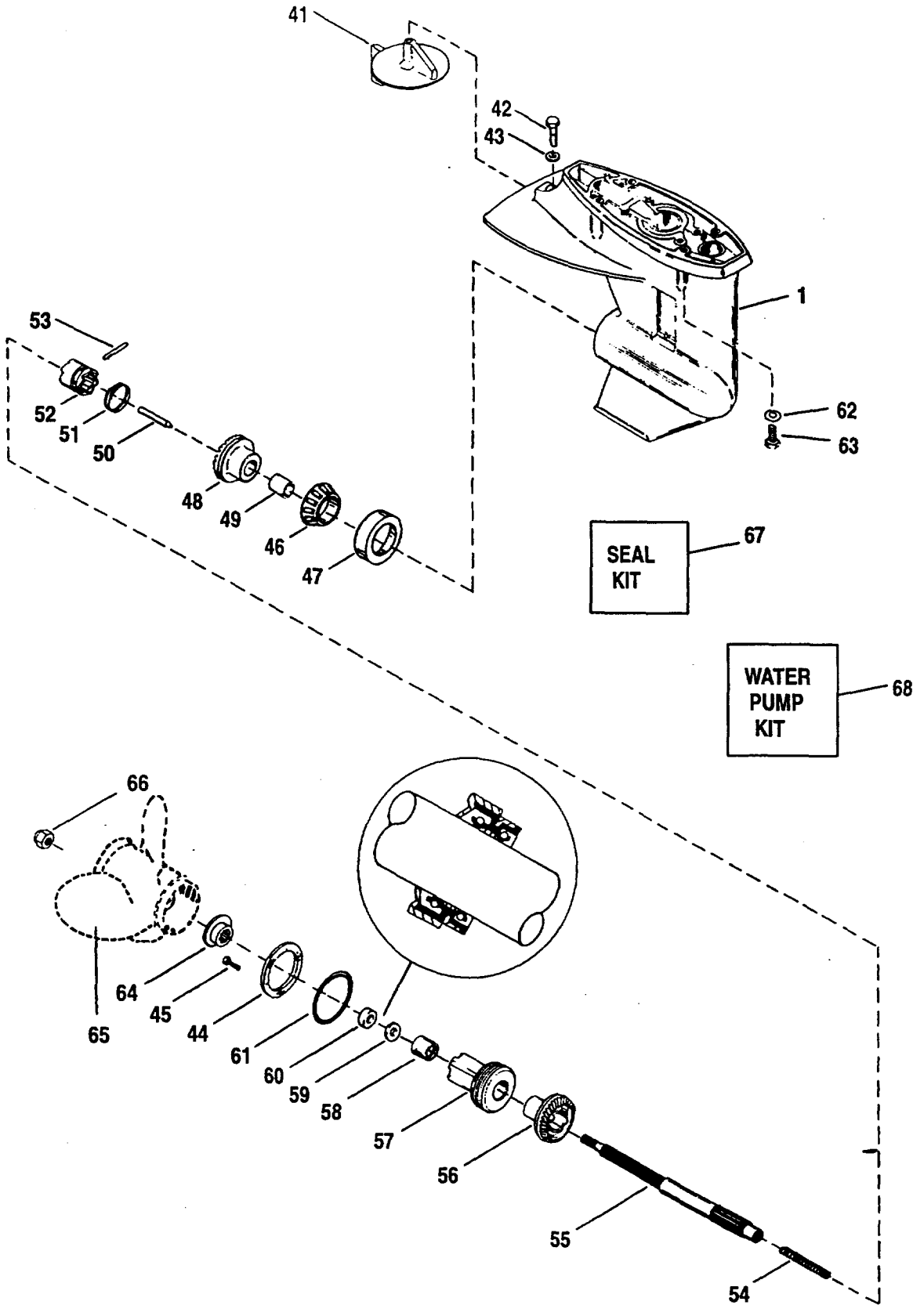
GEAR HOUSING (DRIVESHAFT)

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
–	•1665-8669A31	1	GEAR HOUSING ASSY **(15") (COMPLETE)** (Painted)
–	•1665-8669A32	1	GEAR HOUSING ASSY **(20") (COMPLETE)** (Painted)
1	•1665-8669A25	1	GEAR HOUSING ASSY **(BASIC)** (Painted)
1A	NSS	1	SLEEVE (Included With Ref. #1)
2	26-99325	2 ◗	SEAL-Driveshaft
3	31-41326	1	BEARING-Roller-Upper
4	17-85500	1	PIN-Dowel (.187 x .53)
5	•10-79953A2	1	SCREW KIT (3/8-16 x .25)-Special
6	12-19183	1 ◗	WASHER-Sealing
7	35-41133	1	SCREEN-Water Inlet (Port)
8	10-40031112	1	SCREW (M5 x 40)
9	•22-67892A1	1	PLUG KIT-Drain-Magnetic
10	12-19183	1 ◗	WASHER-Sealing
11	35-41134	1	SCREEN-Water Inlet (Starboard)
12	11-40026--3	1	NUT (M5)-Screen Screw
13	31-98294A1	1	BEARING ASSEMBLY-Roller
14	NSS	1	CUP-Roller Bearing (Included With Ref. #13)
15	10-49908	1	SCREW (1/4-28 x 3/4")
16	43-98302	1	GEAR-Pinion
17	27-99326--1	1 ◗◆	GASKET-Pump Base
18	85083	1	FACE PLATE
19	12-86645--1	1 ◗◆	WASHER-Impeller
20	28-85119	1 ◆	KEY-Impeller Drive
21	47-85089--3	1 ◆	IMPELLER
22	12-86645--1	1 ◗◆	WASHER-Impeller
23	25-69202	1 ◗◆	O RING-Water Pump
24	46-99157A1	1 ◆	HOUSING ASSEMBLY-Water Pump
24A	NSS	1	INSERT (Included With Ref. #24)
25	26-85090	1 ◗◆	SEAL-Water Tube
26	25-86203	1 ◗◆	O RING-Driveshaft
27	10-824832--4	4	SCREW (M6 x 16)
29	•819168--3	1	ROD-Gear Shift **(15")-For Model 225.582500**
29	•819168--4	1	ROD-Gear Shift **(20")-For Model 225.582590**
30	45-827024T	1	DRIVESHAFT **(15")-For Model 225.582500**
30	45-827025T	1	DRIVESHAFT **(20")-For Model 225.582590**
31	85552	1 ◗	BOOT-Gear Shift Rod
32	93878	1	RETAINER-Gear Shift Rod
33	25-35276	1 ◗	O RING
34	25-85594	1 ◗	O RING
35	•23-826250	1	SLEEVE-Spring Mount
36	•10-826386	4	SCREW (#10-32 x .19")
37	24-39627	2	SPRING-Detent
39	85562A2	1	SHIFT CAM KIT
40	17-85096	1	PIN-Drive
67	26-85090A2	1	SEAL KIT-Gear Housing **(◗ = Contents of Seal Kit)**
68	46-99157A2	1	PUMP KIT-Water **(◆ = Contents of Water Pump Kit)**

GEAR HOUSING (PROPELLER SHAFT)

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



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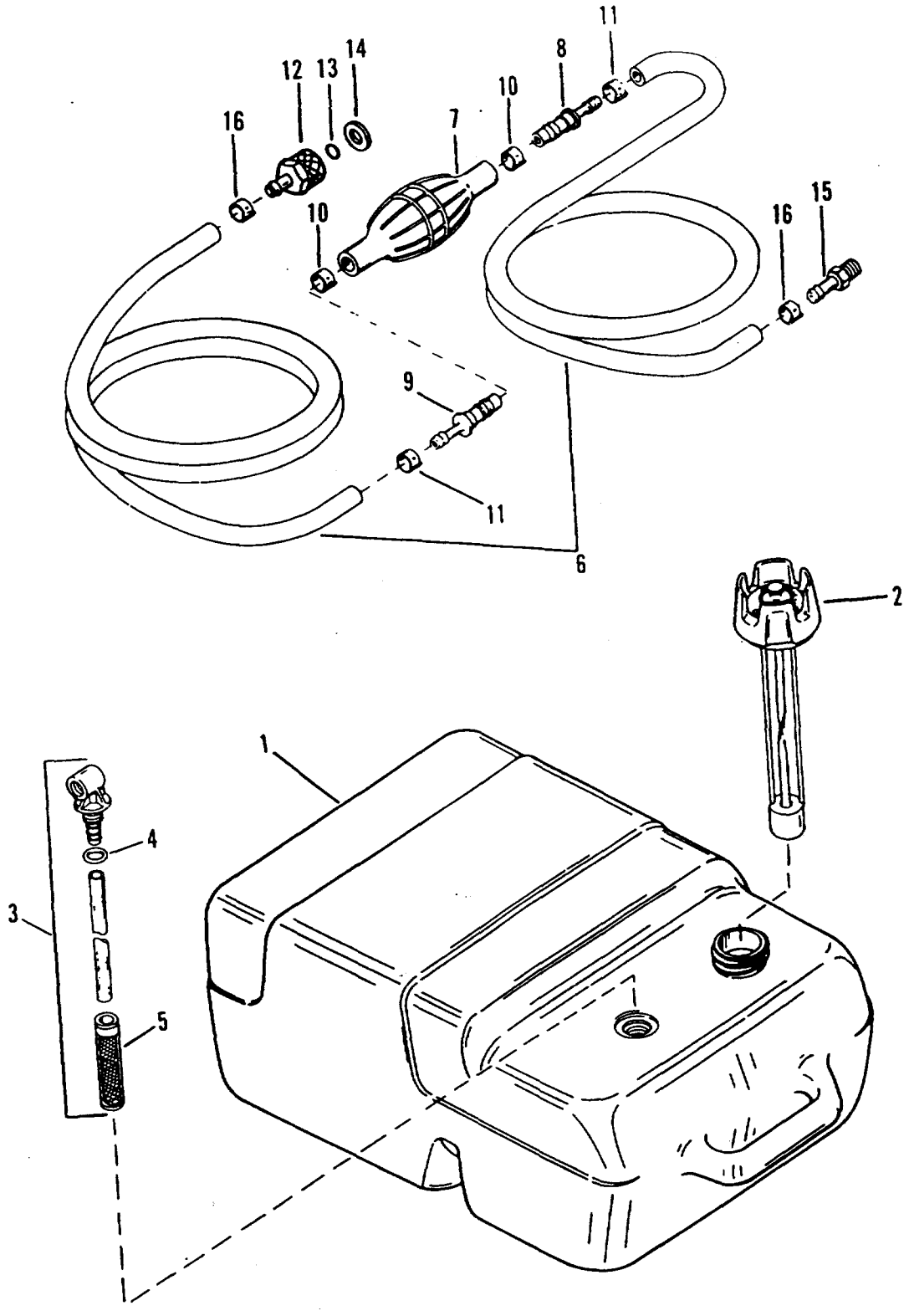
GEAR HOUSING (PROPELLER SHAFT)

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
–	•1665-8669A31	1	GEAR HOUSING ASSY **(15") (COMPLETE)** (Painted)
–	•1665-8669A32	1	GEAR HOUSING ASSY **(20") (COMPLETE)** (Painted)
1	•1665-8669A25	1	GEAR HOUSING ASSY **(BASIC)** (Painted)
41	98432--5	1	TRIM TAB
42	10-40003-54	1	SCREW (M8 x 30)
43	12-70132	1	WASHER
44	87293	1	WASHER
45	10-90883	3	SCREW (M5 x 16)-Special
46	31-99328A1	1	BEARING ASSEMBLY-Roller
47	NSS	1	CUP-Roller Bearing
48	43-44213A1	1	GEAR ASSEMBLY-Forward
49	23-85557	1	BUSHING
50	85094	1	FOLLOWER-Cam
51	24-38114	1	SPRING
52	52-41040--1	1	CLUTCH
53	17-85093	1	PIN-Cross
54	24-88680	1	SPRING
55	44-816623--1	1	PROPSHAFT
56	43-99542	1	GEAR-Reverse
57	99906A1	1	CARRIER ASSEMBLY-Bearing
58	31-21739	1	BEARING-Roller
59	26-41132	1 ◗	SEAL-Oil (INNER)
60	26-41131	1 ◗	SEAL-Oil (OUTER)
61	25-85549	1 ◗	O RING
62	12-45175	4	WASHER
63	10-65210	4	SCREW (3/8-16 x 1")
64	85128--1	1	HUB-Thrust
65	48-19642A40	1	PROPELLER (ALUM) (10-1/4 x 14-1/2 x 3)
65	48-19640A40	1	PROPELLER (ALUM) (10-3/8 x 13 x 3) **(STANDARD)**
65	48-19638A40	1	PROPELLER (ALUM) (10-3/8 x 11 x 3)
65	48-19636A10	1	PROPELLER (ALUM) (10-3/8 x 9-1/2 x 3)
65	48-19644A5	1	PROPELLER (SS) (10-3/8 x 13 x 3)
66	11-40119-12	1	NUT-Brass (M12)-For SS Propellers
66	11-88228	1	NUT-Nylon (M12)-For Alum Propellers
67	26-85090A2	1	SEAL KIT-Gear Housing **(◗ = Contents of Seal Kit)**
68	46-99157A2	1	PUMP KIT-Water **(◆ = Contents of Water Pump Kit)**

FUEL TANK AND LINE ASSEMBLY (6.6 GALLON)

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM



FUEL TANK AND LINE ASSEMBLY (6.6 GALLON)

'SOM GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
–	1259-823504A3	1	TANK ASSEMBLY-Fuel (COMPLETE)
1	1259-823504A1	1	TANK ASSEMBLY-Fuel
2	823536	1	GAUGE & CAP ASSEMBLY
3	22-823532	1	CONNECTOR ASSEMBLY-Fuel
4	25-823533	1	O RING
5	35-823534	1	SCREEN-Filter
6	32-820572A8	1	LINE ASSEMBLY-Fuel (5/16" I.D.) (30" & 60")
7	13330A3	1	BULB ASSEMBLY-Primer
8	21-13331A1	1	VALVE-Check (INLET)
9	21-13331A2	1	VALVE-Check (OUTLET)
10	54-41582-10	2	CLAMP (LARGE)
11	54-41582--7	2	CLAMP (SMALL)
12	F197787-3	1	CONNECTOR-Fuel-Engine
13	F17815	1	SEAL (SMALL)
14	F17816	1	SEAL (LARGE)
15	22-89771--1	1	CONNECTOR-Fuel Tank
16	54-41582--7	2	CLAMP (SMALL)
–	32-16789-78	AR	LINE-Fuel (9') Cut as Req'd
–	32-16789100	AR	LINE-Fuel (100') Cut as Req'd

MISCELLANEOUS PARTS

GAMEFISHER 25 H.P. MODELS: 225.582500 - 15" TRANSOM and 225.582590 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
–	92-818252-12	AR	LACQUER-Graphite Gray Acrylic-Spray Can (Case of 12)
–	F5S211-2	AR	LACQUER-Graphite Gray Acrylic-Spray Can (12 Oz Can)
–	92-825321-12	AR	LACQUER-Graphite Gray Acrylic-Brush Bottle (Box of 12)
–	92-819107-12	AR	LACQUER-Clear Acrylic (Cowl)-Spray Can (Case of 12)
–		1	STEERING KIT-Remote Control
–		1	CONVERSION KIT-Remote Control
–		1	REMOTE CONTROL ASSEMBLY

SEARS

OWNER'S MANUAL

MODEL NO.
225.582500
15" TRANSOM

225.582590
20" TRANSOM

IF YOU NEED REPAIR SERVICE OR PARTS:

FOR REPAIR SERVICE, CALL THIS TOLL FREE NUMBER;

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(1-800-473-7247)

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GAMEFISHER®

25 HORSEPOWER OUTBOARD MOTOR

Each Outboard Motor has its own model and serial number.

The model and serial number of your outboard motor will be found on a decal attached to the port stern bracket.

All parts listed herein may be ordered through Sears, Roebuck and Co. Service Centers and most Retail Stores.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION:

- **PRODUCT - OUTBOARD MOTOR**
- **MODEL NUMBER - 225.582500 15" TRANSOM 225.582590 20" TRANSOM**
- **SERIAL NUMBER -**
- **PART NUMBER -**
- **PART DESCRIPTION -**

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