

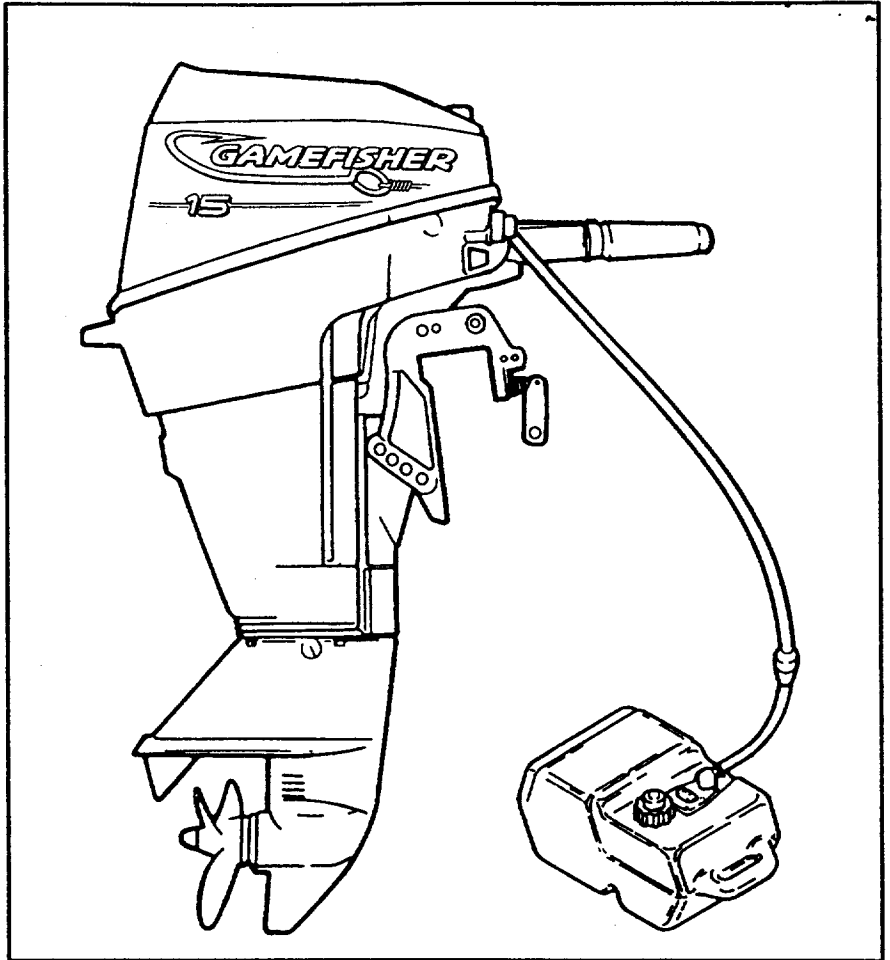
SEARS

OWNER'S MANUAL

**MODEL NO.
225.581508
15" TRANSOM**

**225.581498
20" TRANSOM**

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



GAMEFISHER

**15 HORSEPOWER
OUTBOARD MOTOR
WITH 6 GALLON REMOTE TANK**

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

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

SAFETY RULES

BOATER'S 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 on board 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.

Safety and operating information that is practiced along with using good common sense can help prevent personal injury and product damage.

This manual as well as safety labels posted on the outboard use the following safety alerts to draw your attention to special safety instructions that should be followed.

⚠ DANGER

IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.

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.

ALWAYS DISCONNECT SPARK PLUG WIRES AND PLACE WIRES WHERE THEY CANNOT CONTACT SPARK PLUGS TO PREVENT ACCIDENTAL STARTING WHEN WORKING ON YOUR OUTBOARD MOTOR.

- 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:
1. CAUSE LOSS OF BOAT CONTROL, 2. PLACE TOO MUCH WEIGHT AT THE TRANSOM ALTERING THE DESIGNED FLOTATION CHARACTERISTICS OF THE BOAT OR 3. CAUSE THE BOAT TO BREAK APART PARTICULARLY AROUND THE TRANSOM AREA. OVERPOWERING A BOAT CAN RESULT IN SERIOUS INJURY, DEATH OR BOAT DAMAGE.

- 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 while installing motor.
- 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 vehicle.

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 TANKS.

- DO NOT fill the gas tank when the engine is running. Do not fill the gas tank indoors.
- REMOVE portable fuel tank from boat when refueling to prevent spilling fuel in boat. Always mix fuel in a well ventilated area.

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 Guide 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 of 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 NUMBERS 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.

PRODUCT SPECIFICATIONS

Engine	15 HP
Horsepower Rating	@ 6000 RPM
Recommended Operating Range	5500 - 6500 RPM
Engine Type	Two Cycle, Two Cylinder Alternate Firing
Bore and Stroke	2.25" x 1.94" 57.1 mm x 49.2 mm
Cubic Inch Displacement	15.41 Cubic Inches (252.5 cc)
Cooling	Water Cooled - Displacement Type Water Pump
Propeller	Right Hand Rotation, Spline Drive
Spark Plug - Champion	33-328
Spark Plug Gap	0.040 in. (1.0 mm)
Fuel Tank	Remote 6.0 gal. (23 L)
Gear Ratio	14:22
Weight (approx.)	15" Leg = 62 lbs. (28.1 Kg) 20" Leg = 64 lbs. (29.0 Kg)
Fuel: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 Owner's 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

TABLE OF CONTENTS

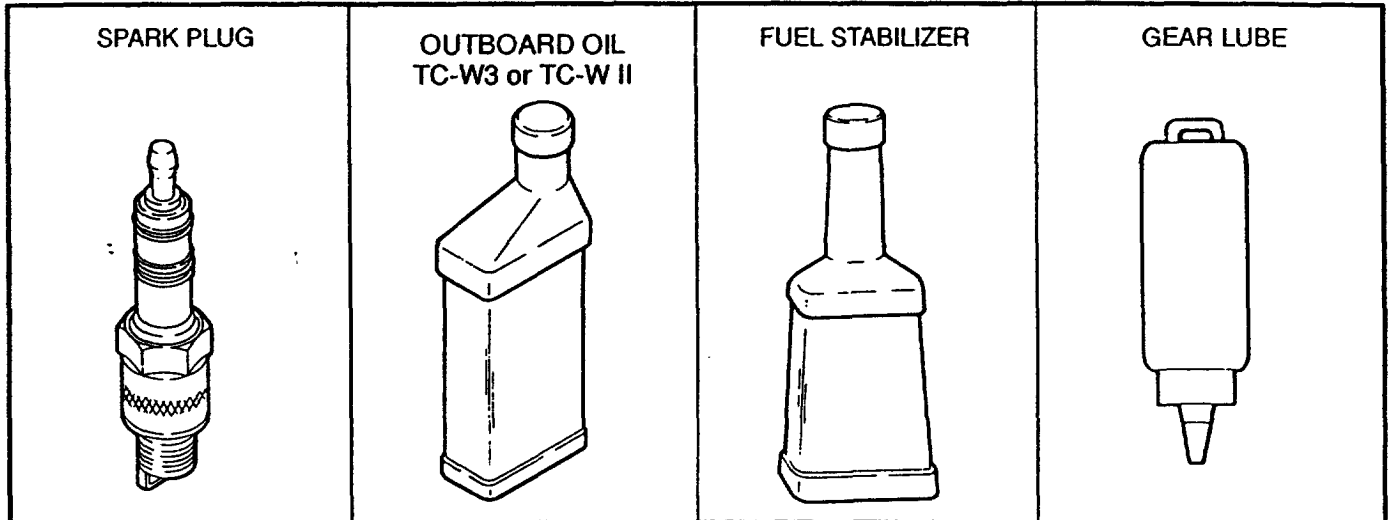
SAFETY RULES	2	CUSTOMER RESPONSIBILITIES	17-24
MOTOR SPECIFICATIONS	3	SERVICE AND ADJUSTMENTS	25
WARRANTY	3	STORAGE	26-27
MOTOR ACCESSORIES	5	TROUBLESHOOTING POINTS	28
INSTALLATION	7	REPAIR PARTS	29
MOTOR NOMENCLATURE	8	PARTS ORDERING	REAR COVER
OPERATION	8-16		

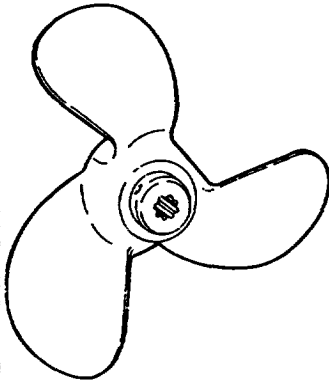
INDEX

<p style="text-align: center;">B</p> <p>Before Starting Engine 12</p> <p>Boat Transom 7</p> <p>Break-In Procedure 13</p> <p style="text-align: center;">C</p> <p>Carburetor 25</p> <p>Cooling System 15</p> <p>Customer Responsibilities 17</p> <p style="text-align: center;">D</p> <p>Draining/Refilling Gear Housing Lubricant 23</p> <p style="text-align: center;">E</p> <p>Exterior Care 27</p> <p style="text-align: center;">F</p> <p>Fuel Pump Filter 19</p> <p>Fuel Ratio Conversion Table .. 12</p> <p>Fuel System 11</p> <p>Fuel Tank Filter 19</p> <p style="text-align: center;">G</p> <p>Gasoline Selection 12</p> <p>General Recommendations ... 17</p>	<p style="text-align: center;">I</p> <p>Index 4</p> <p style="text-align: center;">K</p> <p>Know Your Outboard Motor ... 8</p> <p style="text-align: center;">L</p> <p>Lanyard Stop Switch 6</p> <p>Lubrication Schedule 17</p> <p>Lubrication Code 22</p> <p style="text-align: center;">M</p> <p>Maintenance Schedule 17</p> <p>Mounting Motor 7</p> <p>Motor Tilt Angle 11</p> <p>Motor Speed (RPM) and Propeller 15</p> <p>Motor Tilt 9</p> <p style="text-align: center;">O</p> <p>Oil Selection 12</p> <p>Operating Checks 15</p> <p>Operating In Freezing Temperatures 16</p> <p style="text-align: center;">P</p> <p>Pre-Operation Checklist 16</p> <p>Product Specifications 3</p> <p>Propeller 11</p> <p>Propeller Removal 21</p>	<p style="text-align: center;">R</p> <p>Removing Motor 7</p> <p>Remove Motor Cover 18</p> <p style="text-align: center;">S</p> <p>Salt Water Operation 16</p> <p>Shakedown Checklist 16</p> <p>Shallow Water Drive Bar 10</p> <p>Spark Plug 20</p> <p>Start Engine 14</p> <p>Steering Friction 9</p> <p>Storage 26</p> <p>Submerged Motor Fresh Water 24</p> <p>Submerged Motor Salt Water 24</p> <p style="text-align: center;">T</p> <p>Tiller Handle Position 10</p> <p>Throttle Stop 25</p> <p>Troubleshooting Chart 28</p> <p style="text-align: center;">W</p> <p>Warranty 3</p>
--	---	--

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.



PROPELLER 	APPLICATION	NO. OF BLADES	DIA. (IN.)	PITCH (IN.)	MATERIAL	PART NO.
	Optional - Very Light Loads	3	8	9	Aluminum	P-472
	Optional - Light Loads	3	8	8 1/4	Nylon	P-6430
	Optional - Light Loads	2	8 1/4	8 1/4	Aluminum	P-286-3
	Standard - Average Loads	3	8	9 1/4	Nylon	P-6477
	Optional - Average Loads	2	8 1/4	8 3/4	Aluminum	P-70
	Optional - Medium/Heavy Loads	3	8 3/8	6	Aluminum	P-715
	Optional - Heavy Loads	3	8 1/4	6	Aluminum	P-395
	Optional - Heavy Loads/Sailboat	3	8 1/4	4 1/2	Aluminum	P-396

GENERAL INFORMATION

LANYARD STOP SWITCH

1 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.

2 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 metal snap 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.

Read the Safety Warning following before electing to use or not to use such a switch.

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 ALSO 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.

INSTALLATION

BOAT TRANSOM

TRANSOM TYPE

- Make sure the transom of your boat is designed for mounting an outboard motor. (Figure 1) The keel should be tapered from a point about 30" (76.2cm) ahead of the transom so that it is no more than 1/2" (1.27cm) thick at the transom.

MOUNTING MOTOR

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

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.



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

- Raise or lower the motor until the anti-cavitation plate is 1/2" to 1" below the bottom of the boat. (Figure 2)
- Tighten stern bracket clamp screws alternately by hand until tight. (Figure 3)

IMPORTANT: DO NOT USE WRENCH TO TIGHTEN CLAMP SCREWS.

REMOVING MOTOR

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

IMPORTANT: WHEN REMOVING, MAINTAIN MOTOR IN AN UPRIGHT POSITION RESTING ON IT'S SKEG UNTIL ALL WATER HAS DRAINED FROM THE MOTOR LEG.

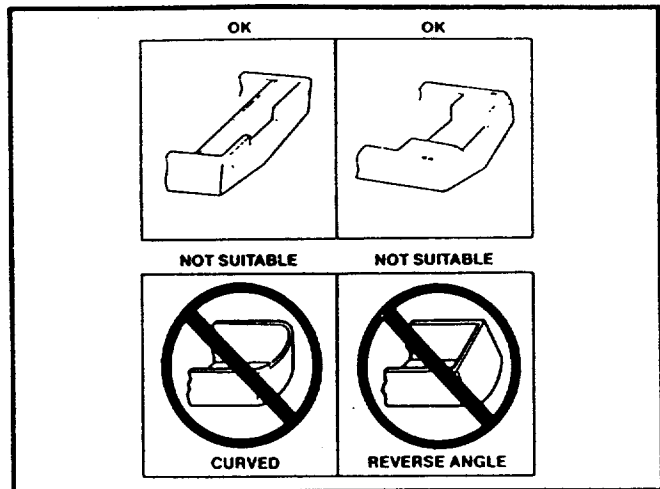


FIGURE 1

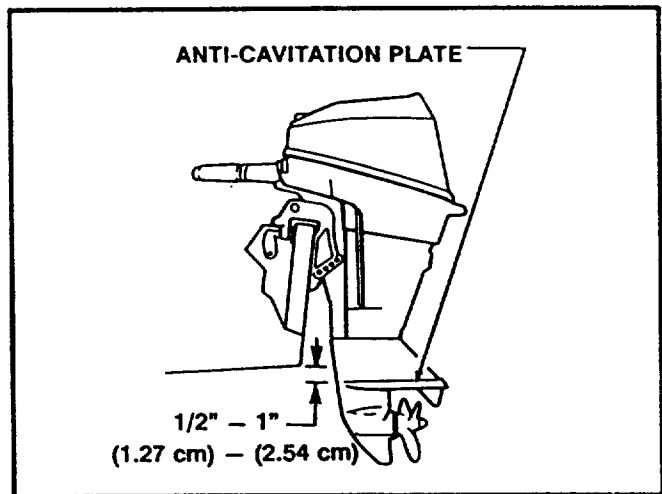


FIGURE 2

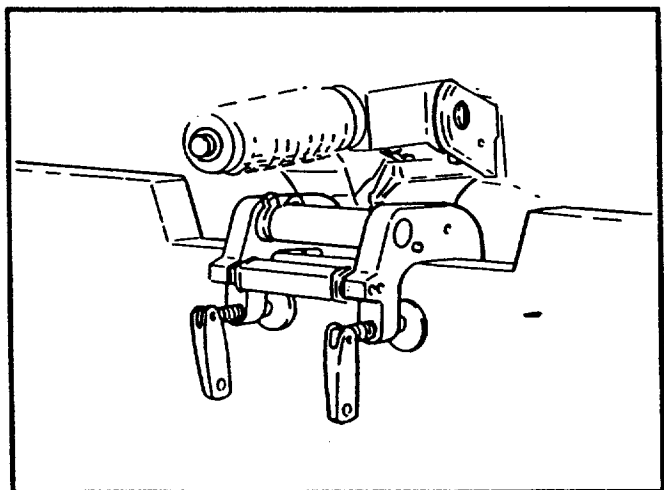


FIGURE 3

OPERATION

KNOW YOUR OUTBOARD MOTOR

Read this owner's manual and safety rules before operating your outboard motor. Compare the illustrations (Figures 4 and 5) with your outboard motor to familiarize yourself with the location of various controls and adjustments. Save this manual for future reference.

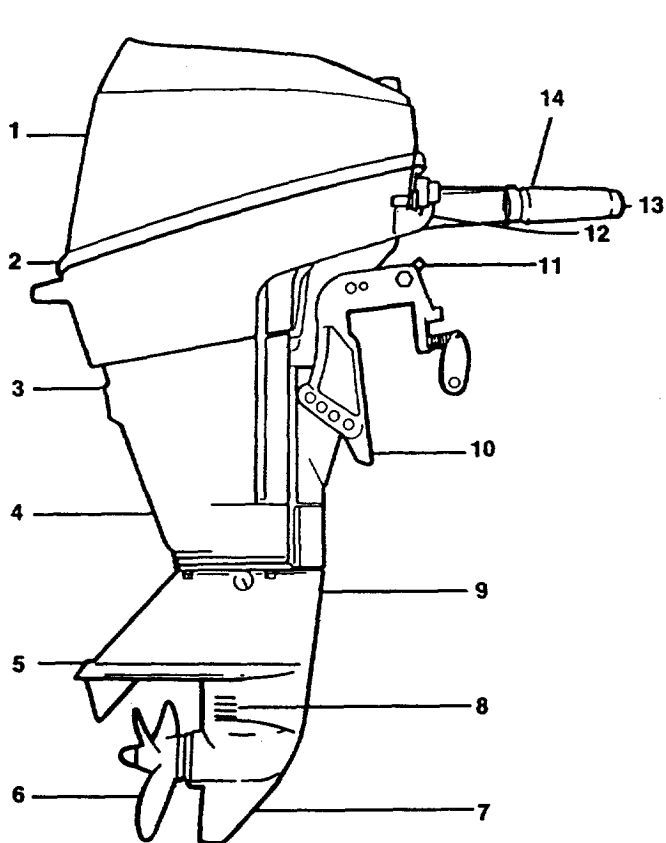


FIGURE 4

- 1 Motor Cover
- 2 Motor Cover Latch
- 3 Idle Relief Holes/Thermostat
- 4 Motor Leg
- 5 Anti-Cavitation Plate
- 6 Propeller
- 7 Skeg
- 8 Water Inlet
- 9 Gear Housing
- 10 Stern Brackets
- 11 Tilt Release Lever
- 12 Shift Lever
- 13 Stop Switch
- 14 Throttle/Steering Arm

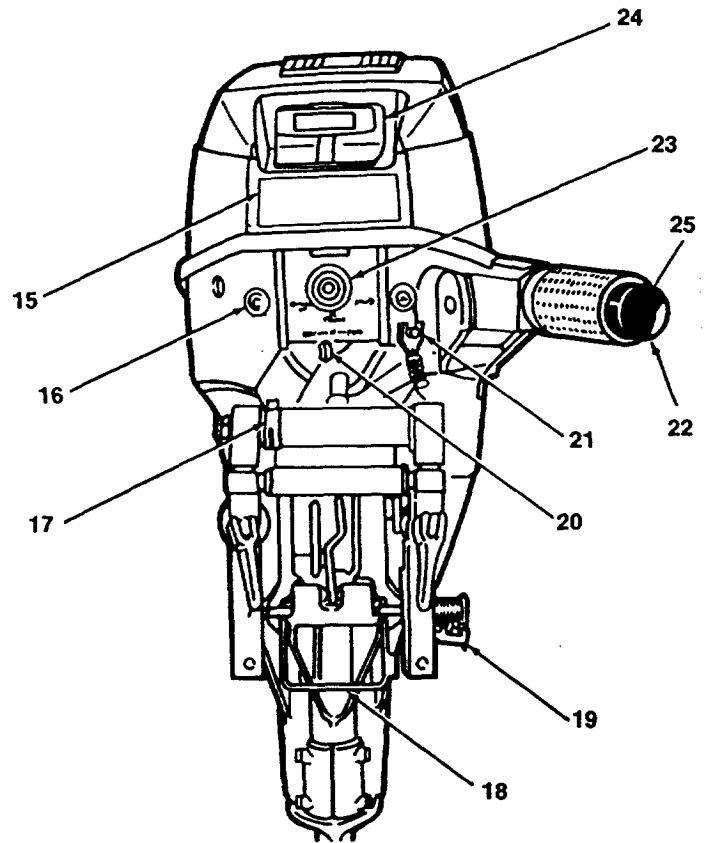


FIGURE 5

- 15 Starting Decal: Explains how to start your motor.
- 16 Warm-Up Knob: Pulling the warm-up knob out richens the fuel/air mixture when starting a cold motor.
- 17 Tilt Release Lever: Rotating the tilt release lever enables the motor to be tilted up.
- 18 Shallow Water Drive Bar: The shallow water drive bar allows operating at low speeds in shallow water.
- 19 Motor Lock Bar: Moving the motor lock bar changes the tilt angle of the motor.
- 20 Gear Shift Lever: Allows shifting in and out of neutral, forward and reverse gear.
- 21 Lanyard Switch: Pulling the cord shuts the motor off in an emergency situation.
- 22 Twist-Grip Throttle: Turning the throttle allows you to increase and decrease speed. It also has two positions: (1) Start - used when starting motor; and (2) Shift - used before shifting motor to forward or reverse gear.
- 23 Primer: Pushing the primer button supplies a small amount of fuel to the carburetor for starting.
- 24 Starter Rope Handle: Pulling the starter rope turns the motor over for starting.
- 25 Stop Button: Pushing the stop button stops the motor.

OPERATION

HOW TO USE YOUR OUTBOARD MOTOR

MOTOR TILT

- To tilt the motor up out of the water push tilt release lever down to "Release" position. (Figure 6)
- Grasp handle on back of motor cover and pull forward until end of travel of tilt stop. Push tilt stop down to lock motor in tilt position. (Figure 7)
- Return motor to operating position. Grasp handle on back of motor cover and pull slightly forward. Pull the tilt stop up to release motor. (Figure 8)
- Push the tilt release lever up to engage position. (Figure 9)

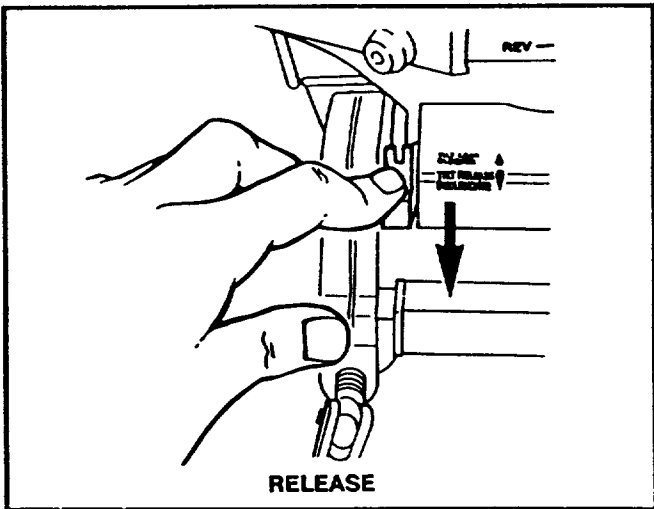


FIGURE 6

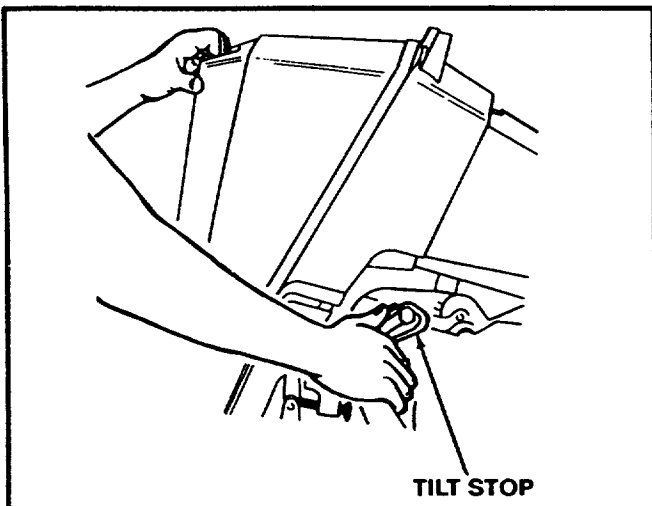


FIGURE 7

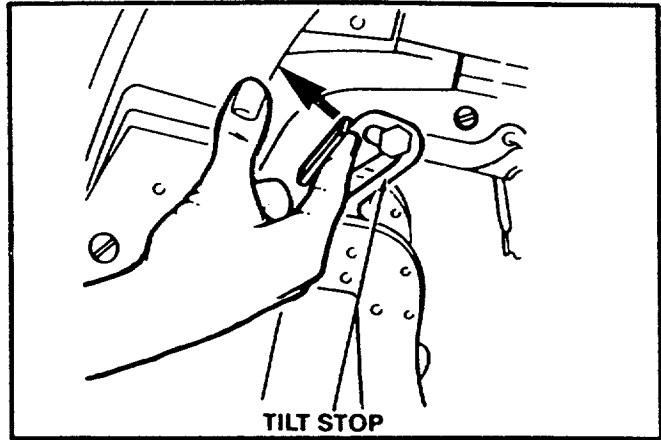


FIGURE 8

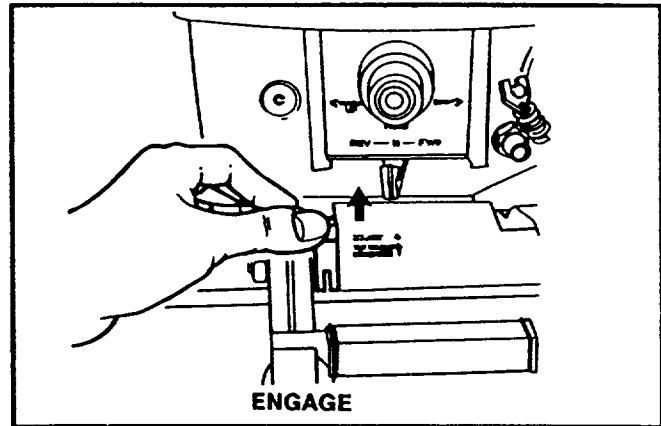


FIGURE 9

STEERING FRICTION

STEERING FRICTION ADJUSTMENT IS NOT INTENDED TO ALLOW "HANDS OFF" STEERING. LOSS OF CONTROL AND SERIOUS INJURY COULD RESULT.

- Adjust screw for steering friction desired. (Figure 10)

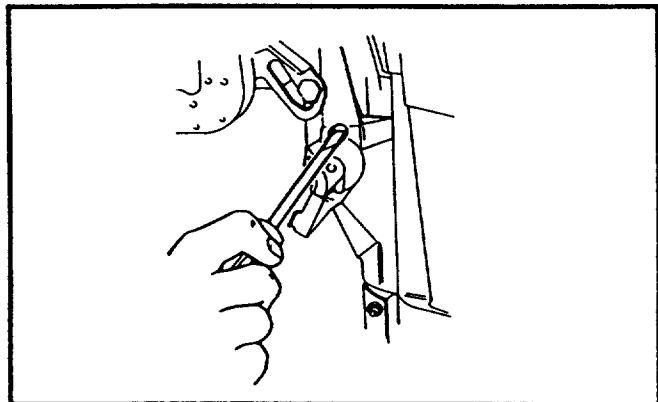


FIGURE 10

OPERATION

SHALLOW WATER DRIVE BAR

The shallow water drive bar allows the motor to operate at low speeds in shallow water.

- Tilt the motor and lock it in the up position. (See Motor Tilt, page 9).
- Lift the shallow water drive bar up until it clicks into its "up" position. (Figure 11)
- Pull the tilt stop up and slowly lower the motor making sure that the shallow drive bar rests against the motor lock bar. (Figure 12)

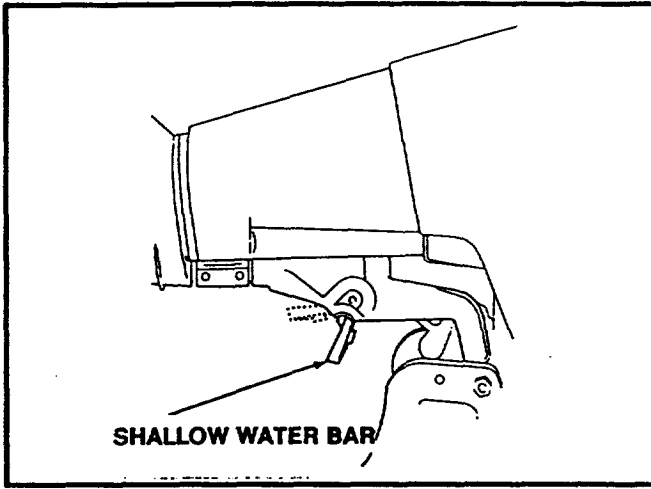


FIGURE 11

TILLER HANDLE POSITIONS

The motor is equipped with a throttle arm that drops down for convenient handling during transportation or storage. To drop the handle, lift the arm up slightly, push and hold the lock lever down. (Figure 13) Drop the handle until it clears the lock lever. (Figure 14)

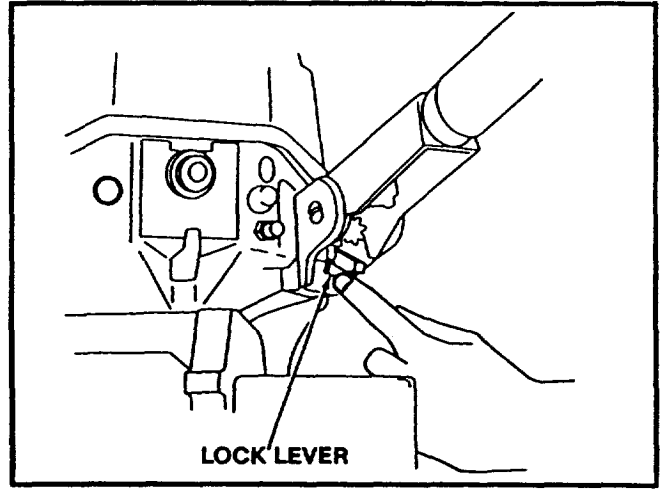


FIGURE 13

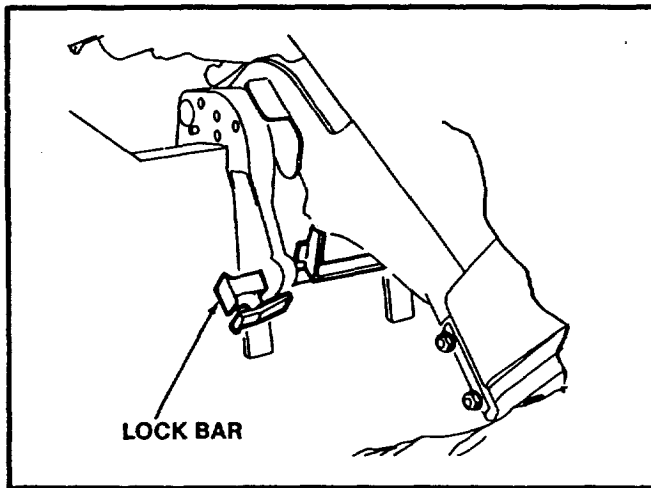


FIGURE 12

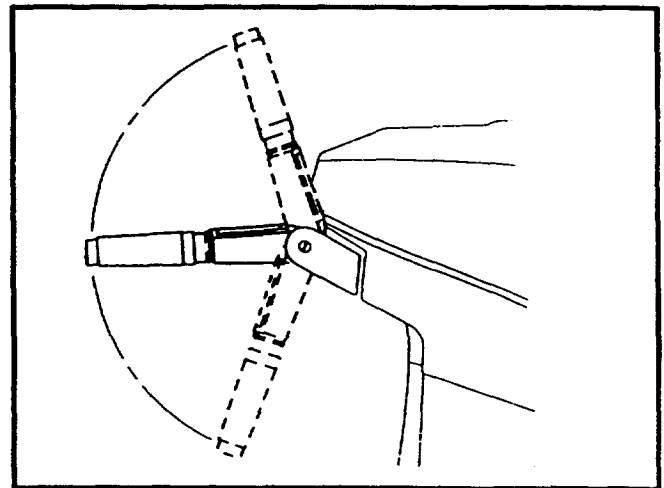


FIGURE 14

OPERATION

MOTOR TILT ANGLE

IMPORTANT: ADJUST MOTOR TILT ANGLE, IF NECESSARY, BY CHANGING THE POSITION OF THE LOCK BAR 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.

- Adjust motor angle if motor is too close to transom or bow will dig in or plow.

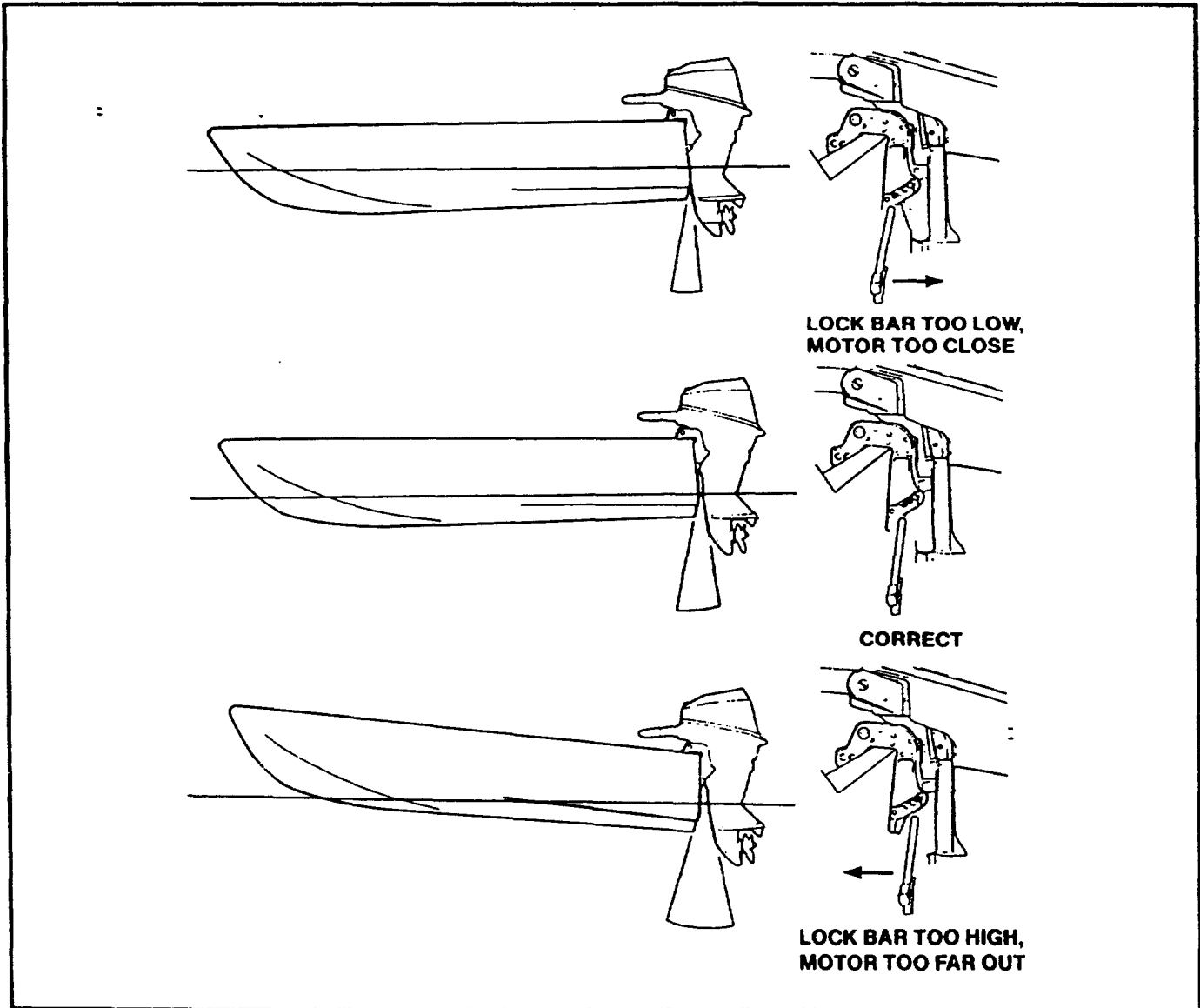


FIGURE 15

- 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.

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.
- Check that motor is not over-revving (RPM too high) or lugging (RPM too low) at wide open throttle. Optional propellers may be ordered from Sears.

OPERATION

BEFORE STARTING ENGINE

OIL SELECTION

- Use NMMA certified TC-W3 or TC-W II outboard oil.

GASOLINE SELECTION

- 87 pump octane minimum, premium not needed.
- 10% ethanol maximum.
- 3% methanol maximum.
- Use a major fuel supplier.

IMPORTANT: Experience indicates that alcohol blended fuels (called gasohol or using ethanol or 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 for 30 days or longer. Drain the gas tank, start the engine and let it run until the fuel lines and carburetor are empty. 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.

FOR A PROPER FUEL MIX

Recommended lubricant and gasoline must be properly mixed or serious damage will result to the engine.

- Maintain a clean fuel tank.
- Strain fuel through a fine mesh strainer.
- Pour one (1) gallon (38.1 cm) of fresh gasoline into an empty fuel tank. Add proper amount of outboard motor oil. Add balance of gasoline, mix thoroughly.

TO PREVENT SPILLING FUEL IN BOAT, REMOVE PORTABLE FUEL TANK WHEN REFUELING. GASOLINE IS HIGHLY FLAMMABLE — ALWAYS MIX IN WELL VENTILATED AREA.

- Observe safety rules — mix fuel in a well ventilated area (preferably outdoors). Avoid sparks and open flames.
- Repeated use of additive compounds such as “break-in” oils, “tune-up” compounds, “tonics”, “friction reducing” compounds, etc. is not recommended.

USE OR SERVICE	FUEL RATIO CONVERSION TABLE			
	RATIO	GASOLINE QTY.	OIL QTY.	
Break-in 25:1 or 4% Oil	1 Gallon 3.8 Liters	1/3 Pint	5.3 oz.	.158 Liters
	3 Gallons (2.5 Imp. Gal.) 11.5 Liters	1 Pint	16 oz.	.473 Liters
	6 Gallons (5 Imp. Gal.) 5 Liters	2 Pints	32 oz.	.946 Liters
Normal 50:1 or 2% Oil	1 Gallon 3.8 Liters	1/6 Pint	2.6 oz.	.079 Liters
	3 Gallons (2.5 Imp. Gal.) 11.5 Liters	1/2 Pint	8 oz.	.236 Liters
	6 Gallons (5 Imp. Gal.) 23 Liters	1 Pint	16 oz.	.473 Liters

NOTE: Regular use of a fuel stabilizer can help avoid fuel problems during short storage periods. Mix stabilizer according to bottle instructions during each fill up to be sure it will be present during unplanned storage.

OPERATION

BREAK-IN PROCEDURE — USE 25:1 MIX

⚠ CAUTION

SEVERE DAMAGE TO THE ENGINE CAN RESULT BY NOT COMPLYING WITH THE FOLLOWING BREAK-IN PROCEDURE.

- Mix correct amount of outboard motor oil with each gallon of gasoline (see gasoline — oil mixture requirements and fuel ratio conversion table).
- 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 steps 2 and 3 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 an additional two (2) hours 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.

DISCONNECT FUEL LINE IF MOTOR IS NOT USED FOR ANY LENGTH OF TIME. FAILURE TO DO SO COULD RESULT IN FUEL LEAKAGE INTO THE BOAT.

- Observe required maintenance and operating instructions.

FUEL SYSTEM

⚠ CAUTION

CHECK WITH YOUR SEARS STORE BEFORE USING ANY FUEL TANK; TO MAKE SURE THE LINE, VENT AND CHECK VALVE ARE SAFE, AND ARE THE CORRECT SIZE.

- Place fuel tank in a secure level place out of the way.
- Connect fuel line to quick-disconnect fitting in front of motor. (Figure 16)
- Slide back sleeve in coupler.
- Place sleeve on bushing and release to lock in place.

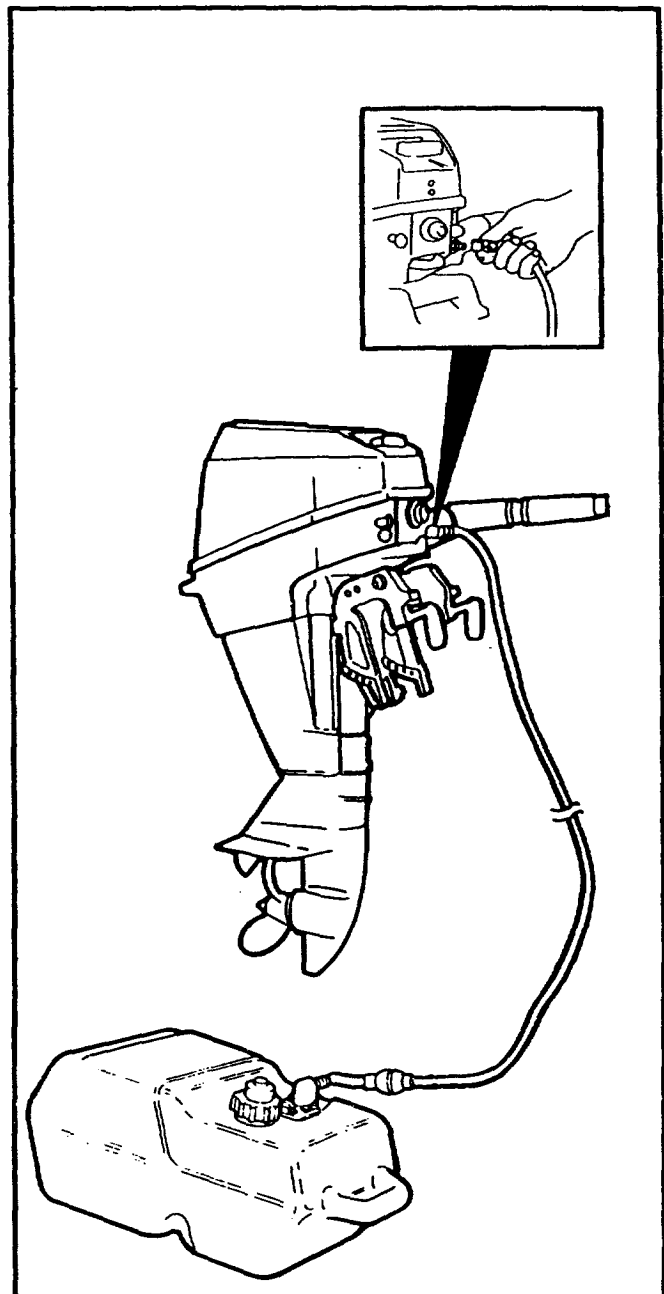


FIGURE 16

- Carburetor.

Your motor's carburetor is preset at the factory for normal operation. If you are operating at varying altitudes or temperature conditions you may need to readjust the carburetor for best operation. See Carburetor (page 25) in Service and Adjustments section.

OPERATION

TO STOP

Retard throttle control to "slow" position, shift engine into "neutral." Depress "stop" button (E) and hold until motor stops.

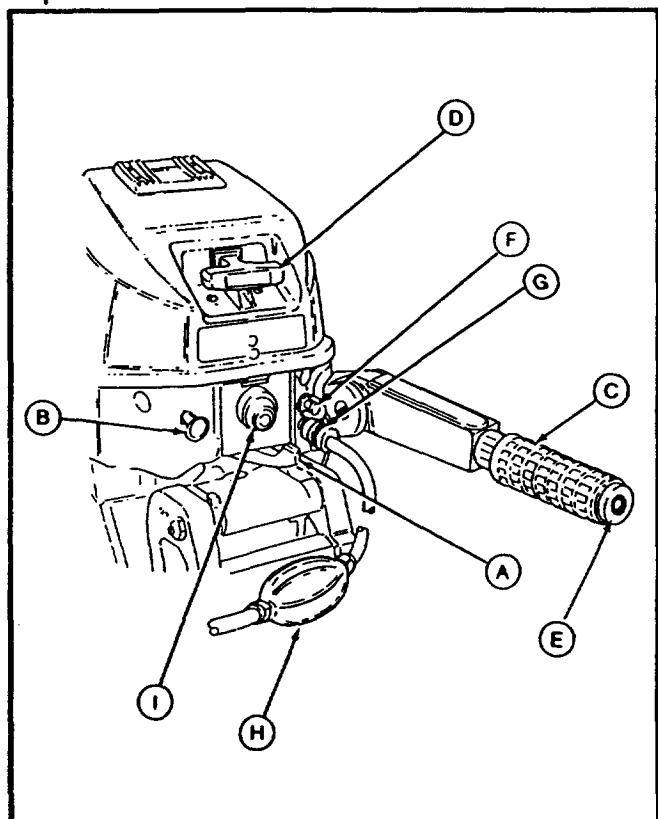


FIGURE 17

TO START ENGINE

LANYARD SWITCH

The motor is equipped with a lanyard type switch (F). Prior to starting, make sure the lanyard cord is attached to switch. The motor will not start if lanyard is not connected to switch.

FUEL/FUEL LINE

- 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.

STARTING (COLD)

⚠ CAUTION

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

- Shift lever (A) 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) out.
- Push prime bulb (I) one time. Do not prime more than once.
- Turn twist-grip throttle (C) to start position.
- Pull starter rope (D) out until resistance is felt on rope, then 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, push warm-up knob in until engine warms up.
- Turn throttle control to "Shift" position on decal.
- Move shift lever to right for forward operation and to the left for reverse operation.

IMPORTANT: ALWAYS SHIFT WITH A QUICK SNAPPING MOTION, NEVER EASE MOTOR INTO GEAR OR CLUTCH COULD BE DAMAGED.

OPERATE SLOWLY IN REVERSE TO AVOID TAKING WATER INTO THE BOAT OVER THE TRANSOM.

STARTING (WARM)

- Turn twist-grip throttle (C) to start position.
- Pull starter rope (D) out until resistance is felt on rope, then 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, push warm-up knob in to middle position until engine warms up.
- Turn throttle control to "Shift" position on decal.
- Move shift lever to right for forward operation and to the left for reverse operation.

Follow the cold start procedure, starting with step 4.

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.

OPERATION

OPERATING CHECKS

COOLING SYSTEM

Cooling water is picked up on the side of the gear housing just ahead of the propeller, goes through the powerhead, and then goes out with the exhaust gases.

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

- Check that a spray of water is coming out of the idle relief holes when the motor is idling. (Figure 18)

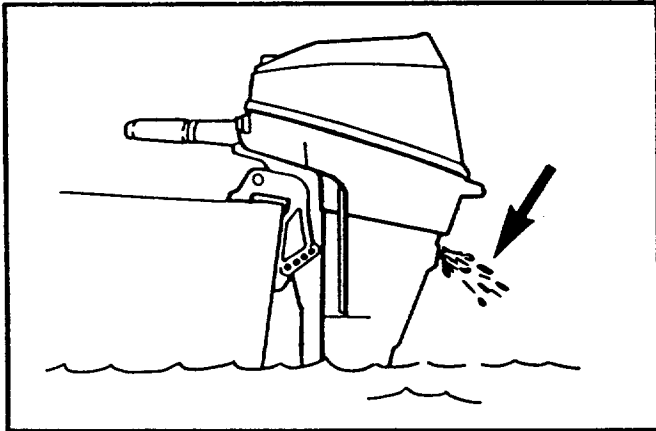


FIGURE 18

OPERATING PRECAUTIONS

- Avoid striking underwater objects especially in reverse, since both the motor and the transom may be damaged. (Figure 19)
- If an object is hit, stop and check for damage.
- While operating in reverse or in forward, faster than trolling speed, 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.
- Avoid shallow water. If you must operate in shallow water or in an area where there are known obstructions, use shallow water driver bar (page 10).
- If while operating your boat the propeller comes in contact with fishing line, stop motor. Visually inspect and remove any 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.

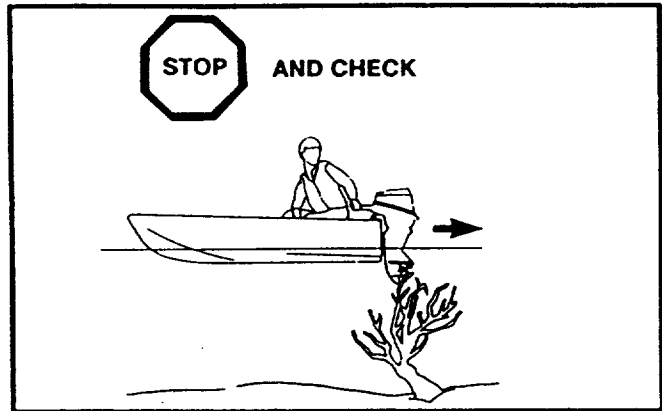


FIGURE 19

MOTOR SPEED (R.P.M.) AND PROPELLER

IMPORTANT: TO AVOID MOTOR DAMAGE, THE MOTOR MUST BE RUNNING IN THE RIGHT OPERATING RANGE AND THE PROPELLER MUST BE CORRECT FOR THE BOAT. (SEE SPECIFICATIONS).

- At wide open throttle check that motor R.P.M. is within specifications.
- If your motor seems to be running well but is not in the correct R.P.M. range, you may need a propeller with a different pitch (a smaller pitch increases R.P.M. while a larger pitch decreases R.P.M.). Consult your Sears Store.

PRE-OPERATION CHECKLIST

- 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.

OPERATION

SHAKEDOWN CHECKLIST

- Operator has read and understood the entire operator's manual.
- Operator has carried out pre-operation checklist.
- Operate cautiously and get to know how your boat handles.
- If the motor is new, follow all break-in procedures.
- Follow all operating procedures.
- Check tightness of mounting clamps.
- Adjust motor angle if necessary.
- Adjust idle if necessary.
- Adjust carburetor if necessary.
- Check that propeller is correct for boat.

OPERATING IN FREEZING TEMPERATURES

- When using the motor in freezing or near freezing temperatures, keep the gear housing in the water. When launching the boat/motor in near freezing temperatures, 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.

▲ CAUTION

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. Apply anti-seize compound to the driveshaft/crankshaft spline.

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 for loose fasteners	●										
Check fuel pump filter				●							
Check fuel tank filter				●							
Check spark plug				●							
Check propeller condition	●										
Lubrication Chart											
Shift Linkage		●	●								
Carb Linkage		●	●								
Swivel Bracket		●	●								
Clamp Screws		●	●								
Propeller Shaft		●	●								
Gear Housing	Check level		●								
	Replace grease			●							

GENERAL RECOMMENDATIONS

The warranty on this outboard 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.



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.

- As needed, but at least annually you should replace the spark plugs, fuel filters, and water pump impeller.
- Routinely check all fasteners for tightness.
- Follow the Lubrication Schedule on page 22.
- Check gear housing lube every thirty (30) hours. Replace every one hundred (100) hours of use or six (6) months.

CUSTOMER RESPONSIBILITIES

TO REMOVE MOTOR COVER

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.

- Push down hard on cover and turn cover release lever on rear of motor. (Figure 20)
- Lift cover up in rear and move cover to front to free it from cover retainer. Lift cover up and off.

TO INSTALL MOTOR COVER

- Place cover retainer into slot in front of motor cover. (Figure 21)
- Push cover back slightly over seal.
- Push down and turn release lever to lock cover in place.

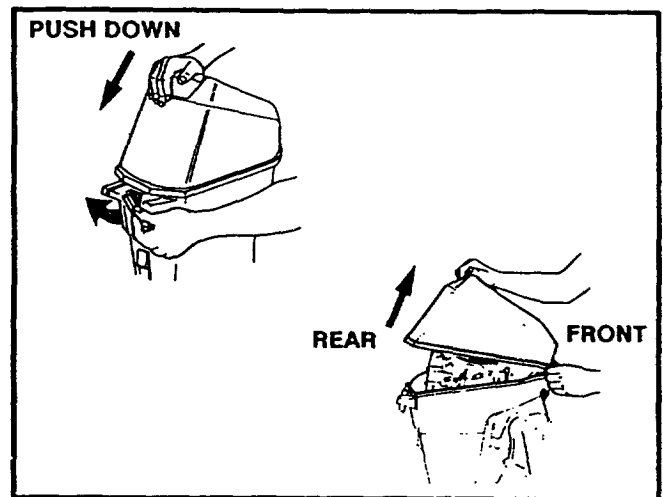


FIGURE 20

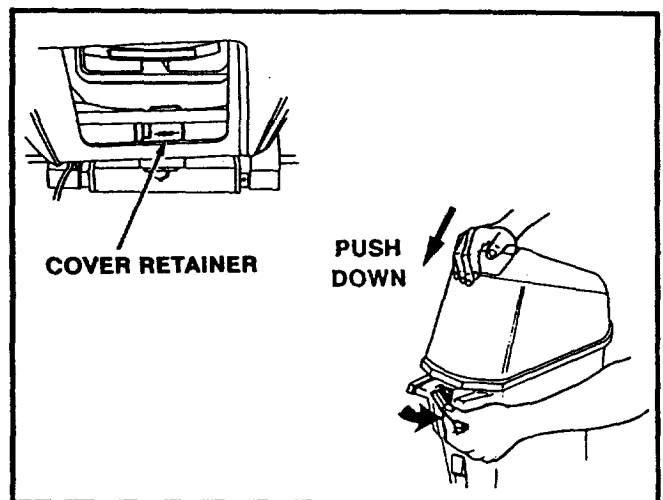


FIGURE 21

CUSTOMER RESPONSIBILITIES

FUEL PUMP FILTER

- Remove motor cover.
- Remove fuel line from pump. (Figure 22)
- Remove filter/fitting from pump cover.

NOTE: FILTER IS PART OF THE FUEL FITTING.

- Clean or replace filter.
- Reinstall filter/fitting and connect fuel line and secure with clamp.



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

FUEL TANK FILTER

- Disconnect fuel line from motor.
- Remove fuel connector assembly from fuel tank.
- Remove fuel filter from bottom of assembly (Figure 23).
- Wash filter in clean solvent.
- Replace filter if rusted, corroded or damaged.
- Reinstall fuel connector assembly and reconnect fuel line.

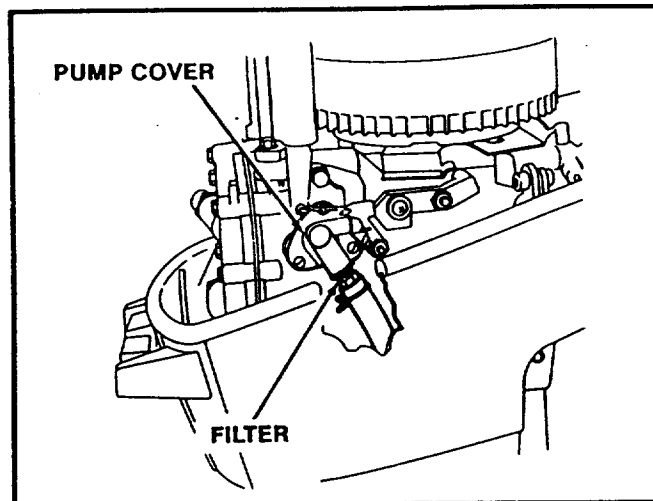


FIGURE 22

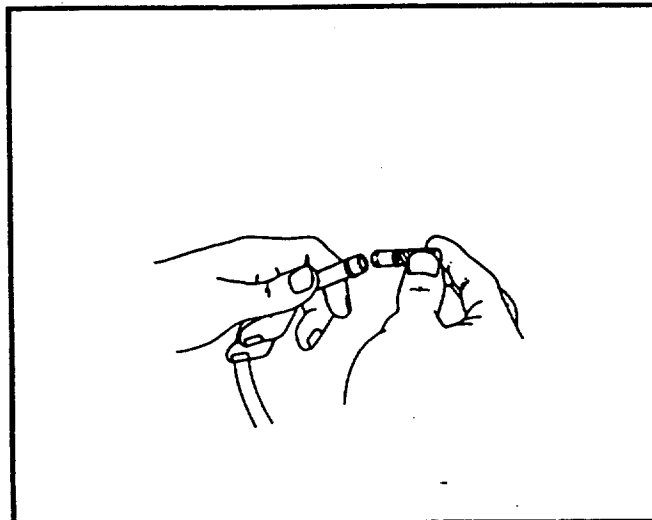


FIGURE 23

CUSTOMER RESPONSIBILITIES

SPARK PLUG

- Remove motor cover.
- Disconnect spark plug lead by twisting slightly and pulling (Figure 24).

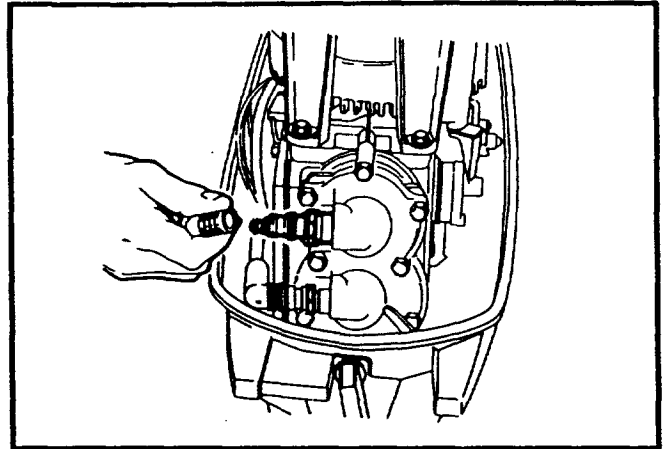


FIGURE 24

- Remove, clean and inspect spark plug. (Figure 25).
- Replace plug if tip of insulator is rough, cracked, broken or blistered, or if the electrodes are eroded.

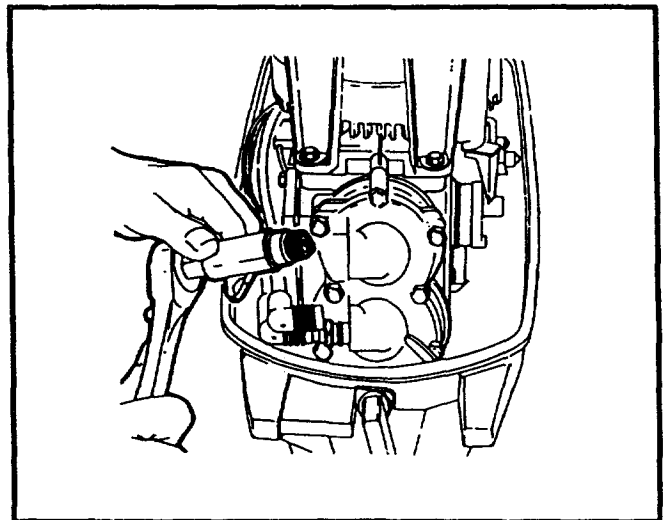


FIGURE 25

- Gap plug to .040 in. (1.0 mm) (Figure 26).
- 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.

- Install plug finger tight, and then tighten about 1/4 turn or torque to 120 - 180 lb. in. (13.6 - 20.3 N-m).
- Install spark plug lead.

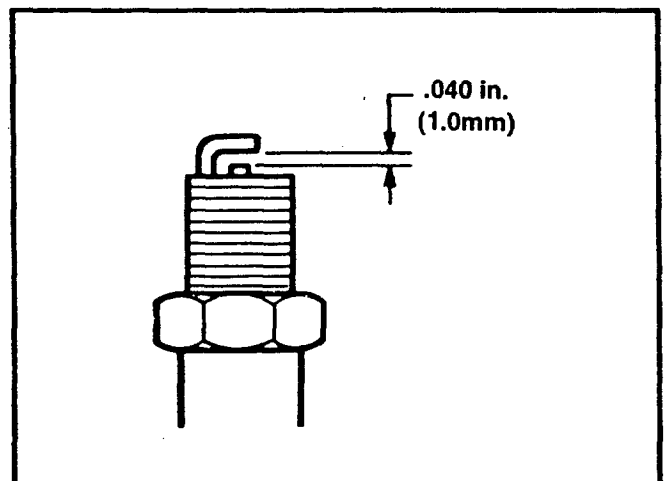


FIGURE 26

CUSTOMER RESPONSIBILITIES

COOLING SYSTEM

- If motor overheats, have your Sears Service Center check the water pump for damage.

PROPELLER

- Your motor comes with a propeller designed for good all-around performance on most boats. Check that motor is not over-revving (R.P.M. too high) or lugging (R.P.M. too low) at wide open throttle.

IMPORTANT: IF THE PROPELLER IS CHANGED FOR SPECIAL USE OR CONDITIONS, BE SURE THAT R.P.M. STAYS WITHIN SPECIFICATIONS, OR SERIOUS MOTOR DAMAGE COULD RESULT. SEE YOUR SEARS SERVICE CENTER FOR HELP.

- Unusual or extreme vibration may be caused by a propeller that is bent, unbalanced, badly nicked, broken or clogged with weeds.
- Inspect and clean, repair or replace propeller when this type of vibration happens.

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

- Remove cotter pin (Figure 27) and pull off propeller nut (Figure 28).
- Remove thrust pin from hub (Figure 29).
- Pull propeller straight back and off propeller shaft. If propeller is frozen to shaft, tap propeller gently with a block of wood (Figure 30).
- Lubricate propeller shaft liberally (see Lubrication Chart).
- Reinstall propeller thrust pin, propeller nut and cotter pin.

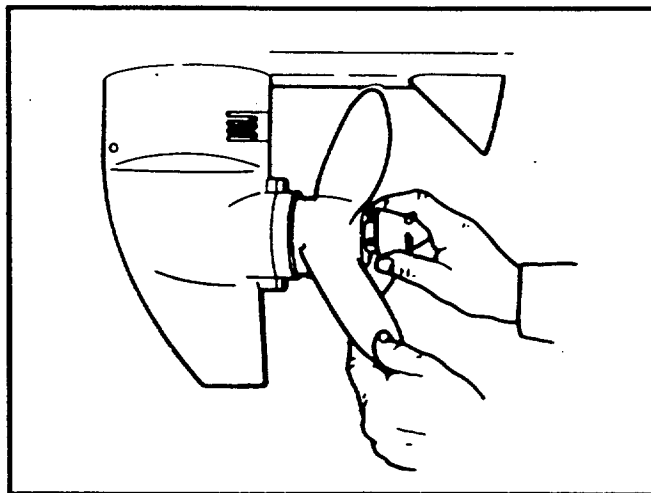


FIGURE 28

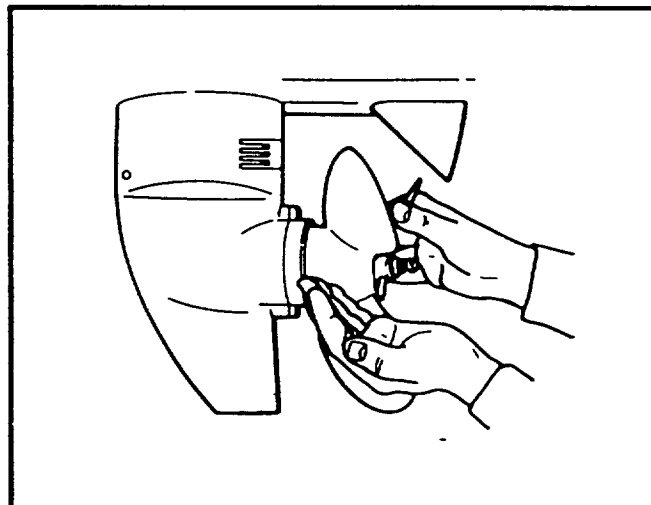


FIGURE 29

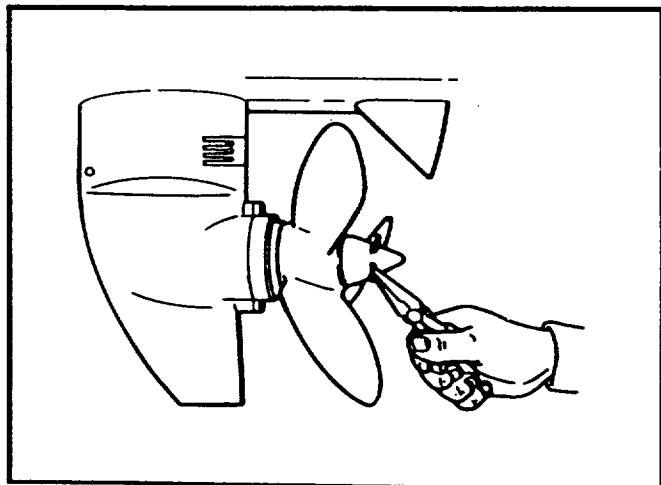


FIGURE 27

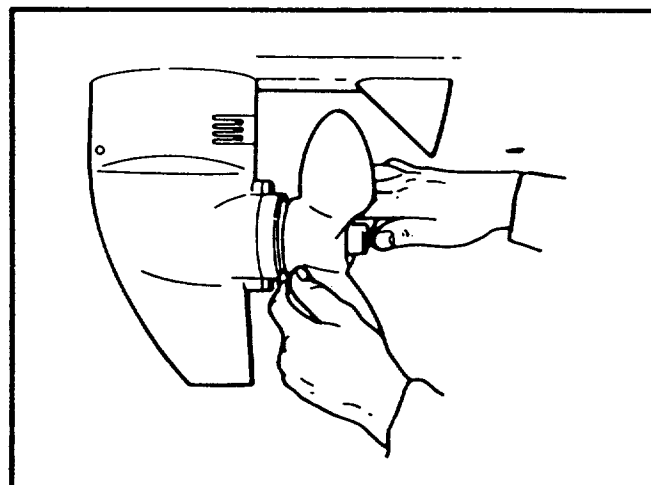


FIGURE 30

CUSTOMER RESPONSIBILITIES

LUBRICATION

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

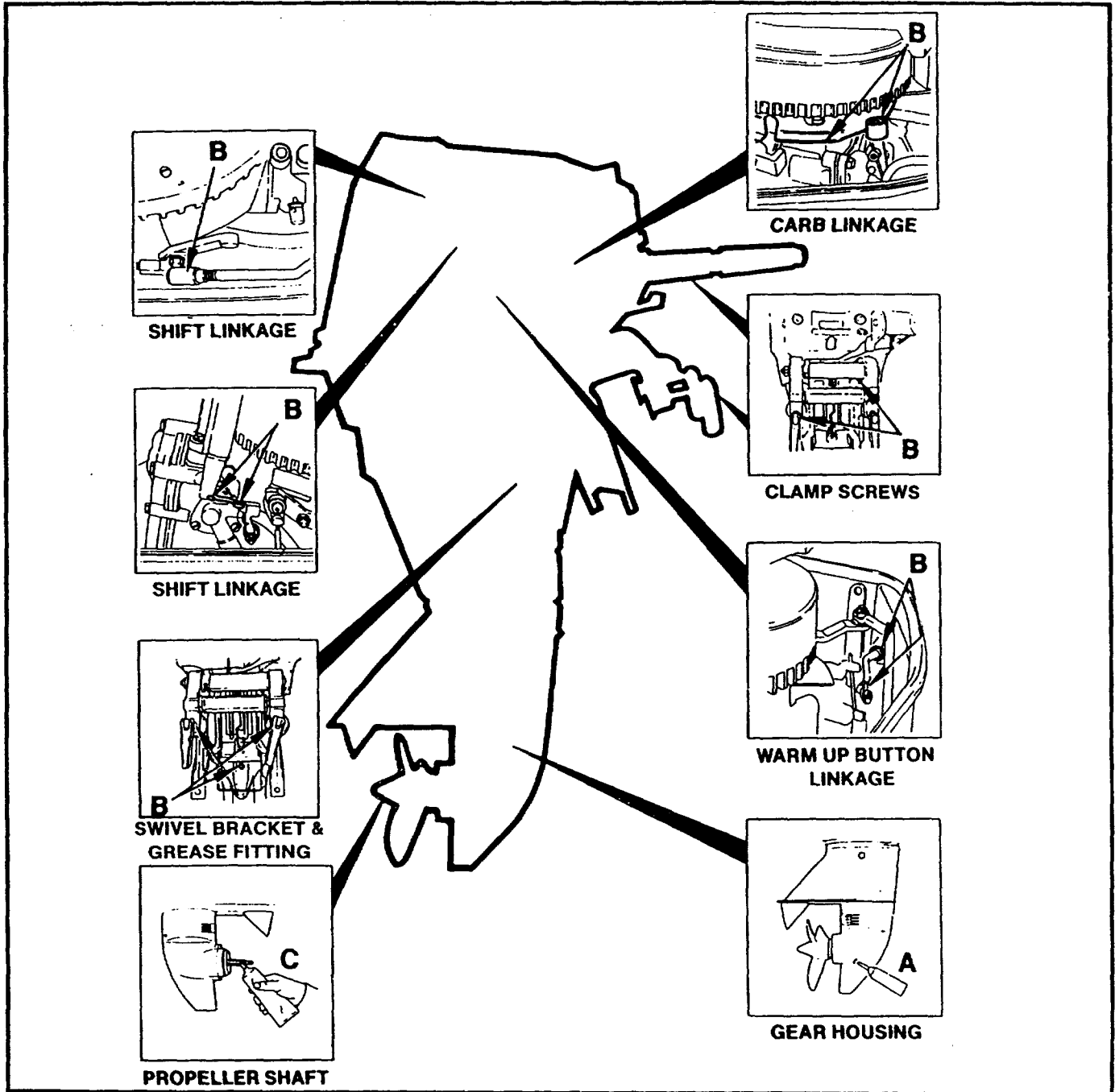


FIGURE 31

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

DRAINING GEAR HOUSING LUBRICANT

- With motor upright, remove the vent screw and the fill and drain screw. Allow lubricant to drain completely (Figure 32).

IMPORTANT: WHEN ADDING OR CHANGING LUBRICANT, INSPECT FOR WATER CONTAMINATION. TO INSPECT, LOOSEN (DO NOT REMOVE) GEAR HOUSING DRAIN PLUG SCREW 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.

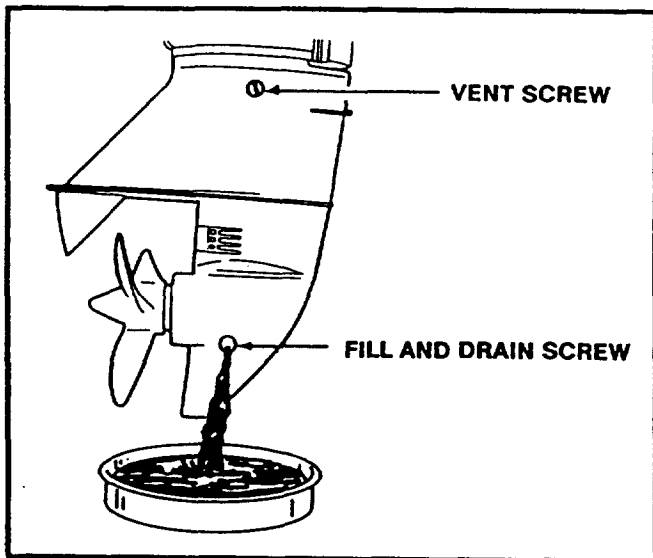


FIGURE 32

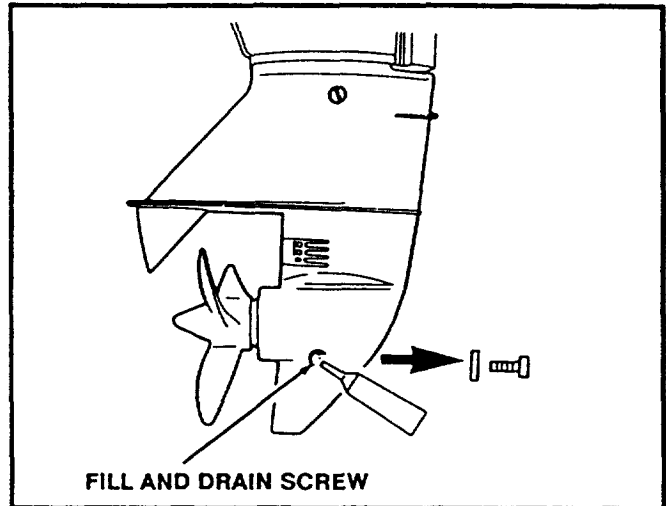


FIGURE 33

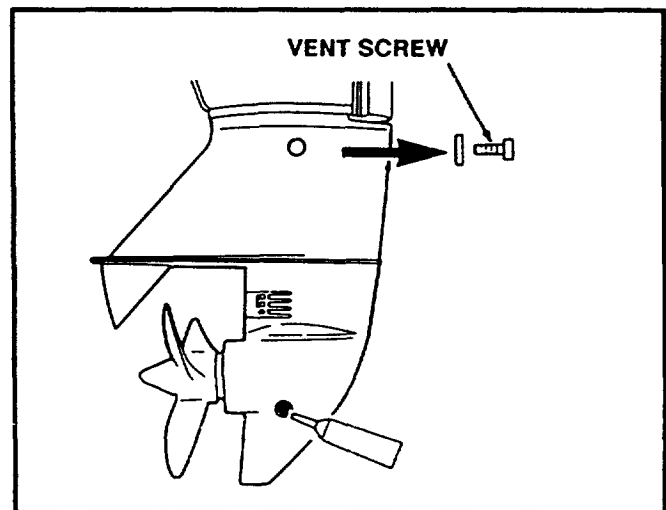


FIGURE 34

ADDING/REFILLING LUBRICANT

- Remove fill and drain screw and washer, and insert nozzle of tube into hole (Figure 33).
- Remove vent screw and washer (Figure 34).
- Add lube until it appears at vent hole (Figure 35).
- Reinstall vent screw and washer, and tighten securely.
- Remove nozzle, reinstall fill and drain screw and washer, and 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.
- Reinstall vent screw and washer. Tighten securely.

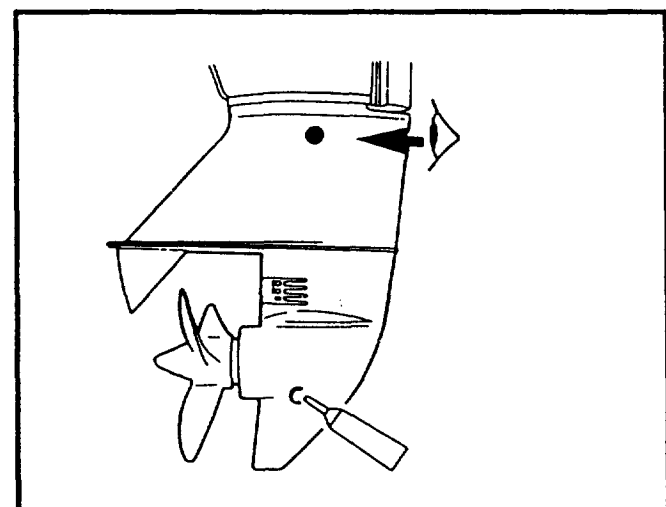


FIGURE 35

CUSTOMER RESPONSIBILITIES

SPECIAL SITUATIONS

SUBMERGED MOTOR FRESH WATER

- If motor is recovered within a few hours, and is not damaged and does not have dirt inside, try to start as follows:
 - Drain fuel lines and carburetor.
 - Remove spark plugs and turn motor over several times by pulling starter rope to force water from the crankcase and cylinder.
 - Dry off and install spark plugs and dry off ignition components.
- If fuel tank was submerged, drain all fuel from tank and flush with fresh fuel until all water is removed.
- Try starting motor, using fresh fuel mixture.

If motor starts, run for at least an hour until parts are thoroughly warmed up and water has evaporated from moving parts inside.

SUBMERGED MOTOR SALT WATER

IMPORTANT: DO NOT ATTEMPT TO START MOTOR UNTIL ALL ELECTRICAL PARTS ARE CLEANED AND DRIED.

- Immediately flush away all salt water, both inside and out, with clean fresh water.
- Follow all steps for fresh water submersion outlined previously.
- If motor will not start, protect all electrical parts with ignition dryer and conditioner and cover all external parts with a thick coat of oil.
- Immediately take motor to a Sears Service Center for servicing.

SERVICE AND ADJUSTMENTS

CARBURETOR

NOTE: Adjust the carburetor for better starting and low speed operation when there are changes in temperature, humidity or barometric pressure.

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.

Adjust idle as outlined below:

INITIAL SETTING

NOTE: Do not overtighten — needle and seat may be damaged.

BEFORE STARTING MOTOR:

- Remove motor cover.
- Turn idle adjustment needle in, clockwise, until it seats lightly (Figure 36).
- Back needle out one (1) full turn.

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 neutral gear position.
- Turn idle adjustment needle slowly open, counterclockwise, until motor loses power and begins to roll due to an over-rich mixture. Note this position (Figure 37).
- 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.

THROTTLE STOP

- Your motor is equipped with a throttle stop which can be adjusted for correct idle speed.
- If needed turn the throttle stop adjusting screw (A) to obtain approximately an 800 RPM idle when in neutral gear (Figure 38).

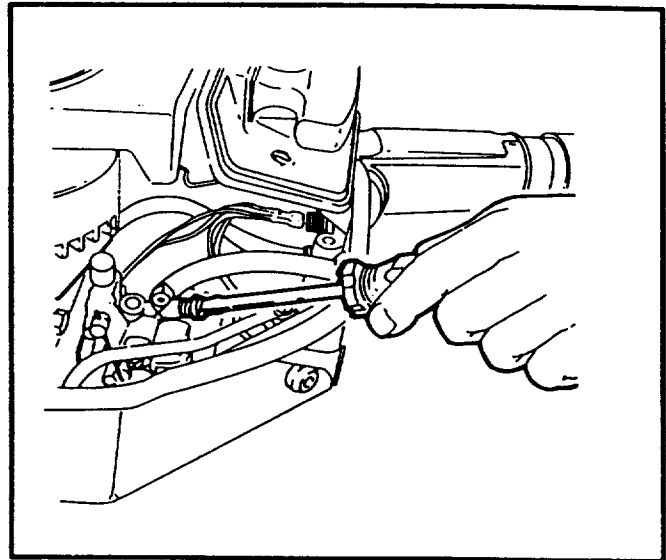


FIGURE 36

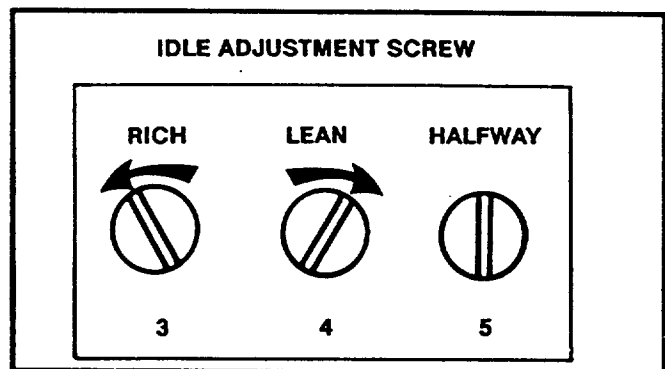


FIGURE 37

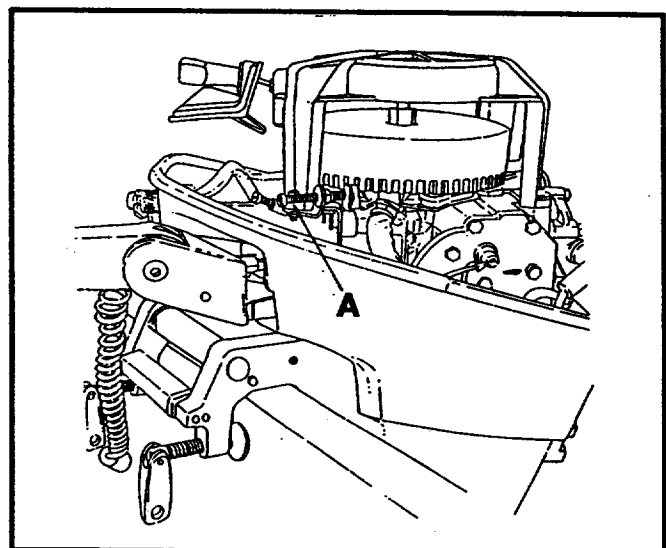


FIGURE 38

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.

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

- Remove motor cover.
- 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 (Figure 39).
- Disconnect fuel line from bushing on motor (Figure 40).
- When motor begins to stall, rapidly inject a rust preventative oil into the carburetor air intake for ten (10) to twenty (20) seconds until motor stops (Figure 41).

This protects the crankcase with a coating of oil.

- Remove boat and outboard from water.

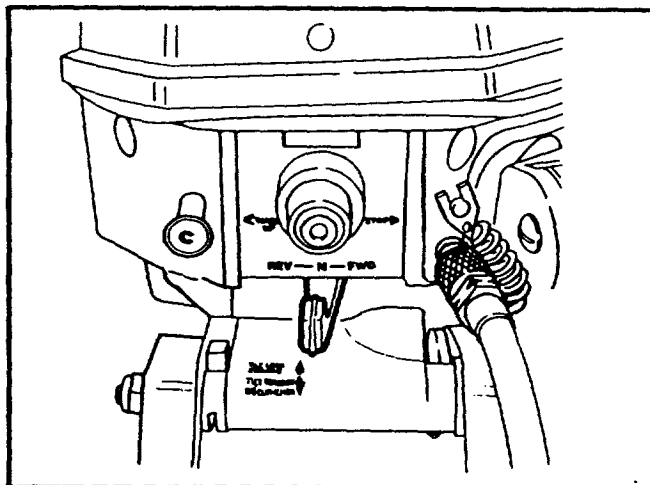


FIGURE 39

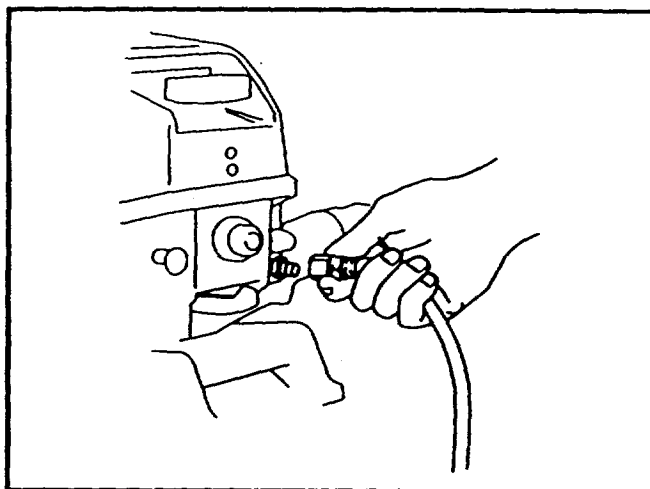


FIGURE 40

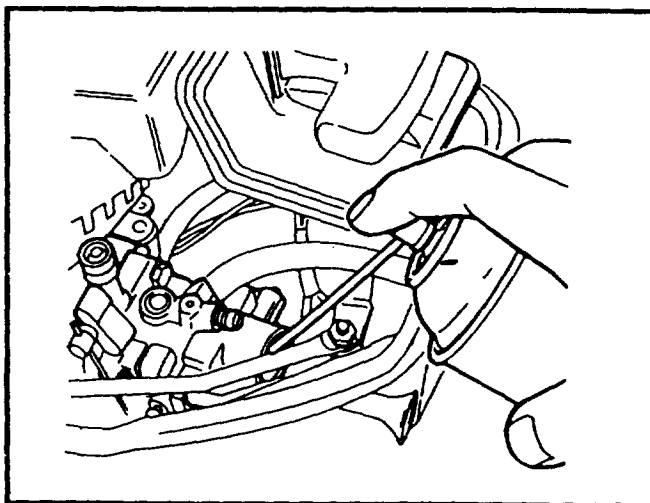


FIGURE 41

STORAGE

- Remove spark plug and put an ounce or two of outboard oil into spark plug hole (Figure 42).
- Reinstall spark plug.
- 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.
- Drain and refill gear housing, as outlined in Lubrication.
- Lubricate and service propeller, as outlined in Maintenance.
- Reinstall motor cover.

EXTERIOR CARE

- Your outboard is protected with a durable enamel finish. To keep its appearance, wash and wax often using marine cleaners and waxes (Figure 43).

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 plug 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 tank and use a fresh fuel mixture.

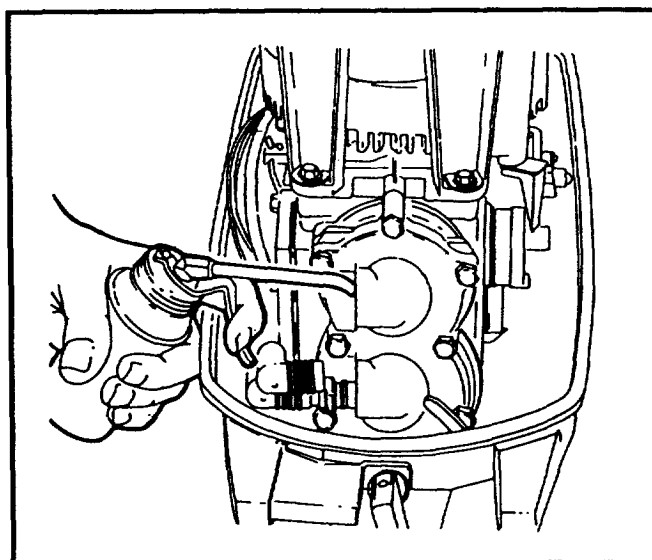


FIGURE 42

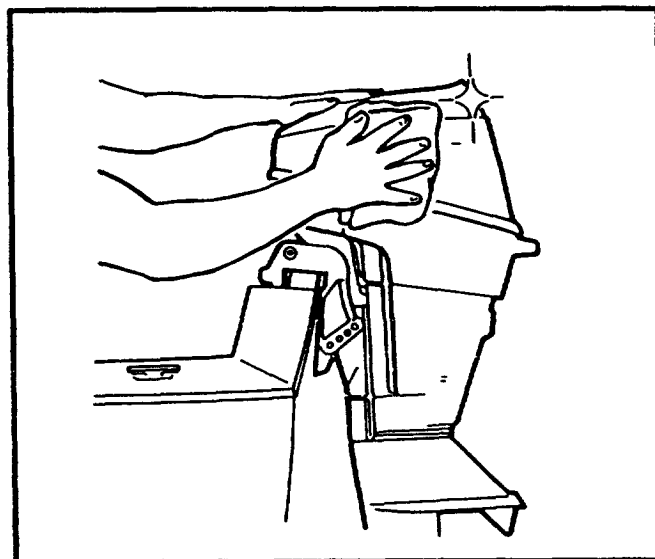


FIGURE 43

TROUBLESHOOTING POINTS

	MOTOR DOES NOT START	STARTS BUT DOES NOT RUN	MOTOR MISSES	DOES NOT IDLE	DOES NOT DEVELOP FULL POWER	
●						Fuel Line Air Locked
●	●					Fuel Line Not Connected
●	●					Fuel Tank Empty
	●	●	●	●		Recirculating Fuel System Dirty or Clogged
●	●		●	●		Fuel Line Kinked or Pinched
	●		●	●		Fuel Filters Dirty or Clogged
●	●		●	●		Vent Screw Gasket Obstructing Air Flow
●	●		●	●		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
●						Motor Flooded
	●	●	●	●		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
●						Lanyard Not Installed on Emergency Stop Switch

INDEX:

COWL ASSEMBLY - TOP AND BOTTOM	30
IGNITION SYSTEM	32
SHIFT LINKAGE	34
FUEL AND RECIRCULATION SYSTEM	36
CARBURETOR	38
STARTER ASSEMBLY	40
CRANKSHAFT AND PISTON	42
CYLINDER BLOCK	44
STEERING HANDLE/TWIST GRIP THROTTLE	46
SWIVEL BRACKET AND DRIVESHAFT HOUSING	48
CLAMP BRACKETS	50
THERMOSTAT	51
GEAR HOUSING	52
FUEL TANK AND LINE	54
MISCELLANEOUS PARTS	55

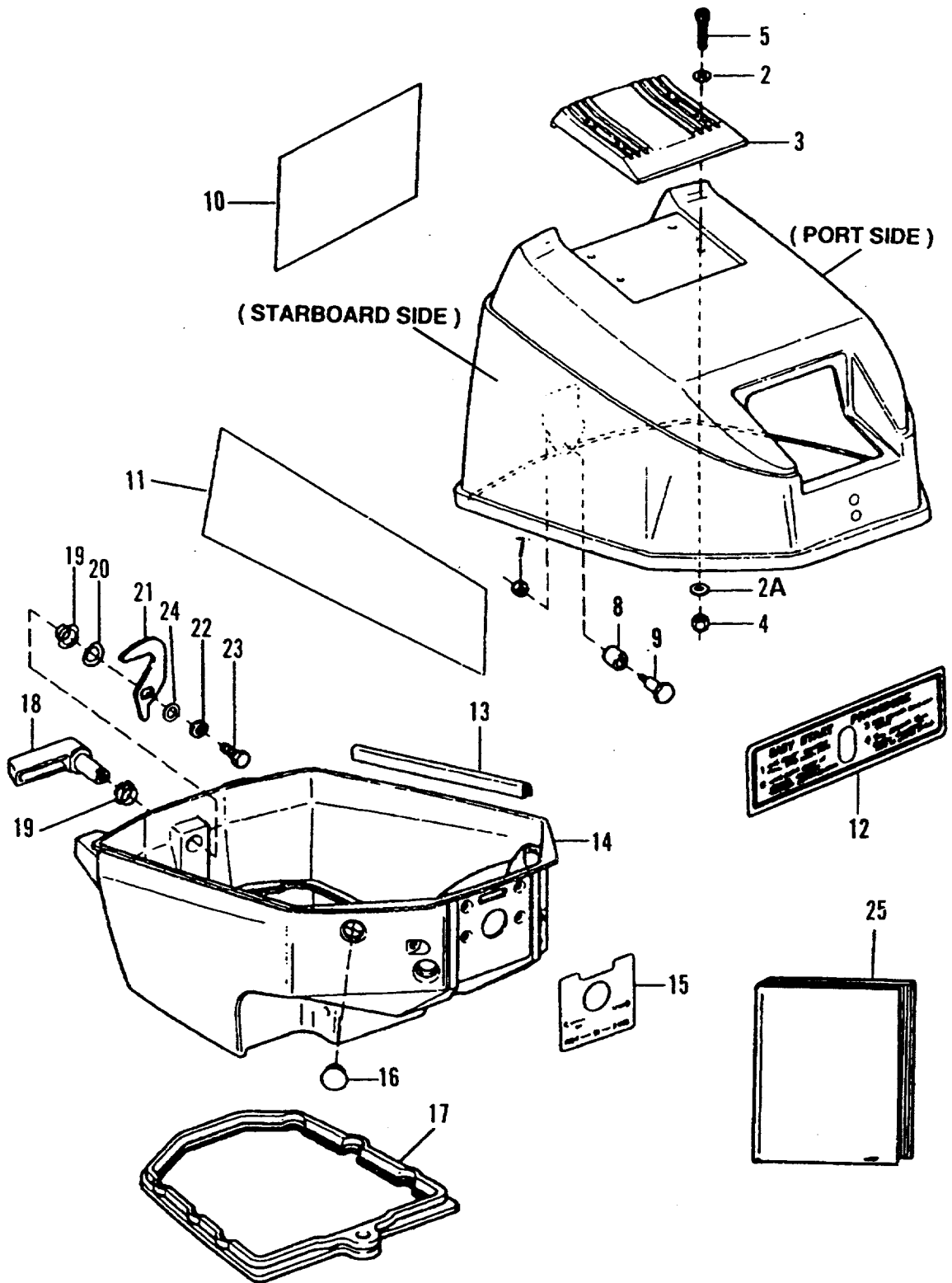
OPT = Optional AR = As Required N.S.S. = Not Sold Seperate

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

THESE PARTS BOOKS/FICHE CARDS ARE COPYRIGHTED AND MAY NOT BE DISTRIBUTED OR REPRODUCED IN ANY OTHER FORMAT.

COWL ASSEMBLY - TOP AND BOTTOM

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



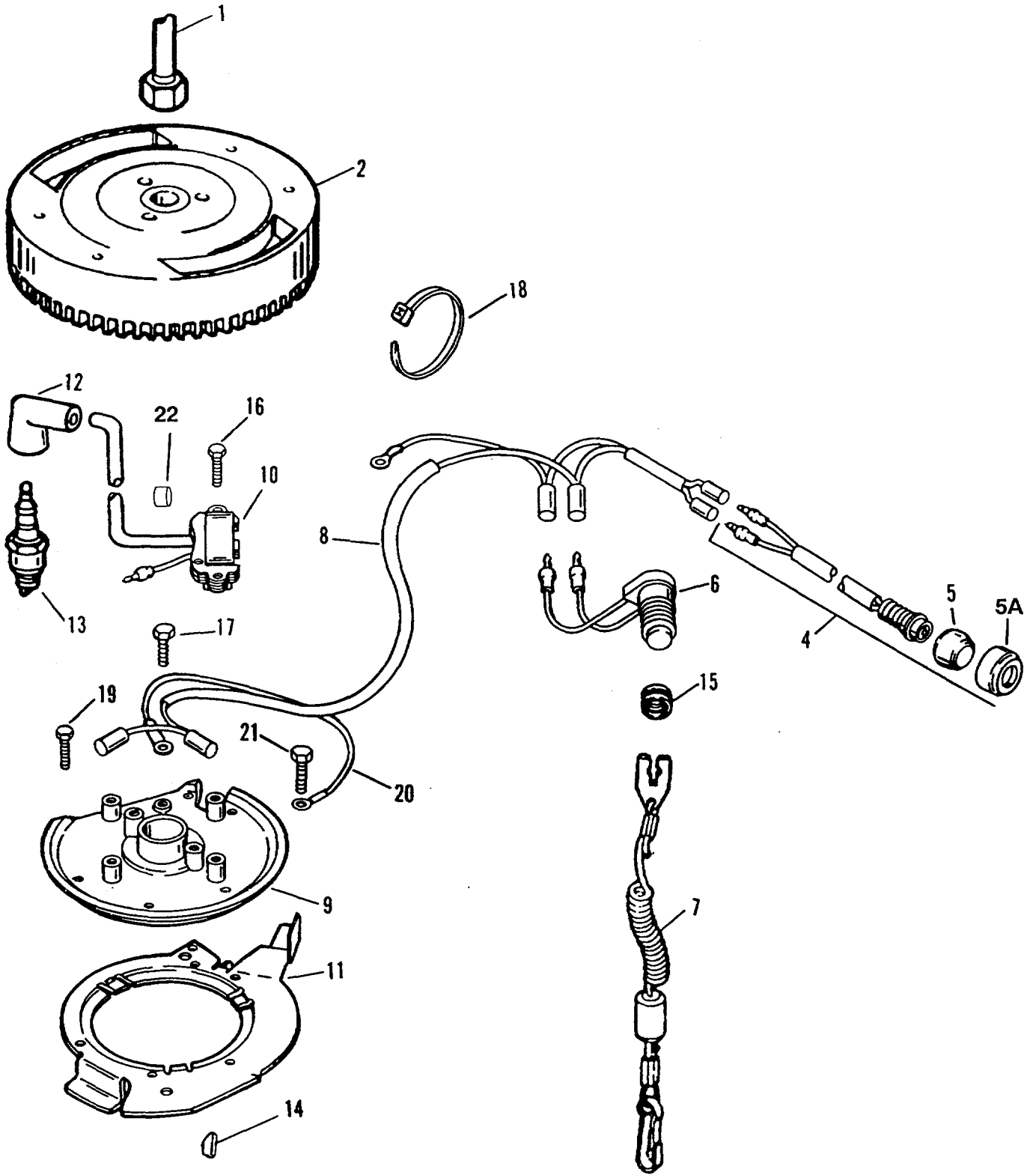
COWL ASSEMBLY – TOP AND BOTTOM

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
-	100-820154A6	1	COWL ASSEMBLY-Top (With Decals) (Painted)
1	100-820154A2	1	COWL ASSEMBLY-Top (Without Decals) (Painted)
2	12-89302	4	WASHER
2A	12-F8143	4	WASHER
3	F681269	1	HANDLE-Tilt
4	11-F7009	4	NUT (10-24)
5	10-F2211	4	SCREW (10-24 x 5/8")
7	11-814101	1	NUT (1/4-20)
8	23-F681759	1	ROLLER-Latch
9	10-F681026	1	SCREW-Latch Roller
10	37-826342-16	1	DECAL-Rear
11	37-826342-14	1	DECAL-Starboard
11	37-826342-15	1	DECAL-Port
12	37-826342-17	1	DECAL-Front-Starter Instructions
13	F392756	1	SEAL-Top of Bottom Support (Cut as Req'd)
14	100-819280A2	1	PLATE KIT-Bottom Support (Painted)
15	38-819281--1	1	PLATE-Front-Bottom Support Plate
16	19-73336	1	PLUG
17	819486	1	SEAL-Support Plate
18	FA681469T	1	HANDLE ASSEMBLY-Cowl Latch (Painted)
19	23-812707	2	BUSHING
20	13-F2047	1	WASHER-Wave
21	F481777	1	CAM-Latch Shaft
22	13-26992	1	LOCKWASHER (1/4")
23	10-28635	1	SCREW (1/4-20 x 5/8")
24	12-35044	1	WASHER
25	90-830211	1	OWNERS MANUAL/PARTS MANUAL

IGNITION SYSTEM

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



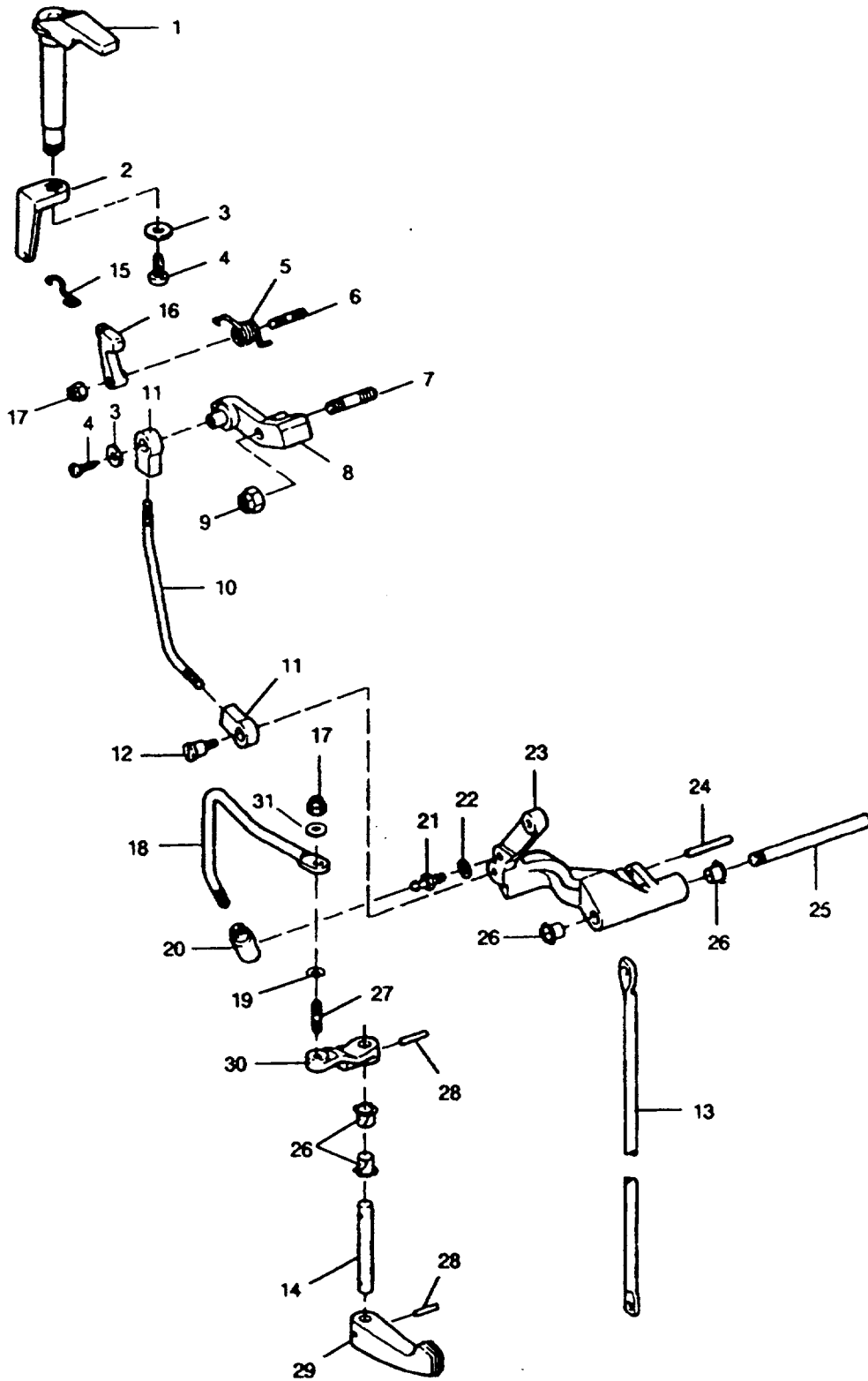
IGNITION SYSTEM

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	F681091	1	NUT-Flywheel
2	200-824380T1	1	FLYWHEEL (Painted)
4	87-824440A9	1	SWITCH ASSEMBLY-Stop
5	824466A3	1	COVER ASSEMBLY-Stop Switch
5A	824915	1	BEZEL-Stop Switch Cover
6	87-826214A1	1	SWITCH ASSEMBLY-Emergency Stop
7	819399A1	1	LANYARD ASSEMBLY
8	84-819379A7	1	HARNESS ASSEMBLY-Engine Stop
9	300-826692T	1	PLATE-Stator
10	819156T	2	MODULE-Ignition (Cut Wire as Req'd)
11	826691	1	CAM-Throttle
12	FK1123	2	BOOT KIT-Spark Plug
12	85-818751	OPT.	COVER-Spark Plug (RFI)
13	33-328	2	SPARK PLUG (CHAMPION # L82YC)
13	33-814	OPT.	SPARK PLUG (RFI) (CHAMPION # RL82YC)
14	28-F458498-1	1	KEY-Crankshaft/Flywheel
15	22-F681188	1	NUT-Stop Switch Sleeve
16	10-824353	6	SCREW (8-32 x 3/4")-Ignition Module
17	10-824352	1	SCREW (10-24 x 3/8")-Ground
18	56762	1	CABLE TIE (4")
19	10-824358	5	SCREW (10-24 x 1/2")-Stator Plate
20	84-60466A16	1	WIRE ASSEMBLY-Ground
21	10-824358	1	SCREW (10-24 x 1/2")-Ground
22	20117A1	1	MARKER SET-Ignition Module Cable
-	54-816311	2	CABLE TIE (8")

SHIFT LINKAGE

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



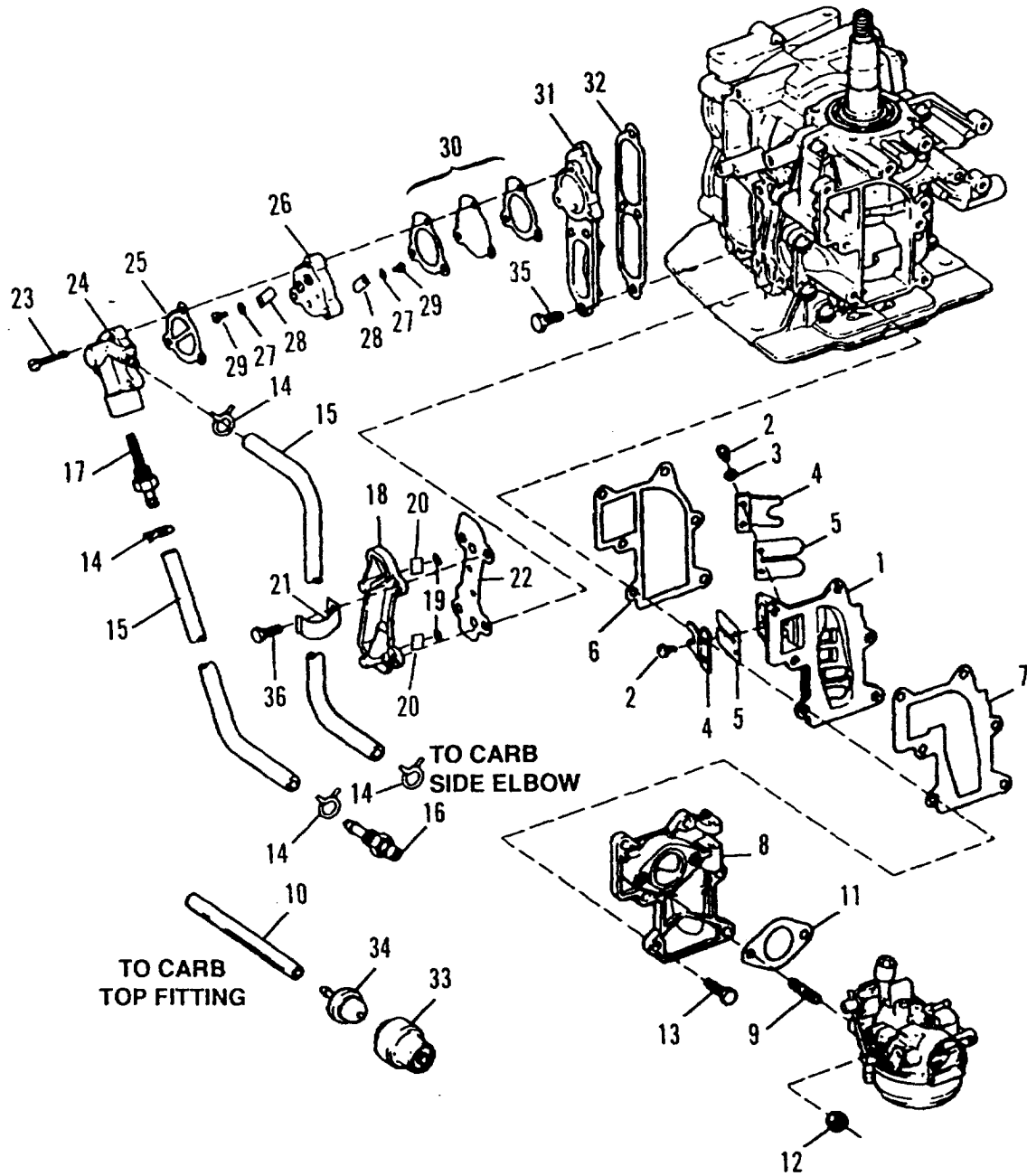
SHIFT LINKAGE

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 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	1	WASHER
4	10- 48408	1	SCREW (10-16 x 1/2")
5	24- F681424	1	SPRING-Interlock Lever
6	16- F681134	1 ▲	STUD-Interlock Lever
7	16- 826590	1 ▲	STUD-(1/4-20 x 1.69") W/Dri Loc-Neutral Interlock Pivot
8	824357	1	LEVER-Neutral Interlock
9	11- 814101	1	NUT (1/4-20)
10	F681531-1	1	ROD-Interlock
11	816514	2	BEARING
12	10- 819625	1	SCREW-Shoulder
13	F286615	1	ROD-Gear Shift-Upper
14	824826	1	SHAFT-Gear Shift Handle
15	F681263-1	1	LINK-Starter Interlock
16	F681742	1	LEVER-Intermediate Interlock
17	11- 20110	2	NUT (10-32)
18	825402	1	LINK-Shift Lever
19	13- 26996	1	LOCKWASHER (#10)
20	F286685	1	CONNECTOR-Gear Shift Rod
21	16- F98273	1	STUD-Rod End Connector
22	13- F8058	1	LOCKWASHER (#10 Internal)
23	819508T	1	LEVER-Gear Shift (Painted)
24	17- 31656	1	PIN-Roll
25	F286871	1	PIN-Gear Shift Lever
26	23- 26841	4	BUSHING
27	16- F286134	1	STUD-Gear Shift Lever
28	17- 25905	2	PIN-Roll
29	819626T	1	HANDLE-Gear Shift (Painted)
30	820367--1	1	LEVER-Shift Handle Shaft
31	13- F8048	1	WASHER-Bowed
-		-	▲ = Contents of Short Block Assy 800-819553A14

FUEL AND RECIRCULATION SYSTEM

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



FUEL AND RECIRCULATION SYSTEM

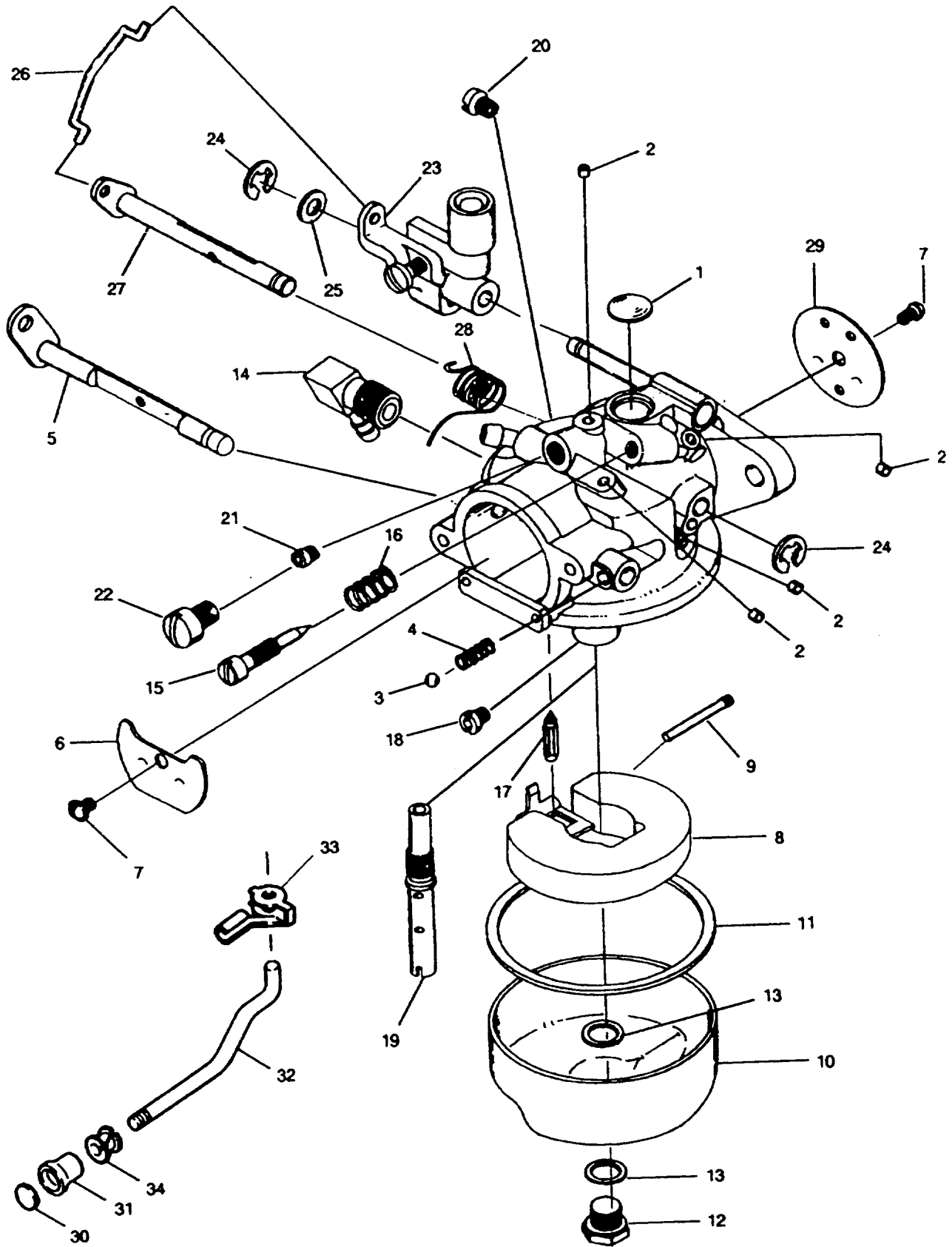
GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	34-FA715158	1	PLATE ASSEMBLY-Reed
2	10-28430	8	SCREW (6-32 x 1/4")
3	13-F1704	8	LOCKWASHER (#6 Internal)
4	34-F715161	4	STOP-Reed
5	34-F31160-2	4	REED
6	▪ 27-F286159-1	1 ▲	GASKET-Reed Plate
7	▪ 27-F715168	1	GASKET-Manifold
8	FA715167	1	MANIFOLD KIT-Carburetor (Painted)
9	16-826622	2	STUD (1/4-20 x .91") With Dri Loc
10	32-F40253-1	1	HOSE-Primer Bulb to Carb (5-3/4") (Cut as Req'd)
11	27-F715906	1 Δ	GASKET-Carburetor
12	11-20890	2	NUT (1/4-20)
13	10-28668	6	SCREW (1/4-20 x 7/8")
14	54-827255	4	CLAMP
15	32-F40253-1	2	HOSE-Fuel (8-1/4") (13.38") (Cut as Req'd)
16	22-F197767-2	1	BUSHING-Fuel
17	22-F901811	1	FILTER-Fuel Pump
18	FA429471	1	COVER ASSEMBLY-Cylinder Drain (Painted)
19	F429811	2	SCREEN
20	21-817741A1	2	VALVE KIT
21	54-F286772-1	1	CLAMP
22	▪ 27-825188	1 ▲	GASKET-Cylinder Drain Cover
23	10-F1069	3	SCREW (10-24 x 1-1/16")
24	819993T1	1	COVER-Fuel Pump (Painted)
25	27-F24748-2	1	GASKET-Fuel Pump
26	F2A24757	1	PLATE ASSEMBLY-Fuel Pump
27	12-18552	2	WASHER
28	34-F18160-3	2	REED
29	10-F1286	2	SCREW (4-40 x 3/16")
30	27-818043A1	1 ▲	GASKET/DIAPHRAGM SET
31	820116--2	1 ▲	COVER-Transfer Port
32	▪ 27-825183	1 ▲	GASKET-Transfer Port Cover
33	F681954-1	1	COVER-Primer Bulb
34	F681046	1	BULB-Primer
35	10-98254	4 ▲	SCREW (1/4-20 x 5/8")
36	10-F1922	4	SCREW (1/4-20 x 5/8")
-		-	▲ = Contents of Short Block Assy 800-819553A14
-		-	▪ = Contents of Short Block Gasket Set FG1035
-		-	Δ = Contents of Carburetor Gasket Set FK10352

CARBURETOR

GAMEFISHER 15 H.P.

MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

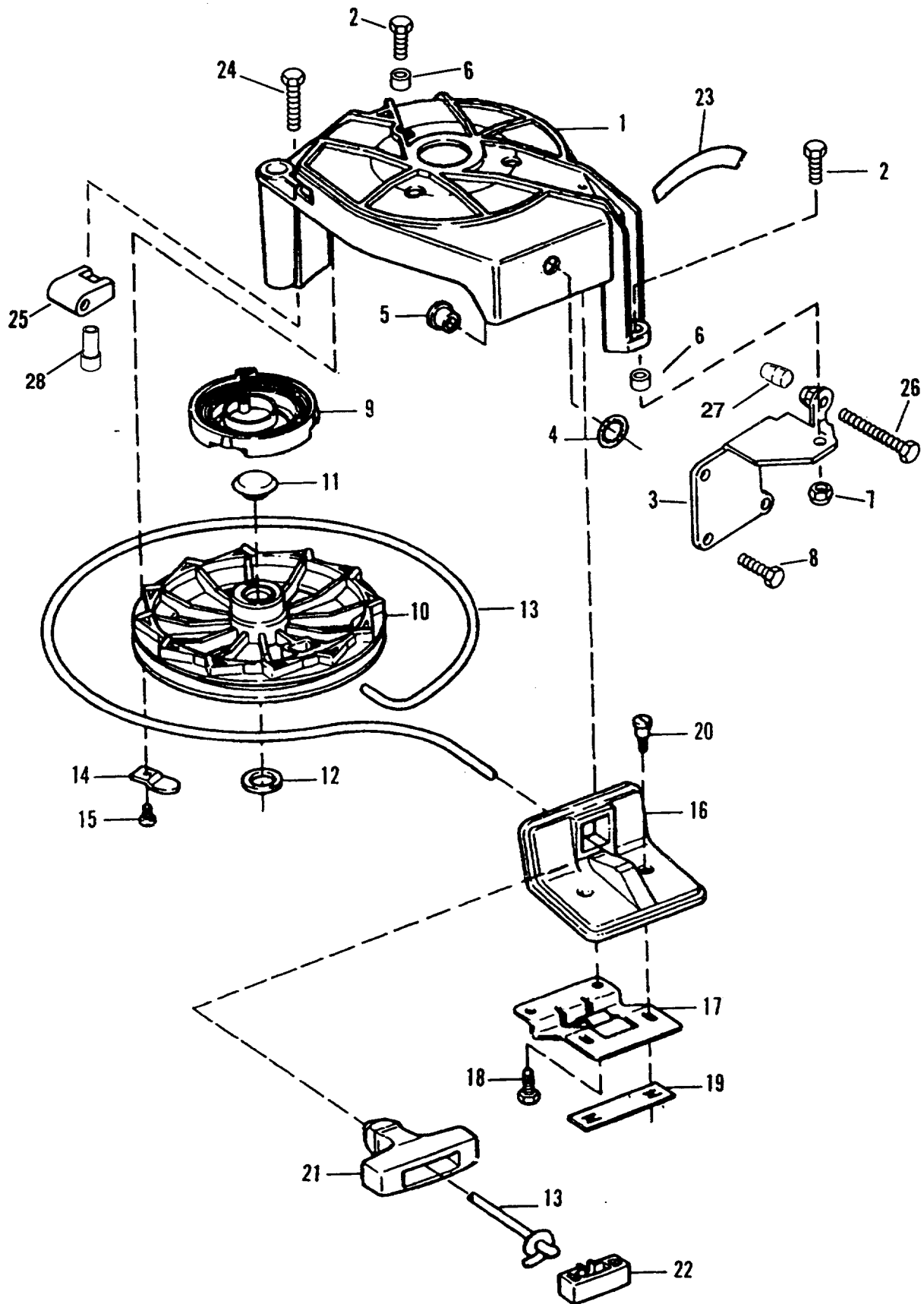


GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
-	1300- F715061-1	1	CARBURETOR (FO-1B)
1	19- FO16128	1 □	PLUG-By Pass Chamber
2	19- FO10588	4 □	PLUG-Body Channel Plug
3	FO4784	1	BALL-Choke Friction
4	FO8805	1	SPRING
5	F10343	1	SHAFT-Choke
6	F10344	1	SHUTTER-Choke
7	10- F10345	2 □	SCREW-Shutter
8	F10346	1	FLOAT-Fuel Bowl
9	FO13944	1 □	PIN-Float
10	FO15366	1	BOWL-Fuel
11	27- FO15623	1 □ Δ	GASKET-Fuel Bowl
12	1399- 5128	1	SCREW-Fuel Bowl
13	27- FO2510	2 □ Δ	GASKET-Fuel Bowl Screw
14	F10347	1	ELBOW
15	F10268	1	SCREW-Idle Mixture
16	24- 27160	1 □	SPRING-Idle Mixture Screw
17	F10265	1 □	NEEDLE-Inlet
18	1395- 6030	1	JET-Main (.070) (0 - 2500')
18	1395- 6029	OPT.	JET-Main (.068) (2500 - 5000')
18	1399- 4215	OPT.	JET-Main (.066) (5000 - 7500')
18	1399- 4216	OPT.	JET-Main (.064) (7500 - 10000')
19	FO15722	1	NOZZLE-Main
20	820578	1	JET-Idle Air Bleed (.048)
21	F10273	1	JET-Throttle (.047)
22	F10275	1	SCREW-Throttle Jet Sealing
23	F10290	1	LINKAGE-Throttle
24	F10241	2	CLIP-Throttle Linkage Shaft
25	F10242	1	WASHER-Throttle Linkage Shaft
26	F10338	1	LINK-Throttle
27	F10349	1	SHAFT-Throttle
28	24- F10350	1 □	SPRING-Throttle Shaft
29	F10351	1	SHUTTER-Throttle
-	FK10352	1	GASKET SET-Carburetor (Δ = Contents of Gasket Set)
-	FK10353	1	REPAIR KIT-Carburetor (□ = Contents of Repair Kit)
30	F681677	1	INSERT-Choke Knob
31	F286547	1	KNOB-Choke
32	819348	1	ROD-Choke
33	F341384	1	RETAINER-Choke Rod
34	23- F197319	1	BUSHING-Choke Rod

STARTER ASSEMBLY

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

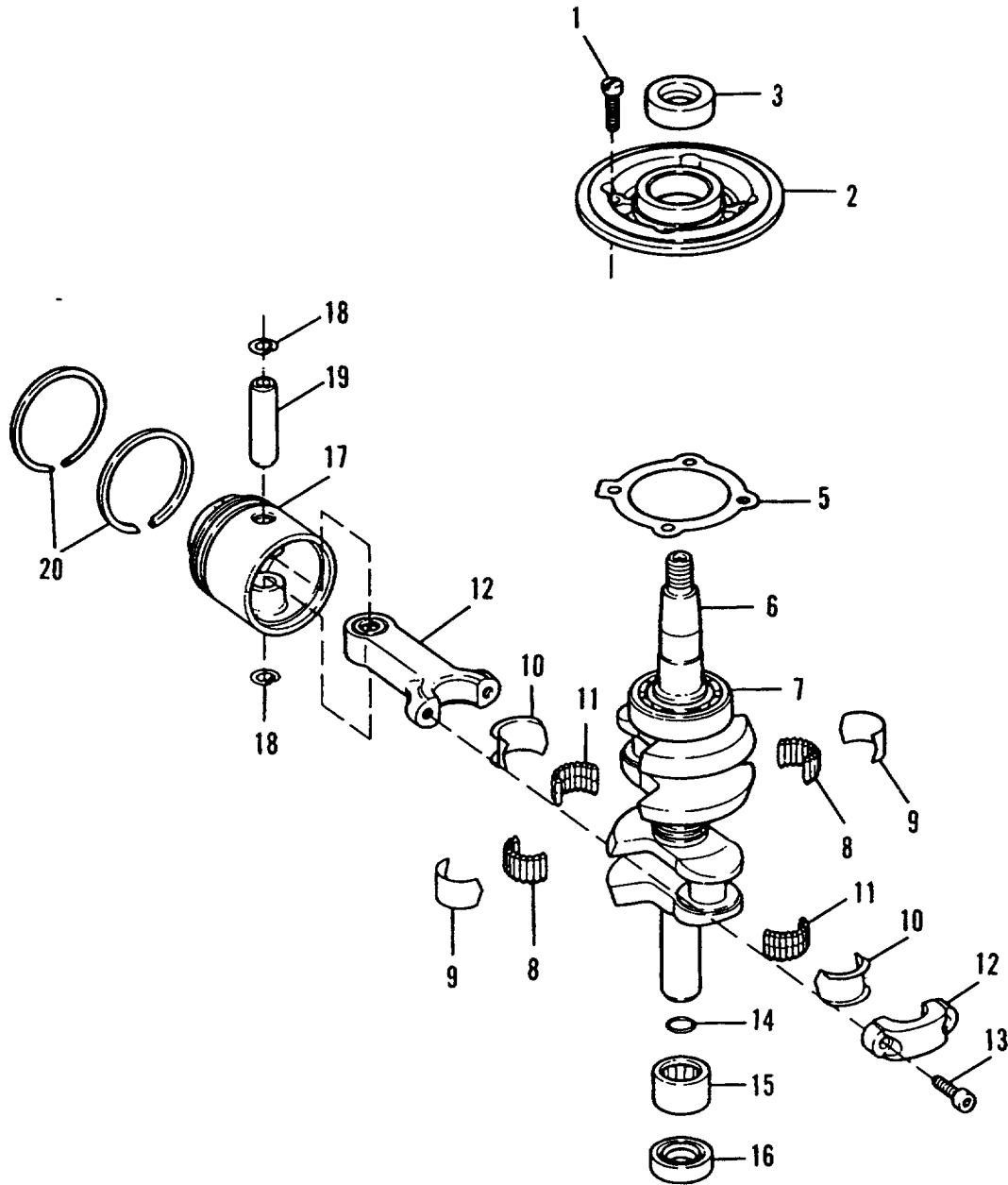


GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	826693	1	HOUSING-Starter
2	10-90192	2	SCREW (1/4-20 x 3/4")
3	826559A1	1	BRACKET ASSEMBLY-Starter Housing Front
4	53-42689	1	RING-Retaining
5	F681428	1	INSERT-Starting Housing Rope
6	23-F681405	2	INSERT-Starter Housing
7	11-814101	1	NUT (1/4-20)
8	10-F1922	4	SCREW (1/4-20 x 5/8")
9	24-F681970	1	SPRING-Starter Rewind
10	42034A2	1	PULLEY ASSEMBLY-Starter Rewind
11	19-817362	1	PLUG
12	26-F681579	1	SEAL-Pulley Bearing
13	F681232	1	ROPE (64/67")
14	F681592	3	RETAINER-Starter Pulley
15	10-48408	3	SCREW (10-16 x 1/2")
16	FA681630T	1	SUPPORT ASSEMBLY-Handle
17	F681090	1	PLATE-Handle Support
18	10-F2210	2	SCREW (1/4-14 x 1/2")
19	F681874-1	1	FASTENER-Handle Support Plate
20	10-819625	2	SCREW-Shoulder
21	F681132	1	HANDLE-Starter Rope
22	F681817	1	RETAINER-Starter Rope
23	FA609853	1	DECAL KIT-Shift to Neutral
24	10-F2030	1	SCREW (1/4-20 x 1-1/4")
25	830265	1	RETAINER-Throttle Cable
26	10-826676	1	SCREW (1/4-28 x 2")-Idle Adjust
27	26852	1	CAP-Nylon-Idle Adjust Screw
28	23-830196	1	SPACER-Throttle Cable Retainer

CRANKSHAFT AND PISTON

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



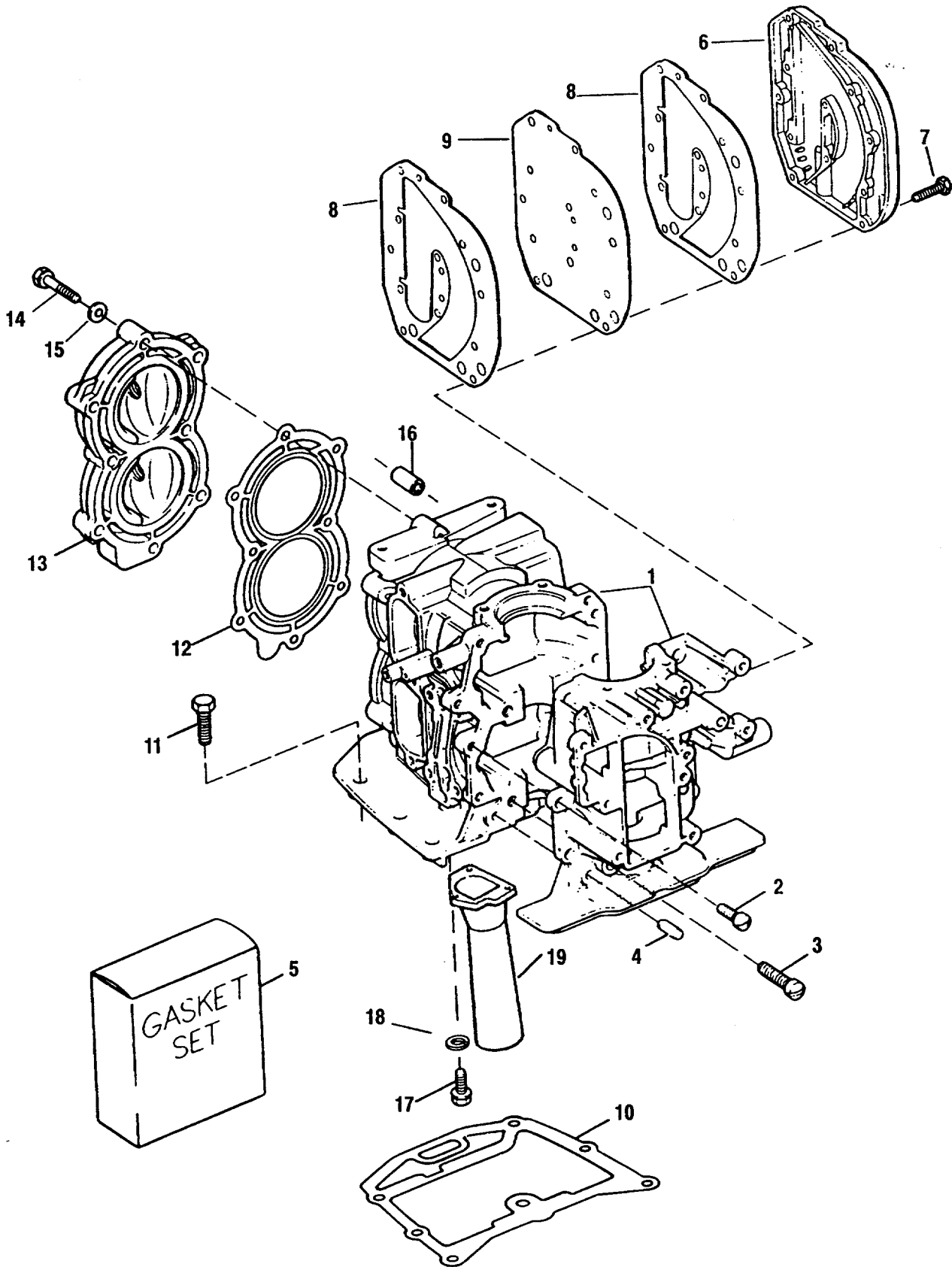
CRANKSHAFT AND PISTON

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	10-28636	4	SCREW (1/4-20 x 3/4")
2	1100-817753A1	1	CAGE ASSEMBLY-Crankshaft Bearing
3	▪ 26-819801	1	SEAL-Crankshaft-Upper
5	▪ 27-F286277	1 ▲	GASKET-Crankshaft Bearing Cage
6	400-819803A2	1 ▲	CRANKSHAFT ASSEMBLY
7	30-F286028	1	BEARING-Ball
8	29-F286571	1 ▲	ROLLER SET (26 Per Set)
9	FA286155	1 ▲	LINER SET-Centermain Bearing
11	FA712228	2 ▲	ROLLER SET (2 Strips-28 Per)
12	600-FS715016	2 ▲	CONNECTING ROD ASSEMBLY
13	10-F175634	4	SCREW-Conn Rod
14	▪ 25-32509	1 ▲	O RING
15	31-F343014	1 ▲	BEARING-Crankshaft Lower Main
16	▪ 26-819396	1 ▲	SEAL-Crankshaft Lower
17	700-819946A3	2 ▲	PISTON KIT
18	53-F31410	4	RING-Retaining
19	41-F712017	2	PIN-Piston
20	39-820484A1	2	RING SET-Piston (2 Rings)
-		-	▲ = Contents of Short Block Assy 800-819553A14
-		-	▪ = Contents of Short Block Gasket Set FG1035

CYLINDER BLOCK

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



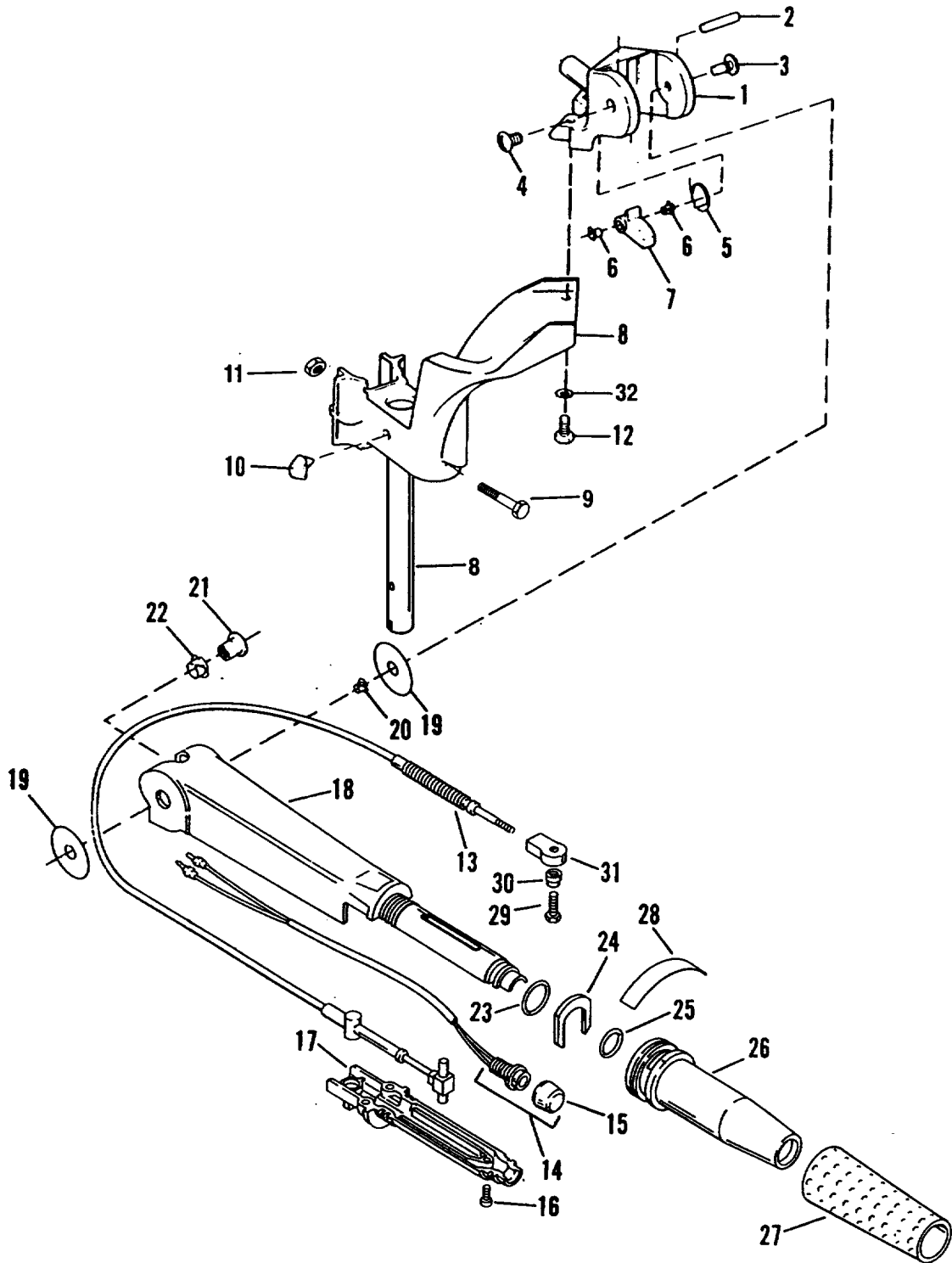
CYLINDER BLOCK

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
-	800-819553A14	1	SHORT BLOCK ASSEMBLY (Painted)
1	800-819553A12	1 ▲	CYLINDER KIT
2	10-F1107	8	SCREW (1/4-20 x 3/4")
3	10-F1335	4	SCREW (5/16-18 x 1-1/4")
4	17-F8559	2	PIN-Dowel
5	FG1035	1	GASKET SET
6	824141T	1 ▲	COVER-Exhaust (Painted)
7	10-28668	12	SCREW (1/4-20 x 7/8")
8	■ 27-F715154	2 ▲	GASKET-Exhaust Port Cover
9	F715151	1 ▲	PLATE-Exhaust
10	■ 27-F715279-1	1 ▲	GASKET-Cylinder Mounting
11	10-35386	6	SCREW (5/16-18 x 1")
12	■ 27-F286529-3	1 ▲	GASKET-Cylinder Head
13	900-F286518T	1	HEAD-Cylinder (Painted)
14	10-F901938-1	8	SCREW-Cylinder Head
15	12-37998	8	WASHER
16	32-F715943	1	TUBE-Cylinder Water Jacket
17	10-28636	3	SCREW (1/4-20 x 3/4")
18	13-26992	3	LOCKWASHER (1/4")
19	F715660	1	TUBE-Exhaust
-		-	▲ = Contents of Short Block Assy 800-819553A14
-		-	■ = Contents of Short Block Gasket Set FG1035

STEERING HANDLE/TWIST GRIP THROTTLE

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



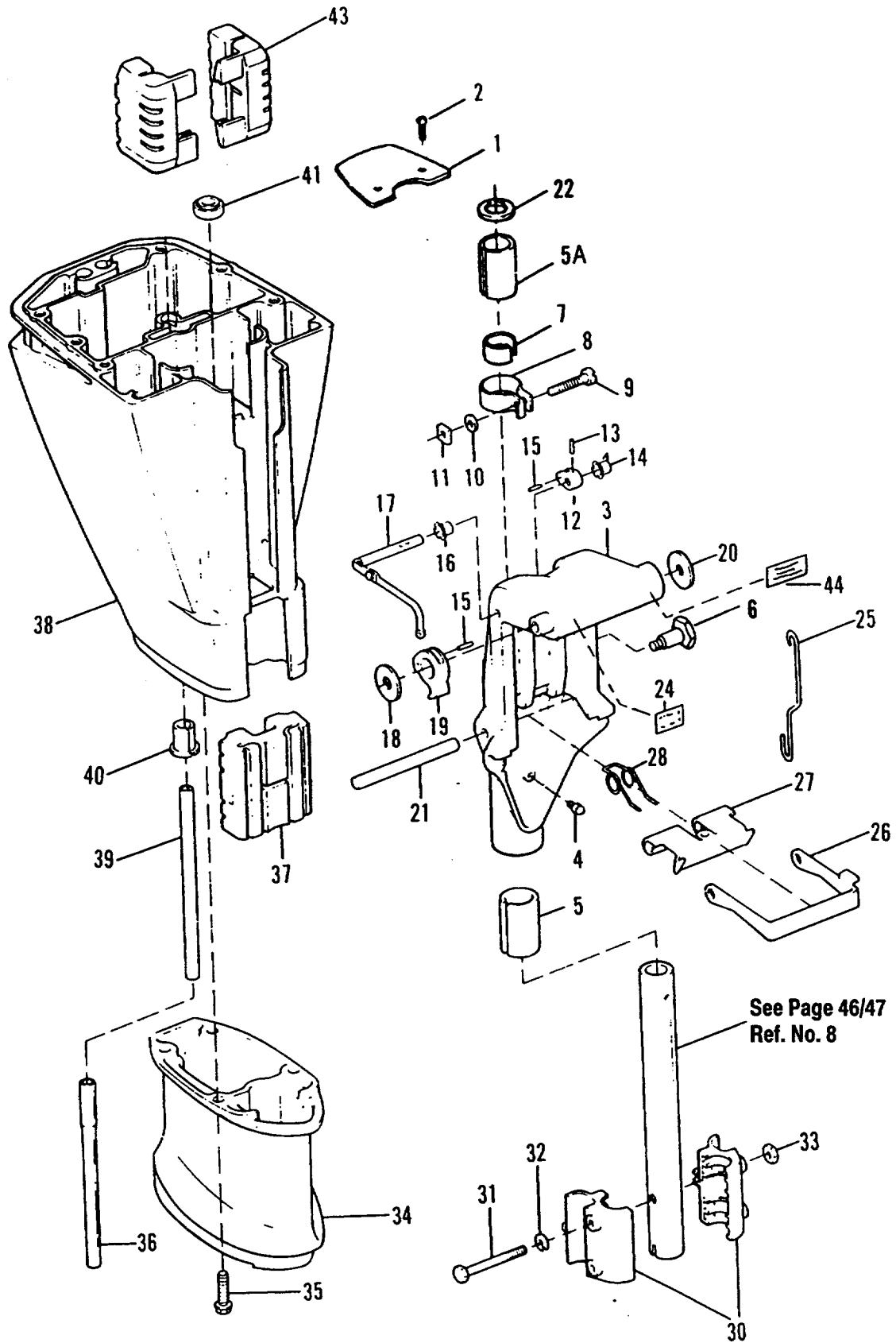
TILLER HANDLE AND THROTTLE LINKAGE

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	817751T1	1	BRACKET-Steering (Painted)
2	17- F1807	1	PIN-Groove
3	10- 823595	1	SCREW-Steering Handle Pivot
4	10- 823594	1	SCREW-Steering Handle Pivot
5	24- F286868	1	SPRING-Steering Handle Stop
6	23- 26856	2	BUSHING
7	F286490	1	STOP-Steering Handle
8	819914A2	1	ARM/KINGPIN ASSEMBLY-Steering (Painted)
9	10- 828815	1	SCREW (1/4-20 x 1-3/4")
10	19- F286539	1	BUMPER
11	11- 814101	1	NUT (1/4-20)
12	10- 28635	2	SCREW (1/4-20 x 5/8")
13	826592	1	CABLE ASSEMBLY-Throttle
14	87- 824440A9	1	SWITCH ASSEMBLY-Stop
15	824466A3	1	COVER ASSEMBLY-Stop Switch
-	824915	1	BEZEL-Stop Switch Cover
16	10- 826575	3	SCREW (8-32 x 5/8")
17	827252	1	ARM-Steering (LOWER)
18	826609T	1	HANDLE-Steering (Painted)
19	12- F286220	2	WASHER
20	23- 26856	2	BUSHING
21	F286224-	1	INSERT-Steering Handle Pivot
22	23- 812707	1	BUSHING
23	25- 21836	1	O RING (LARGE)
24	F702178	1	RETAINER-Grip
25	25- 23145	1	O RING (SMALL)
26	F702137	1	GRIP-Steering Handle
27	828406	1	SLEEVE-Steering Handle Grip
28	37- F712894	1	DECAL-Speed Indicator
29	10- 824352	1	SCREW (10-24 x 3/8")
30	826591	1	BUSHING
31	816514	1	BEARING-Connector
32	13- 78968	2	LOCKWASHER (1/4" Internal)

SWIVEL BRACKET AND DRIVESHAFT HOUSING

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



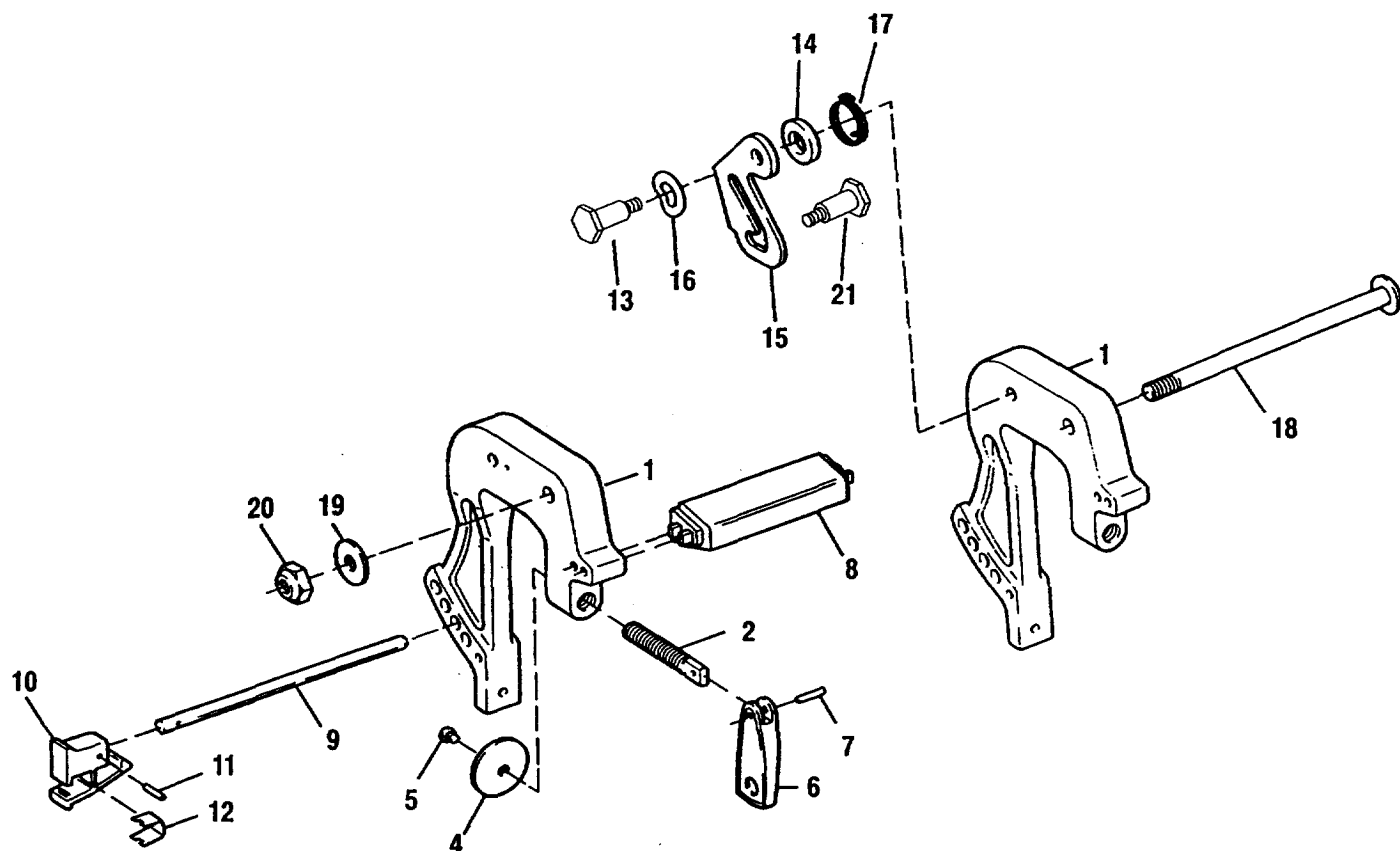
SWIVEL BRACKET AND DRIVE SHAFT HOUSING

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	F715404	1	PLATE-Leg Tuner
2	10-F2417	2	SCREW (1/4-20 x 3/8")
3	1400-817750A4	1	BRACKET KIT-Swivel (Painted)
4	22-F213274	2	FITTING-Grease
5	23-F286169	1	BUSHING-Bottom (1-3/4")
5A	23-F681169	1	BUSHING-Top (1-1/8")
6	17-819707	1	PIN-Tilt Lock
7	F681631	1	SHOE-Friction-Swivel Bracket
8	54-F286573-1	1	CLAMP-Steering Friction
9	10-F1820	1	SCREW (1/4-20 x 1-3/8")
10	12-12038	1	WASHER
11	11-F1608	1	NUT (1/4-20)
12	F286364	1	LEVER-Reverse Lock
13	17-F8538	1	PIN-Spring
14	23-26856	1	BUSHING
15	17-F1794	2	PIN-Spring
16	23-F536813	1	BUSHING
17	FA387742	1	LEVER ASSEMBLY-Intermediate
18	12-F2037	1	WASHER
19	F286827	1	LEVER-Reverse Lock
20	12-F286286-1	1	WASHER
21	17-F1806	1	PIN-Groove
22	12-F286011	1	WASHER-Swivel Bracket
24	37-F688585	1	DECAL-Tilt Lock
25	FA341510	1	LINK-Reverse Lock
26	F286433	1	BRACKET-Shallow Water Drive
27	F286349	1	LOCK-Reverse
28	24-F286300	1	SPRING-Reverse Lock
30	819320T	2	BRACKET-Shock Mount Lower (Painted)
31	FA1844	2	SCREW KIT (1/4-20 x 2-3/8")
32	13-26992	2	LOCKWASHER (1/4")
33	11-64015	2	NUT (1/4-20)
34	FA492845T	1	EXTENSION KIT (Painted)
35	10-F430732	4	SCREW (5/16-18 x 1-1/4") 20" - For Model
36	32-FS901244	1	LINE-Water-Extension 225.581498
37	F286346	1	MOUNT-Shock-Lower
38	1500-819344T	1	HOUSING-Driveshaft (Painted)
39	32-F286244	1	LINE-Water
40	F286914-1	1	SLEEVE-Water Line
41	26-F901307-2	1	SEAL-Driveshaft
43	F286347	2	MOUNT-Shock-Upper
44	37-818029	1	DECAL-Fuel Mix

CLAMP BRACKETS

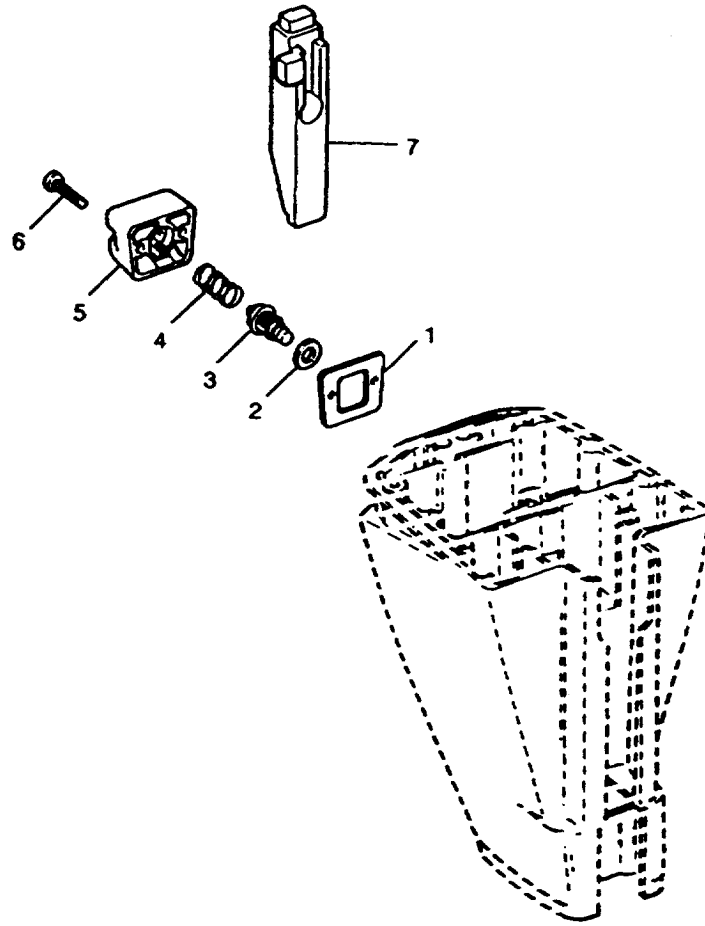
GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	1400-820068T1	2	BRACKET-Stern (Painted)
2	826248	2	SCREW-Stern Bracket
4	F24074	2	FOOT-Stern Bracket Screw
5	10-69022	2	SCREW (10-32 x 1/2")
6	F424075T	2	HANDLE (Painted)
7	17-24198	2	PIN-Roll
8	F286647	1	HANDLE-Carrying
9	FA617113	1	BAR KIT-Lock
10	F286114	1	HANDLE-Lock Bar
11	17-38489	1	PIN-Roll
12	24-F286461	1	SPRING-Lock Bar
13	10-F286422-1	1	SCREW-Tilt Lock
14	23-819226	1	SPACER-Tilt Lock
15	F429541	1	LOCK-Tilt
16	13-69150	1	WASHER-Wave
17	24-F286544-1	1	SPRING-Tilt Lock
18	10-F617037	1	BOLT-Stern Bracket Pivot
19	12-20553	1	WASHER
20	11-F7026	1	NUT (3/8-16)
21	17-819707	1	PIN-Tilt Lock

THERMOSTAT

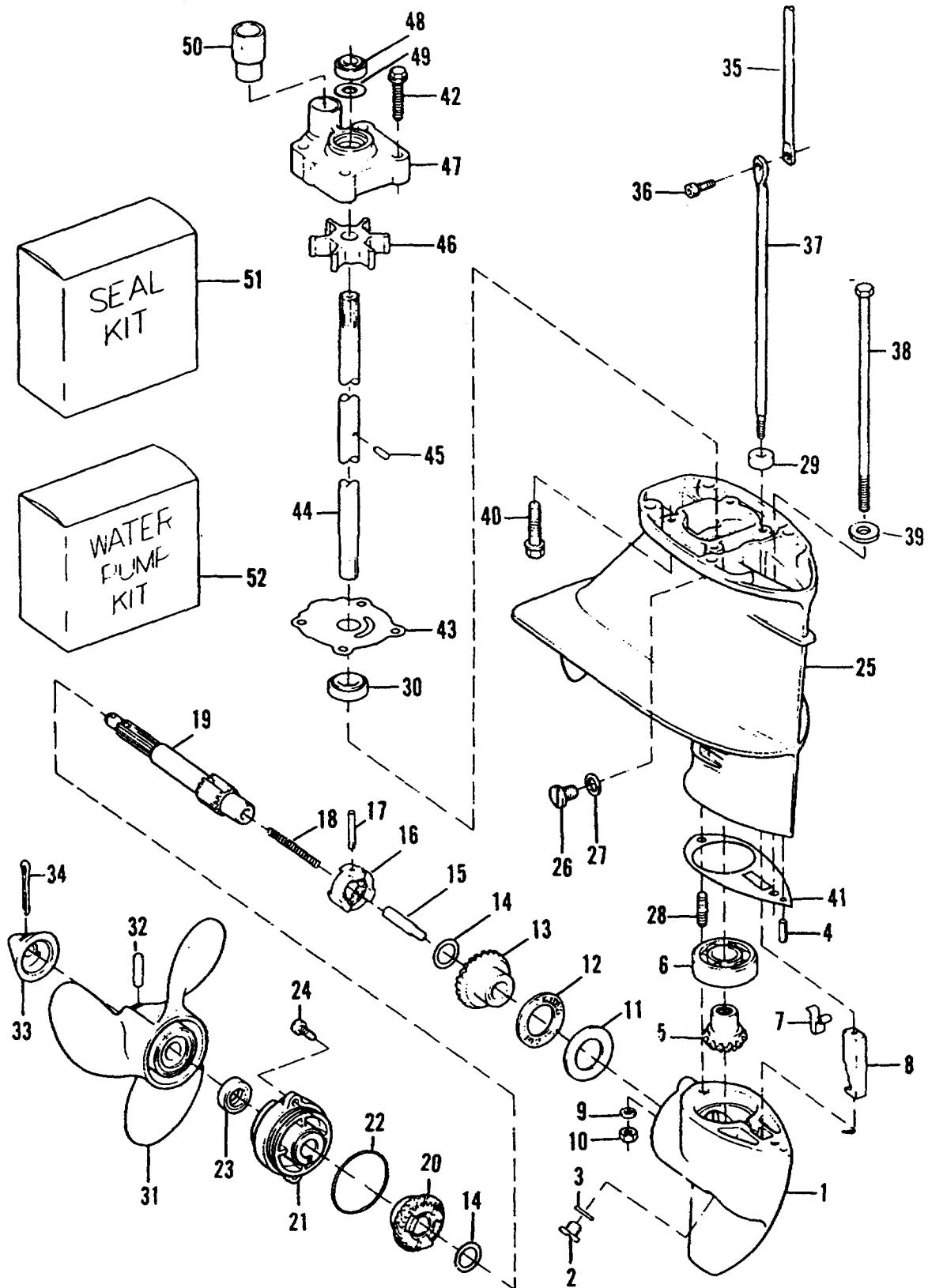
GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



REF. NO.	PART NO.	QUAN.	DESCRIPTION
1	27-819669	1	GASKET-Thermostat Cover
2	12-F658504	1	WASHER-Thermostat
3	819550	1	THERMOSTAT (105°)
4	24-819329	1	SPRING-Thermostat
5	819321	1	COVER-Thermostat
6	10-819382	2	SCREW (1/4-20 x 1")
7	823694	1	INSERT-Thermostat

GEAR HOUSING

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



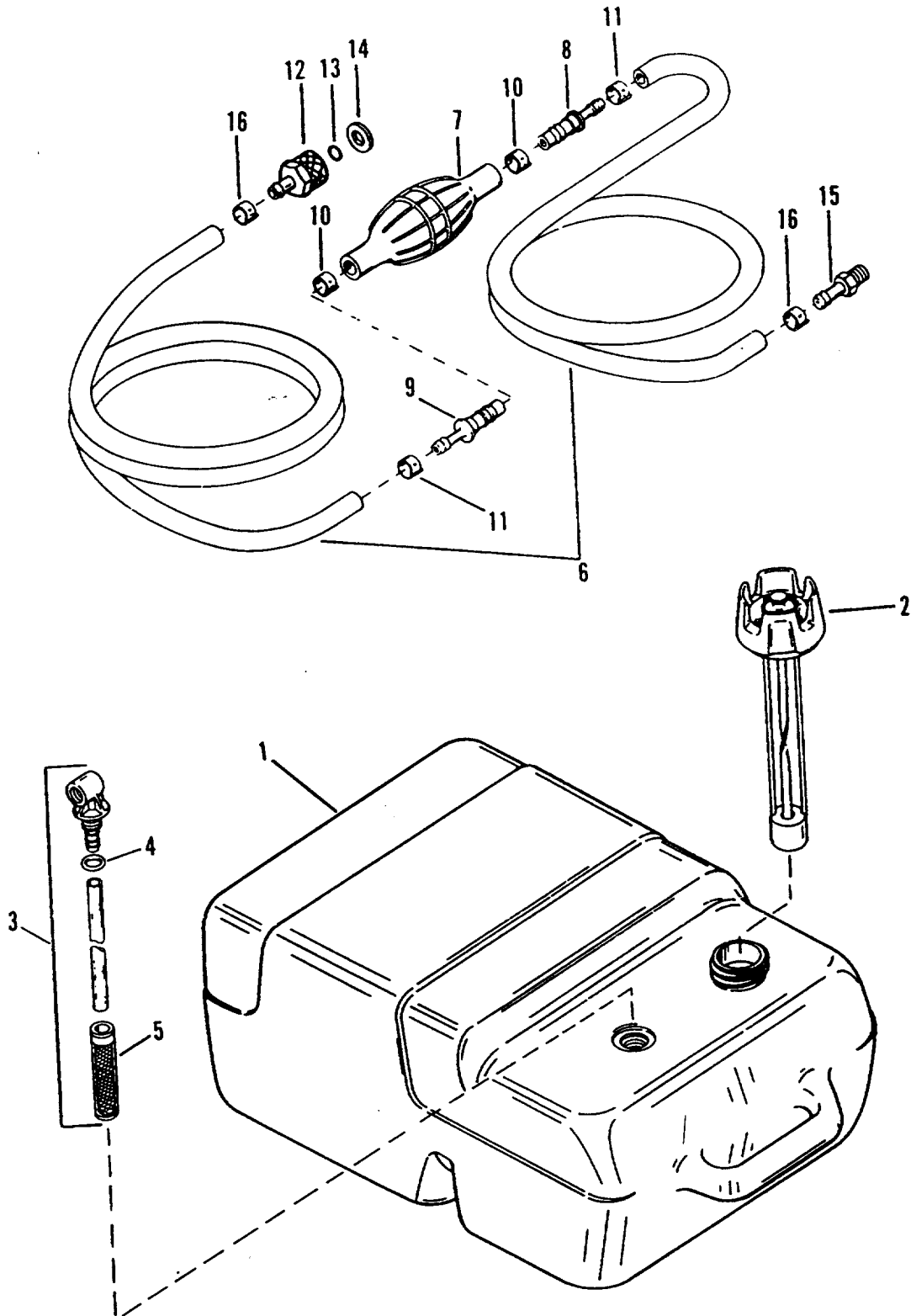
GEAR HOUSING

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
-	1600-819483A2	1	HOUSING KIT-Gear (COMPLETE) (Painted)
1	1600-817749A2	1	HOUSING KIT-Gear (BASIC) (Painted)
2	10-F50109	1	PLUG
3	12-19183	1 ▶	WASHER
4	17-48450	1	PIN-Dowel
5	43-819251A1	1	GEAR ASSEMBLY-Pinion
6	30-F127910-2	1	BEARING-Ball
7	24-F286895	1	SPRING-Shift Cam
8	F286721	1	CAM-Shift
9	13-26992	1	LOCKWASHER (1/4")
10	11-20890	1	NUT (1/4-20)
11	12-F286903	1	WASHER
12	31-48913	1	BEARING-Propshaft
13	43-819252A1	1	GEAR ASSEMBLY-Forward
14	12-F456717	2	WASHER-Thrust
15	17-F286728	1	PIN-Shift
16	52-819253	1	CLUTCH
17	17-F8564	1	PIN-Spiral
18	24-F409719	1	SPRING-Clutch
19	44-F456098	1	PROPSHAFT
20	43-819254A1	1	GEAR ASSEMBLY-Reverse
21	31-817756A2	1	CAGE ASSEMBLY-Propshaft (Painted)
22	25-F455305	1 ▶	SEAL
23	26-66022	1 ▶	SEAL
24	10-28639	2	SCREW (1/4-20 x 5/8")
25	1500-824916A1	1	HOUSING KIT-Driveshaft-Upper (Painted)
26	10-F50109	1	PLUG
27	12-19183	1 ▶	WASHER
28	16-826542	1	STUD (1/4-20 x 1.36")
29	26-817472	1 ▶	SEAL-Gear Shift Rod
30	26-F901307-2	1 ▶	SEAL-Driveshaft
4	17-48450	1	PIN-Dowel
31	FP715	1	PROPELLER (8-3/8 x 6 x 3)
32	FA324101	1	PIN KIT-Propeller (3 Pins with Cotter Pin)
33	11-817752A1	1	NUT KIT-Propeller
34	18-45882	1	PIN-Cotter
35	F286615	1	ROD-Gear Shift-Upper
36	10-F1976	1	SCREW (10-24 x 1/2")
37	F286705-1	1	ROD-Gear Shift-Lower-15"-For Model 225.581508
37	819962	1	ROD-Gear Shift-Lower-20"-For Model 225.581498
38	10-F1800	1	BOLT (1/4-20 x 7")
39	12-37998	1	WASHER
40	10-F430732	4	SCREW (5/16-18 x 1-1/4")
41	27-F286555	1 ▶	GASKET-Gear Housing
42	10-F2030	4 ◆	SCREW (1/4-20 x 1-1/4")
43	F341562	1 ◆	PLATE-Water Pump
44	45-F343128	1	DRIVESHAFT-15"-For Model 225.581508
44	45-F344128	1	DRIVESHAFT-20"-For Model 225.581498
45	17-F901563	1 ◆	PIN-Drive
46	47-F436065-2	1 ◆	IMPELLER
47	46-FA715060	1 ◆	BODY ASSEMBLY-Water Pump
48	26-F901307-2	1 ▶	SEAL-Driveshaft
49	F715388	1	DISC
50	FA510914	1	SEAL-Water Line
51	FK1065	1	SEAL KIT-Gear Housing (▶ = Contents of Seal Kit)
52	EK1031-1	1	REPAIR KIT-Water Pump (◆ = Contents of Repair Kit)

FUEL TANK AND LINE

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM



FUEL TANK AND LINE

GAMEFISHER 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 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 15 H.P. MODELS: 225.581508 - 15" TRANSOM and 225.581498 - 20" TRANSOM

REF. NO.	PART NO.	QUAN.	DESCRIPTION
-	92-818252-12	AR	LACQUER-Graphite Gray Acrylic-Spray Can (12 Per Case)
-	92-825321-12	AR	LACQUER-Graphite Gray Acrylic-Brush Bottle (12 Per Box)
-	92-819107-12	AR	LACQUER-Clear Acrylic-Spray Can (12 Per Case)

SEARS

OWNER'S MANUAL

**MODEL NO.
225.581508**

15" TRANSOM

225.581498

20" TRANSOM

IF YOU NEED REPAIR SERVICE OR PARTS:

FOR REPAIR SERVICE, CALL
THIS TOLL FREE NUMBER;

1-800-4-REPAIR
(1-800-473-7247)

FOR REPLACEMENT PARTS
INFORMATION AND
ORDERING, CALL THIS
TOLL FREE NUMBER

1- 800-FON-PART
(1-800-366-7278)

GAMEFISHER®

15 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 – 225.581508 (15"TRANSOM)
225.581498 (20"TRANSOM)**
- **SERIAL NUMBER –**
- **PART NUMBER –**
- **PART DESCRIPTION –**

Your Sears merchandise has added value when you consider that Sears has service units nationwide staffed with Sears trained technicians...professional technicians specifically trained on Sears products, having the parts, tools and the equipment to insure that we meet our pledge to you, we service what we sell.

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