

# Removal And Installation





## Section 2A - Sterndrive Models

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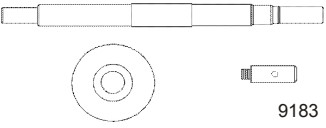
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## Lubricant, Sealant, Adhesives

Tube Ref No.	Description	Where Used	Part No.
 19	Perfect Seal	Engine mounting hardware threads and nuts	92-34227 1
 25	Liquid Neoprene	Exposed terminals and connections	92- 25711 3
 80	SAE Engine Oil 30W	Shift cable pivot points	Obtain Locally
 91	Engine Coupler Spline Grease	Coupler splines	92-802869A 1

## Special Tools

Alignment Tool Assembly	91-805475A 1
	Aligns the engine and the sterndrive during installation.

## Engine Removal

### ⚠ WARNING

Fuel vapors trapped in the engine compartment may be an irritant, cause difficulty breathing, or may ignite resulting in a fire or explosion. Always ventilate the engine compartment before servicing the power package.

### ⚠ WARNING

Performing service or maintenance without first disconnecting the battery can cause product damage, personal injury, or death due to fire, explosion, electrical shock, or unexpected engine starting. Always disconnect the battery cables from the battery before maintaining, servicing, installing, or removing engine or drive components.

1. Disconnect the battery cables from the battery. To removed the engine, you must remove the sterndrive.

**IMPORTANT:** The sterndrive must be removed before removal of the engine. Refer to the appropriate Mercury MerCruiser sterndrive service manual if additional service is required for the sterndrive or transom.

2. Remove the sterndrive.
3. Disconnect the battery cables from the engine.
4. Lift and detach the engine cover from the engine cover mounts.
5. Disconnect the engine to VIP harness from the engine wiring harness connectors.
6. Close the fuel shut-off valve, if equipped.
7. Disconnect and plug the fuel lines to prevent fuel from leaking into the bilge.
8. Disconnect the throttle cable and retain the fasteners.
9. Disconnect the shift cables from the shift plate and retain the fasteners.
10. Disconnect the power-assisted steering hydraulic hose fittings from the steering control valve and connect the hoses together to prevent leaking.
11. Remove the gear lube monitor and hose and place out of the way.

**NOTE:** After wires are disconnected, loosen them from any clamps or cable ties retaining them to the engine or hoses.

12. Disconnect the wires from the MerCathode controller assembly and disconnect the MerCathode quick connect fitting, if equipped.
13. **If the boat is to remain in the water**, close the seacock (if equipped) or disconnect and plug the seawater inlet hose.
14. Disconnect the seawater inlet hose.
15. Disconnect the exhaust system hoses.
16. Disconnect any grounding wires and accessories that are connected to the engine.

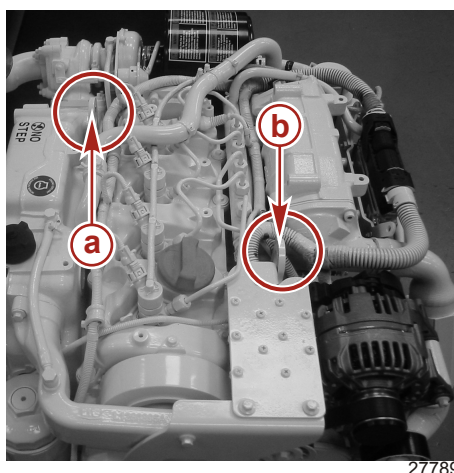
**⚠ WARNING**

Failure of the lifting eyes will cause the engine to fall suddenly from the hoist, resulting in serious injury, death, or property damage. Keep the engine level while it is hoisted. Do not tilt the engine more than 12° in any direction during installation.

**⚠ CAUTION**

Improper lifting during removal or installation of the engine can cause injury or damage to engine components. Use a hoist, lifting arm, or other approved lifting device. Do not allow the lifting device to hook or compress any engine components.

17. Support the engine with a sling and lifting arm through the lifting eyes on the engine.



**a** - Starboard lifting eye

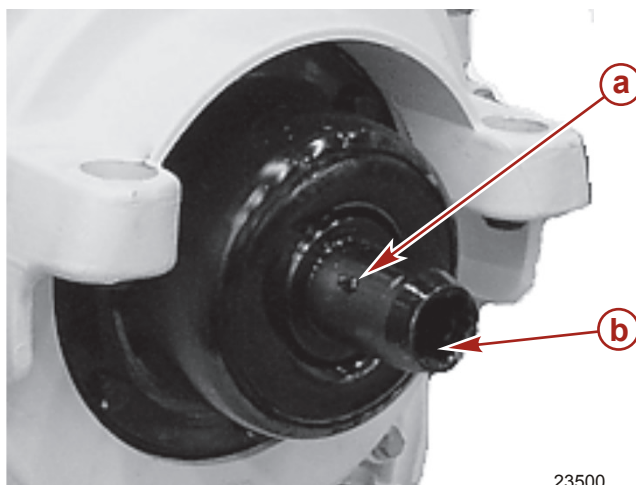
**b** - Port lifting eye

18. Remove the front and rear engine mounting bolts and retain the fasteners.
19. Using an overhead hoist, carefully remove the engine. Do not damage the power-assisted steering control valve.

## Engine Installation

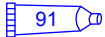
1. Ensure that the front engine mount adjusting nuts are positioned midway on the studs so that adequate up and down adjustment exists for engine alignment.

- Lubricate the coupler splines.



**a** - Grease fitting

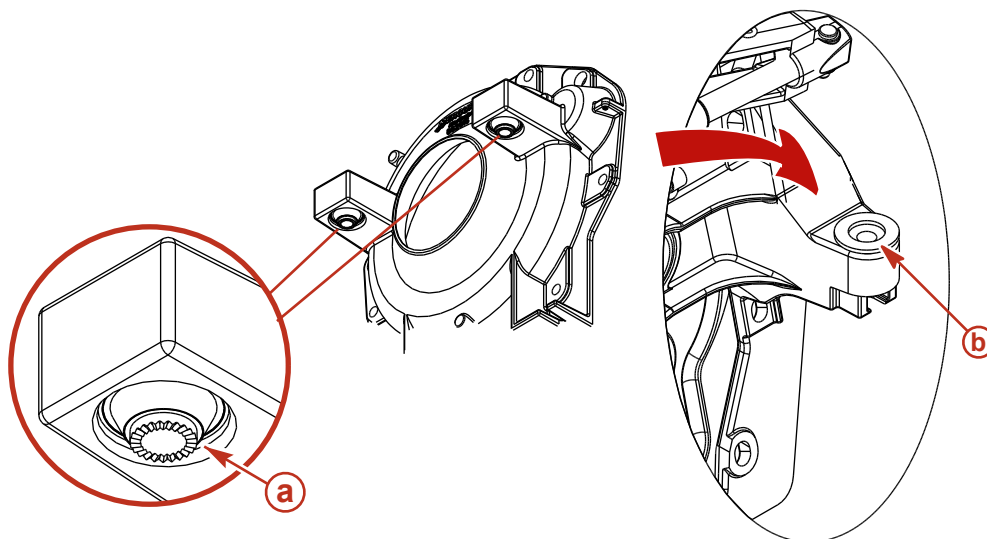
**b** - Coupler splines

Tube Ref No.	Description	Where Used	Part No.
 91	Engine Coupler Spline Grease	Coupler splines	92-802869A 1

### NOTICE

Mismatched flywheel housing mounts and inner transom plate mounting hardware will result in improper engine alignment and possible engine damage. Ensure that the flywheel housing mounts and the inner transom plate mounting hardware, port and starboard, are the correct parts and match before installing the engine.

- Position the rear engine mount attaching hardware on the inner transom plate mounts as shown.



Starboard side shown, port side similar

**a** - New design mount (knurled surface)

**b** - Fiber washer

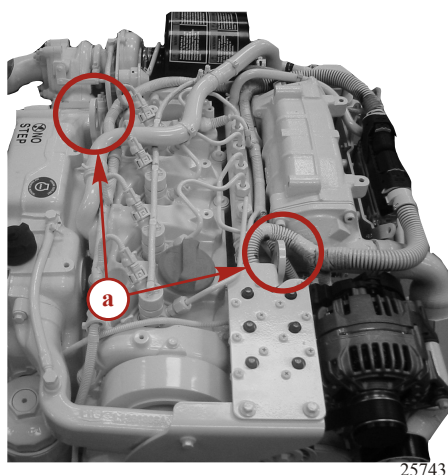
**⚠ CAUTION**

Improper lifting during removal or installation of the engine can cause injury or damage to engine components. Use a hoist, lifting arm, or other approved lifting device. Do not allow the lifting device to hook or compress any engine components.

4. Before attaching the engine hoist to the engine lifting eyes, remove the plastic engine cover and set aside in a safe location. Replace the engine cover after completing engine and drive installation.
5. Attach a suitable sling and lifting arm to the engine lifting eyes and adjust so that the engine is level when suspended.

**⚠ WARNING**

Failure of the lifting eyes will cause the engine to fall suddenly from the hoist, resulting in serious injury, death, or property damage. Keep the engine level while it is hoisted. Do not tilt the engine more than 12° in any direction during installation.



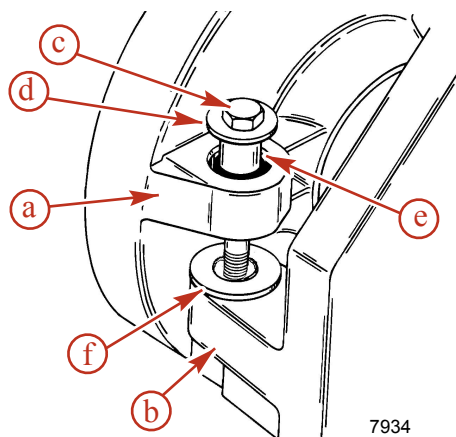
**Engine cover removed**

**a** - Engine lifting eyes

6. Lift the engine into position in the boat using an overhead hoist.
- IMPORTANT: When lowering engine into position do not set the engine on the shift cable.**
7. Ensure that the fiber washers and locknuts are on the inner transom plate mounts.
  8. Align the rear engine mounts with the inner transom plate mounts, then set the engine onto the inner transom plate mounts. Simultaneously, align the exhaust elbow with the exhaust tube. Do not relieve the tension on the hoist.

**IMPORTANT: Install the engine mounting hardware in the sequence shown.**

9. Install and torque both rear engine mounting bolts with the hardware as shown.



Typical model

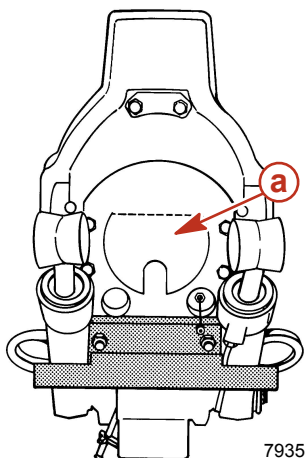
- |                                      |                         |
|--------------------------------------|-------------------------|
| <b>a</b> - Rear engine mount         | <b>d</b> - Washer       |
| <b>b</b> - Inner transom plate mount | <b>e</b> - Spacer       |
| <b>c</b> - Bolt                      | <b>f</b> - Fiber washer |

Description	Nm	lb. in.	lb. ft.
Rear engine mounting bolts	51		38

10. Adjust the front engine mounts until they rest on the boat stringers.
11. Set the engine on the boat stringers.
12. Relieve the tension on the hoist.
13. Disconnect the sling from the rear engine lifting eye.

## Alignment

1. Ensure that the dust cover is removed or folded back out of the way.



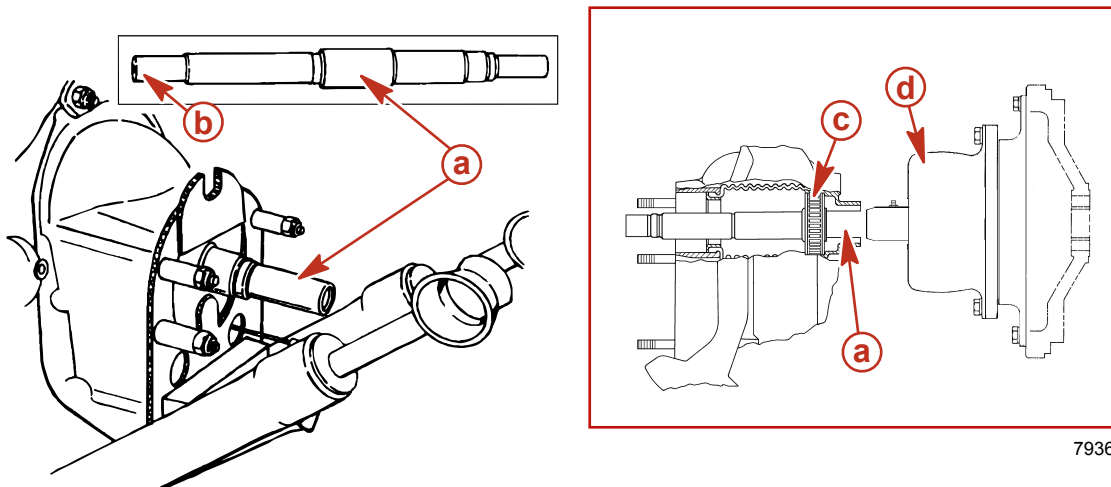
- a** - Dust cover

**IMPORTANT:** Alignment tools from other manufacturers may cause improper alignment and damage to the gimbal bearing or engine coupler. Use only the Quicksilver Alignment Tool.

**NOTICE**

Improper use of the alignment tool may result in personal injury or damage to the gimbal bearing or engine coupler. Do not operate the engine with the alignment tool installed. Do not attempt to force the alignment tool, raise or lower the engine with the tool inserted in the gimbal bearing or engine coupler, or raise the engine mount bracket above the top of the engine mount stud.

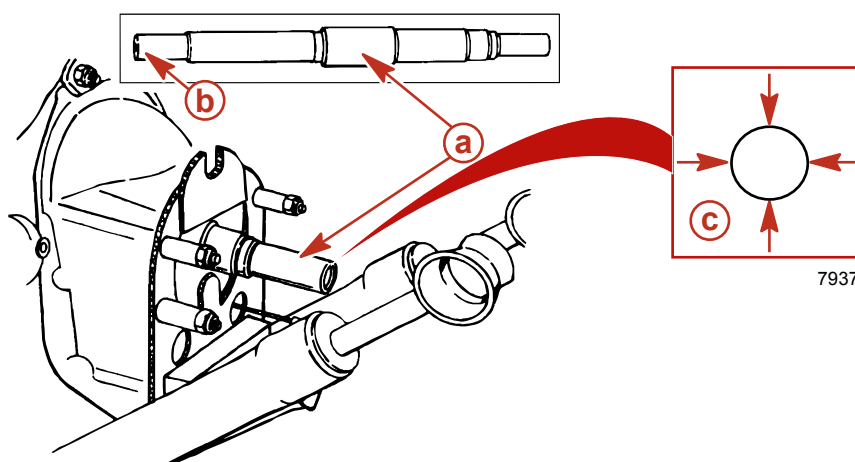
2. Attempt to insert the solid end of the alignment tool through the gimbal bearing and into the engine coupler splines.



**a** - Alignment tool  
**b** - End of alignment tool to insert through the gimbal housing assembly

**c** - Gimbal bearing  
**d** - Engine coupler

3. If necessary, firmly strike the sides of the alignment tool with a synthane hammer at 90° increments to help align the gimbal bearing to the coupler.



**a** - Alignment tool  
**b** - Inserted through the gimbal housing assembly

**c** - 90° increments

Alignment Tool Assembly

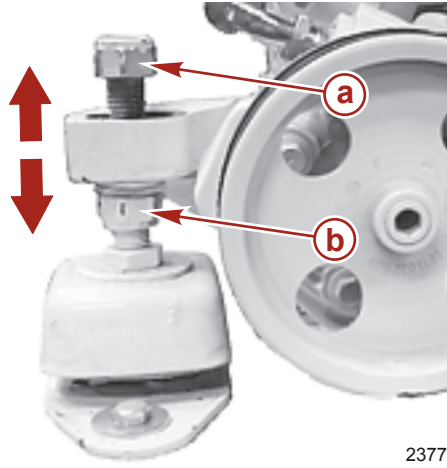
91-805475A 1

4. Attempt to insert the solid end of the alignment tool through the gimbal bearing and into the engine coupler splines.



5. If the alignment tool does not fit, remove it and carefully and adjust the engine mounts. **IMPORTANT:** Turn both front engine mount adjustment nuts an equal amount in the direction required to align the engine.

- a. **To adjust the engine up or down**, loosen the locknuts on both front mounts. Turn the adjusting nuts as necessary. Tighten the locknuts.



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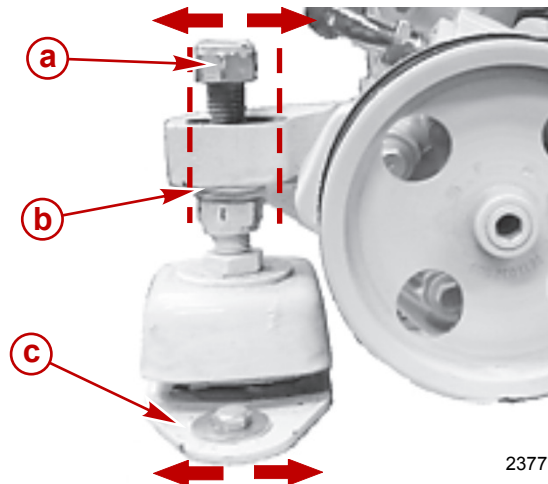
Typical front mount

**a** - Locknut

**b** - Adjusting nut

- b. **To move the engine left or right**, loosen the locknuts on both front mounts. Move the engine as necessary in the slotted mount holes.

**NOTE:** The slots on the engine mount pads provide a small amount of left or right adjustment.



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Typical front mount

**a** - Locknut

**c** - Engine mount pad

**b** - Slotted mount hole

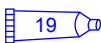
6. Attempt to insert the solid end of the alignment tool through the gimbal bearing and into the engine coupler splines.
7. Repeat the necessary steps until the alignment tool installs easily (slides freely with two fingers) all the way into and out of the engine coupler splines. Do not check by turning the alignment tool.



8. Fasten the front mount assemblies to the boat stringers using appropriate hardware (lag bolts or thru-bolts and so on).
9. Torque both front mount locking (jam) nuts.

Description	Nm	lb. in.	lb. ft.
Front mount locking (jam) nuts	80		59

10. Recheck alignment with the alignment tool. The tool must enter the coupler splines freely. If not, remove the alignment tool and readjust the front mounts.
11. Remove the alignment tool.
12. If operating in a saltwater environment, apply sealant to the threads and nuts of the engine mounting hardware to help protect against corrosion. This allows for easier loosening in the future if readjustment becomes necessary.

Tube Ref No.	Description	Where Used	Part No.
 19	Perfect Seal	Engine mounting hardware threads and nuts	92-34227 1

**NOTE:** If the boat will be shipped without the drive unit installed, we recommend that the shipping hardware remain on the transom assembly during shipment.

13. Remove the sling from the front lifting eyes.

## Exhaust System Connections

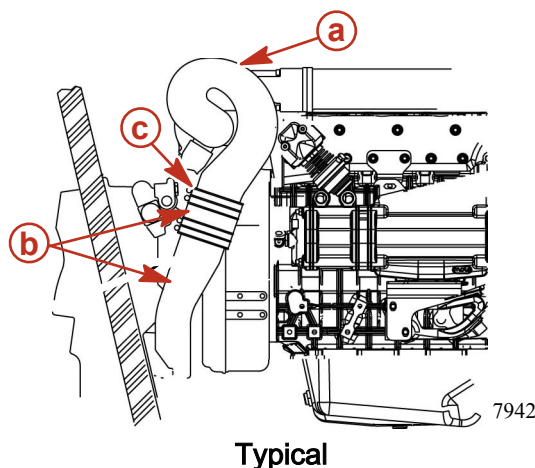
### NOTICE

Hot spots in exhaust hoses can damage hoses and cause leaks. Ensure that discharge water from the exhaust elbow flows without restriction through all hoses and fittings.

**IMPORTANT:** Exhaust bellows, hoses, and tubes must be secured at each connection with at least two hose clamps.

All exhaust connections, including those at the exhaust elbow, should be secured with two hose clamps. ABYC standards also specify the use of stainless steel clamps with a minimum 13 mm (1/2 in.) band width. Do not use spring tension clamps.

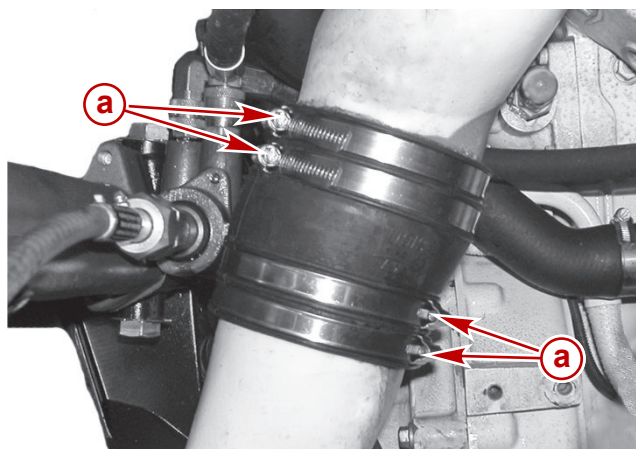
1. Connect the exhaust hoses and tubes so that they do not restrict the flow of discharge water from the exhaust elbow.
2. Install at least two hose clamps on each exhaust hose and tube connection.



**a** - Exhaust riser  
**b** - Exhaust tubes

**c** - Hose clamps

3. Torque the exhaust system hose clamps.



24872

**a** - Exhaust hose clamps (4)

Description	Nm	lb. in.	lb. ft.
Exhaust system hose clamps	3.4–6.8	30–60	

## Fluid Connections

### Seawater Hoses

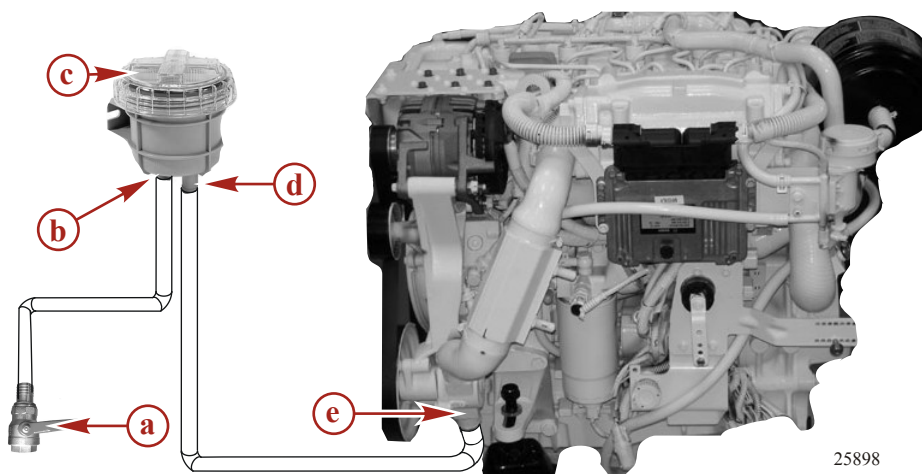
**IMPORTANT:** Before installation, ensure that the shipping dust cap is removed from the seawater pump inlet. Either an internal or external type of dust cap may be used. Inspect the seawater pump, seawater strainer and all seawater hoses for any foreign material. Blocked or significantly restricted seawater flow will cause engine damage.

**NOTE:** Seawater hoses must be wire-reinforced to avoid collapsing when suction is created by the seawater pump impeller.

Make gradual bends in the seawater hoses to avoid kinks. Hoses must not come in contact with steering system components, the engine coupler, or the drive shaft.

1. Install the seawater hose from the seawater pickup, or seacock (if equipped), to seawater strainer.
2. Install the seawater hose from the seawater strainer to the seawater pump inlet.

3. Tighten the seawater hose clamps securely.



#### Seawater hose standard connections

- |  |   |
|--|---|
| <b>a</b> - Standard seawater pickup fitting or seacock hose connection (if equipped) | <b>d</b> - Seawater hose from strainer to seawater pump |
| <b>b</b> - Seawater hose to seawater strainer  | <b>e</b> - Seawater pump inlet hose connection          |
| <b>c</b> - Seawater strainer   |   |

## Power-Assisted Steering Hoses

### HOSES WITH QUICK-CONNECT FITTINGS

#### ⚠ WARNING

Stress on hose fittings or kinks in the hoses can damage hydraulic steering components, leading to serious injury or death due to loss of boat control. Extreme heat can lower the hoses' burst pressure or melt the hose. Route hydraulic hoses to avoid kinks, heat sources, or stress on the hose fittings.

1. Route the power steering hydraulic hoses to avoid extreme heat, stress on hose fittings, and hose kinks.

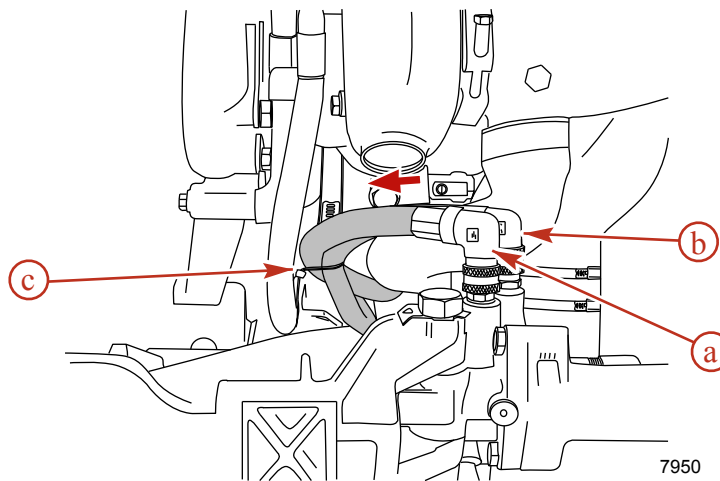
**IMPORTANT:** Make hydraulic connections as quickly as possible to prevent fluid leaks.

2. Disconnect the hydraulic lines quick-connect fittings from each other.



**a** - Hydraulic lines quick-connect fittings

3. Connect the power-assisted steering hoses to the control valve. Ensure that the quick-connect fittings snap into place.



**a** - Rear fitting (pressure hose)

**c** - cable tie

**b** - Front fitting (return hose)

**IMPORTANT:** Hydraulic hoses must not come in contact with steering system components, engine coupler, U-joint shaft or drive shaft.

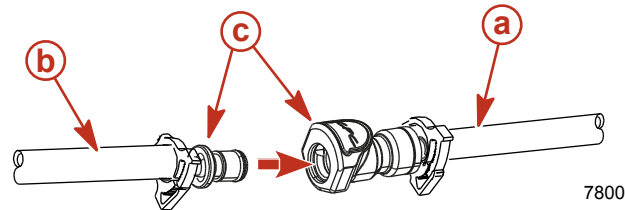
4. Secure the hydraulic hoses to avoid contact with hot or moving components.

## Gear Lube Monitor

**IMPORTANT:** Route hoses to determine the minimum length of hose needed and trim off the excess to avoid low spots in the system. Avoid kinks and route in a straight path to avoid low spots (traps) in the system.

1. Locate the quick-connect fitting of the white gear lube monitor at the rear of the engine.
2. Ensure that the gear lube monitor hose is mounted in the J-clip on the transom plate.

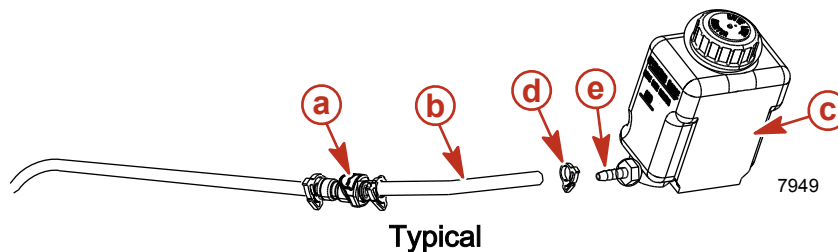
3. Fasten the quick-connect fitting between the gimbal housing hose assembly and the gear lube monitor hose assembly.



- a** - Gear lube monitor hose assembly from transom      **c** - Quick-connect fitting
- b** - Gear lube monitor hose assembly from gear lube monitor

**IMPORTANT:** Avoid using excessive hose when routing to the gear lube monitor. The hose should be routed directly to the oil reservoir in as straight a line as possible to avoid low spots (traps) in the system.

4. Route the gear lube monitor hose, or hose assemblies, if equipped, with quick-connect fittings, to the gear lube monitor.
5. If necessary, cut the gear lube monitor hose to the correct length at the gear lube monitor.
6. Connect and securely clamp the gear lube monitor hose to the gear lube monitor fitting.



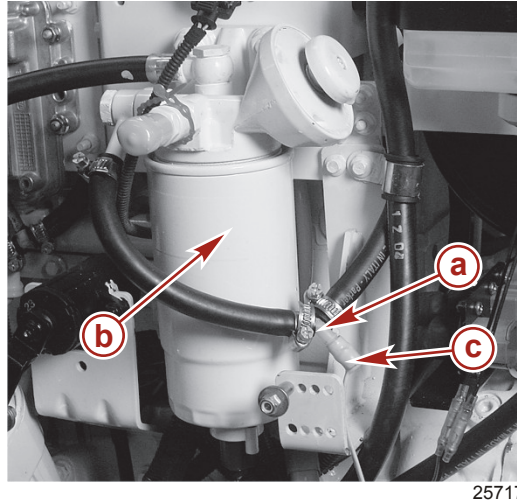
- Typical**
- a** - Quick-connect, if equipped      **d** - Clamp
- b** - Gear lube monitor hose      **e** - Fitting
- c** - Gear lube monitor

**IMPORTANT:** The gear lube monitor hose must not come in contact with the steering system components, engine coupler, or drive shaft.

7. Secure the gear lube monitor hose with cable ties.

## Fuel Supply Line

1. Remove the protective cap or plug, and connect the flexible fuel supply hose to the fuel inlet fitting. Secure with hose clamps.



QSD 2.0L Fuel Supply

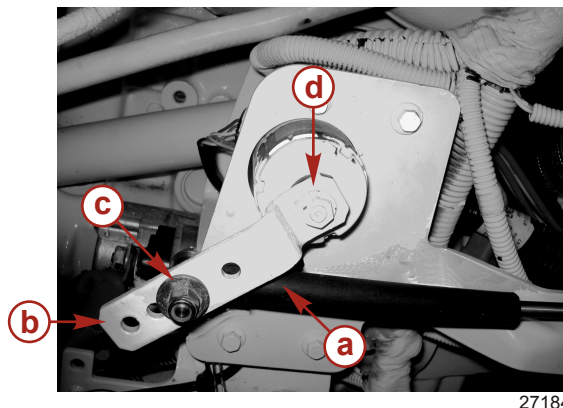
- a** - Fuel tee-fitting      **c** - Fuel inlet  
**b** - Water-separating fuel filter

## Throttle and Shift Cable Installation and Adjustment

### Throttle Cable Installation and Adjustment

**IMPORTANT:** When installing throttle cables, route the cables to avoid sharp bends and to avoid contact with moving parts. Do not attach any items to the throttle cables.

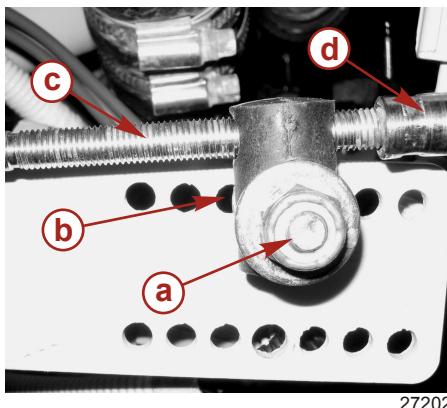
1. Place the remote control lever in the neutral and idle position.
2. Place the engine throttle lever in the idle position.
3. Install the end guide of the throttle cable anchor stud in the third hole from the end of the throttle lever. Hand-tighten the locknut only.



Engine throttle lever (idle)

- a** - Throttle cable      **c** - Throttle lever locknut  
**b** - Throttle cable mounting holes      **d** - Throttle lever in idle position.

4. Install the throttle cable barrel anchor bolt in the fourth hole from the left on the top row of the anchor bracket. Hand-tighten the locknut only.



Throttle cable anchor bracket

- |                                       |   |
|---------------------------------------|---|
| <b>a</b> - Throttle cable anchor bolt | <b>c</b> - Throttle barrel adjustment threads |
| <b>b</b> - Mounting holes             | <b>d</b> - Throttle cable                     |

**IMPORTANT:** Adjust the throttle cable so that the throttle position sensor (TPS) does not contact the sensor's internal mechanical stop at wide open throttle (WOT). Repeated operation of the TPS at the limits of its range of travel could result in TPS failure.

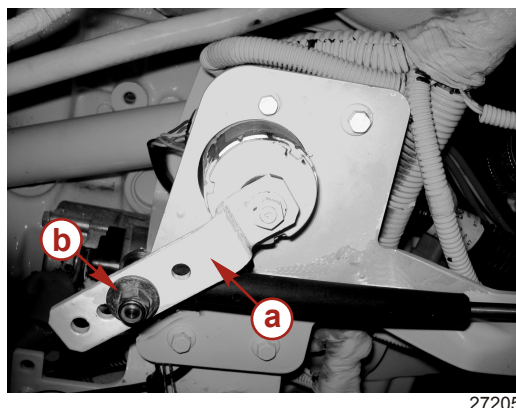
5. If using the CDS tool to adjust the throttle cable:

**NOTE:** Use of the CDS tool to monitor TPS output is the preferred method of throttle cable adjustment.

- a. Move the throttle lever forward until the CDS tool indicates that the TPS is at wide open throttle (WOT).
- b. Adjust the throttle cable so that the throttle lever can travel past the WOT position but stops short of the TPS's internal mechanical stop.

6. If the CDS tool is unavailable, then adjust the throttle cable as follows:

- a. Set the throttle lever at its idle position.



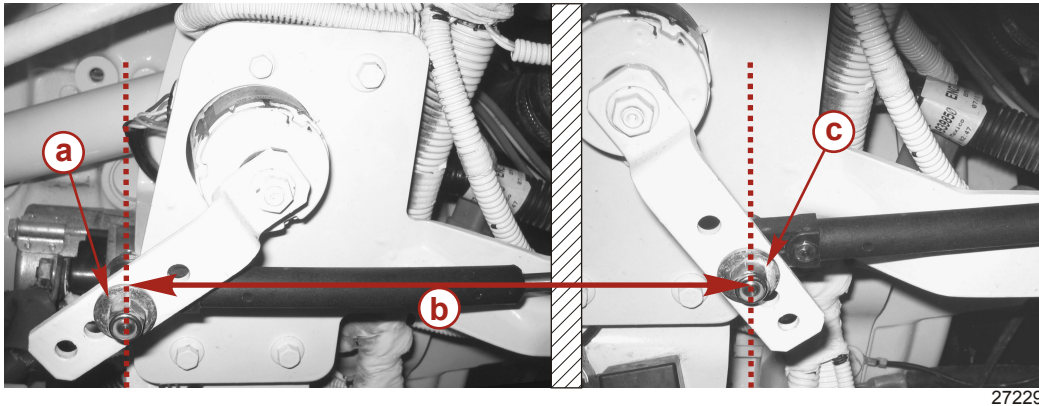
Engine throttle linkage (idle)

- |   |  |
|---|--|
| <b>a</b> - Throttle lever cable locknut | <b>b</b> - Throttle lever in idle position |
|---|--|

- b. Move the throttle lever toward its WOT position.



- c. Using the center of the throttle lever cable locknut as a reference, measure the distance the throttle lever travels (throttle range of motion) as it moves from idle toward WOT.



#### Throttle adjustment measurements

- a** - Throttle lever cable locknut - idle position      **c** - Throttle lever cable locknut - WOT position  
**b** - Throttle range of motion

- d. The throttle lever's range of motion (**Measurement - b**) between idle and WOT should measure between 70 mm (2 3/4 in.) and 79 mm (3 1/8 in.).
- e. Adjust the throttle cable so that the throttle's range of motion measures within the specified 70 mm (2 3/4 in.) and 79 mm (3 1/8 in.).
7. Tighten the locknuts until they contact the washers, then loosen 1/2 turn.
8. Place the remote control lever in the neutral and idle position. Adjust the throttle cable barrel if the throttle position sensor does not return to the idle position.
9. Place the remote control lever in the forward gear, WOT position.
10. Confirm that the throttle lever range of motion remains within specification.
11. Operate the remote control to ensure proper shift and throttle operation.

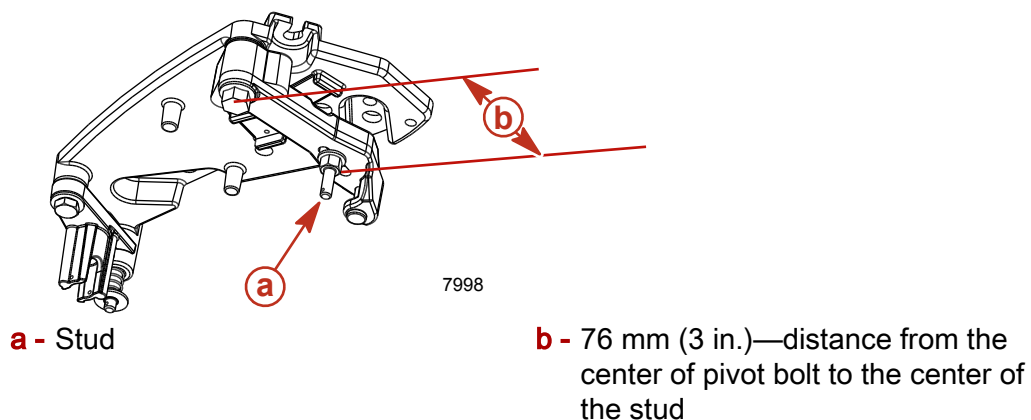
### Shift Cable Installation and Adjustment

**NOTE:** The Shift Cable Adjustment Tool (91-12427) allows the shift cables to be installed and adjusted with or without the sterndrive attached.

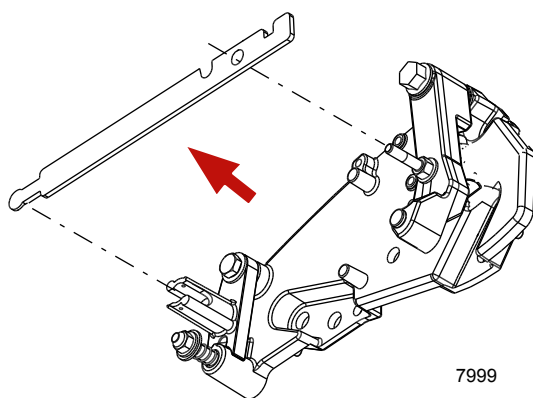
1. Install the shift cable onto the remote control. Refer to the appropriate remote control instructions.

**IMPORTANT:** Do not overtighten the stud. Overtightening the stud can cause shift lever damage.

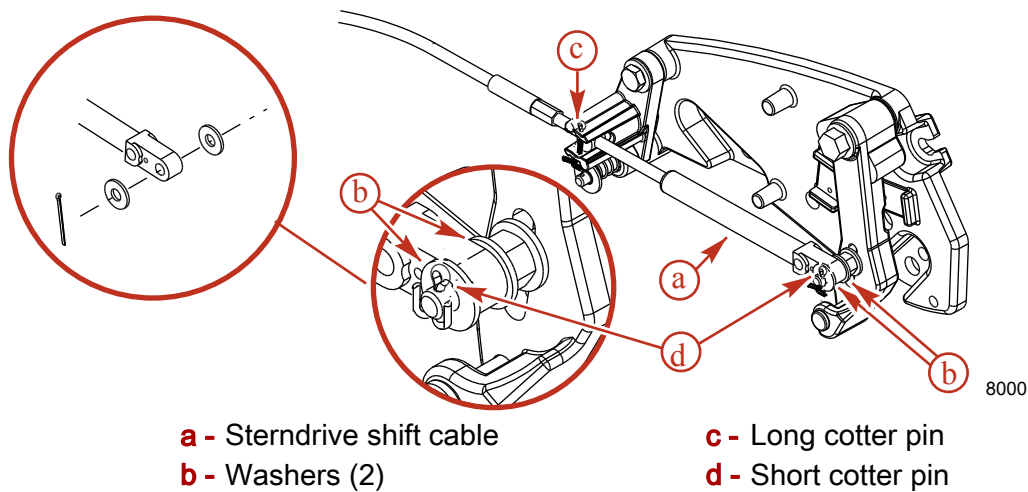
2. Loosen the stud and move it to the dimension shown. Retighten the stud.



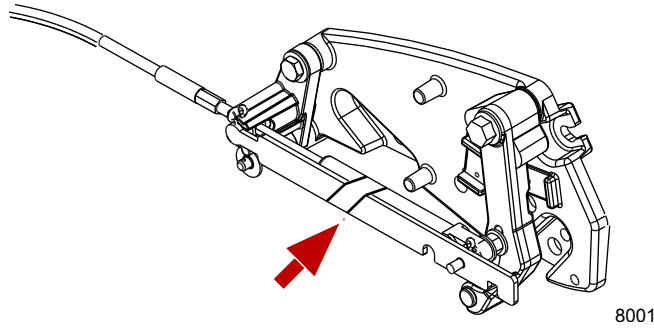
3. Remove the adjustment tool.



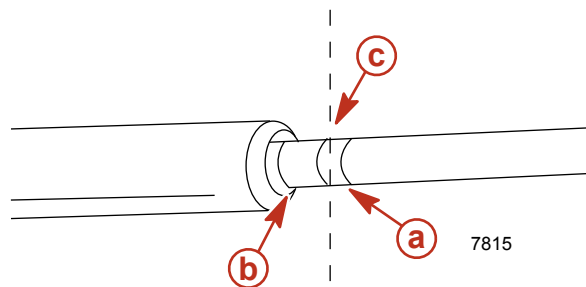
4. Install the sterndrive shift cable.
5. Insert the cotter pins from the top. Spread the ends of the cotter pins fully.



6. Place the adjustment tool over the sterndrive shift cable as shown. Hold the tool in place using a piece of tape over the barrel retainer.



7. Locate the center of the remote control and control cable play (backlash).
  - a. Shift the remote control to neutral.
  - b. Push in on the control cable end with enough pressure to remove play and mark position "a" on the tube.
  - c. Pull out on the control cable end with enough pressure to remove play and mark "b" on the tube.
  - d. Measure the difference between marks "a" and "b" and mark position "c" half-way between marks "a" and "b."



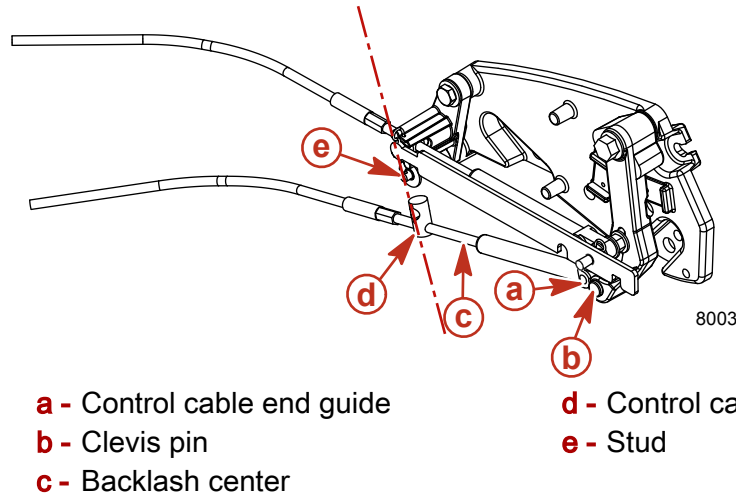
**IMPORTANT:** Be sure to keep center mark "c" aligned with the edge of the control cable end guide when making the following adjustment.

8. Adjust the control cable as follows:
  - a. Temporarily install the control cable end guide into the shift lever, and insert the clevis pin.
  - b. Adjust the control cable barrel so that the hole in the barrel aligns with the vertical centerline of the stud. Ensure that the backlash center mark "c" is aligned with edge of the control cable end guide.

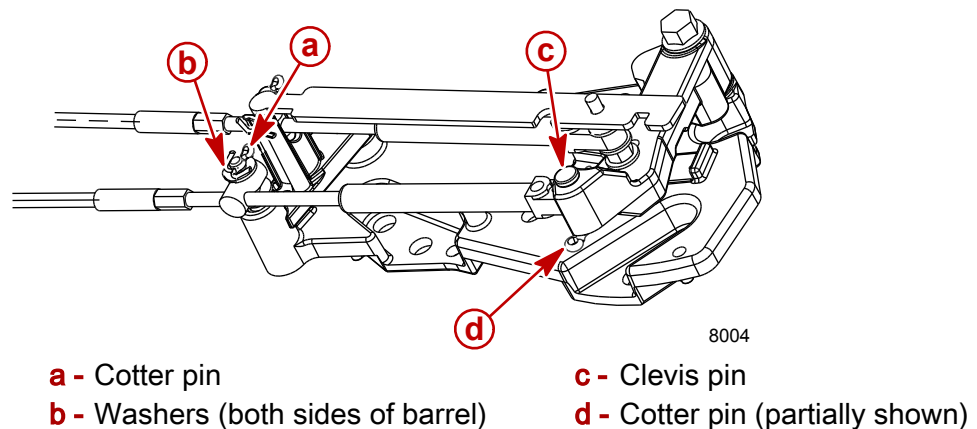
**⚠ CAUTION**

Do not attempt to install or remove control cable barrel from stud without first removing end guide anchor pin from shift lever and removing cable. Attempting to bend control cable to install or remove barrel will place undue stress on cable end guide and shift lever and damage to both could occur.

- c. Remove the control cable end guide from the shift lever by removing the clevis pin.

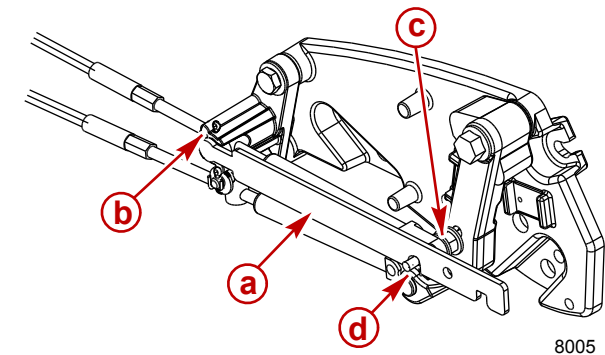


9. Install the control cable.
10. Install the washer and cotter pin to secure the barrel. Spread the ends of the cotter pin fully.
11. Install the clevis pin.
12. Install the cotter pin into the clevis pin. Spread the ends of the cotter pin fully.



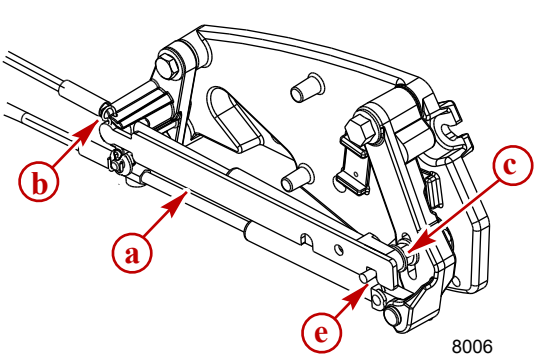
13. Remove the adjustment tool.
14. Shift the remote control lever into the full forward position. Place the end of the adjustment tool in the barrel retainer.
  - a. **RH Rotation Bravo One, Two, and Three Model:** The rear slot in the tool should fit over the shift lever stud.
  - b. **LH Rotation Bravo One and Two:** The forward slot in the tool should fit over the shift lever stud.

15. If the slot does not fit over the stud, loosen the shift lever stud and slide the stud up or down until the slot in the tool fits over the stud. When adjustment is correct, retighten the stud.



**RH Rotation—Bravo One, Two, Three**

- a - Adjustment tool
- b - Barrel retainer cotter pin
- c - Shift lever stud

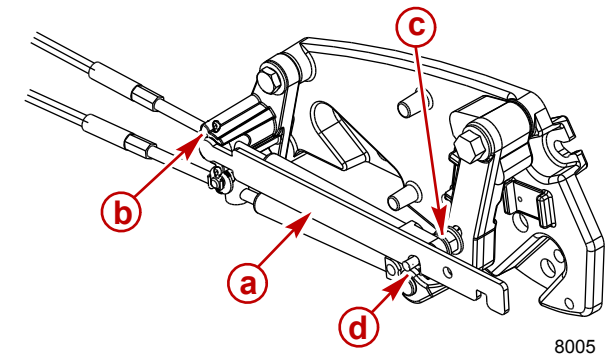


**LH Rotation—Bravo One and Two**

- d - Shift lever adjustment tool, rear slot
- e - Shift lever adjustment tool, forward slot

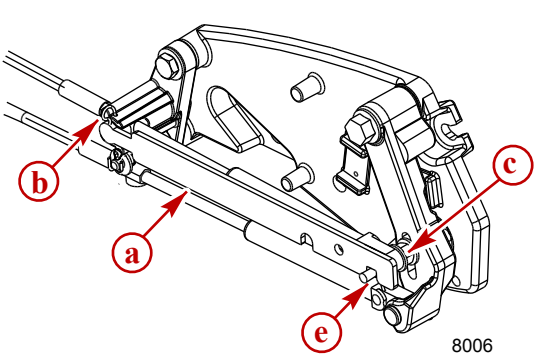
16. Remove the adjustment tool.
17. Shift the remote control into reverse and repeat the adjustment process.
- a. **LH Rotation Bravo One and Two:** The rear slot in the tool should fit over the shift lever stud.
  - b. **RH Rotation Bravo One, Two, and Three Model:** The forward slot in the tool should fit over the shift lever stud.

18. If the slot does not fit over the stud, loosen the shift lever stud and slide the stud up or down until the slot in the tool fits over the stud. When the adjustment is correct, retighten the stud.



**LH Rotation—Bravo One and Two**


- a - Adjustment tool
- b - Barrel retainer cotter pin
- c - Shift lever stud



**RH Rotation—Bravo One, Two, Three**

- d - Shift lever adjustment tool, rear slot
- e - Shift lever adjustment tool, forward slot

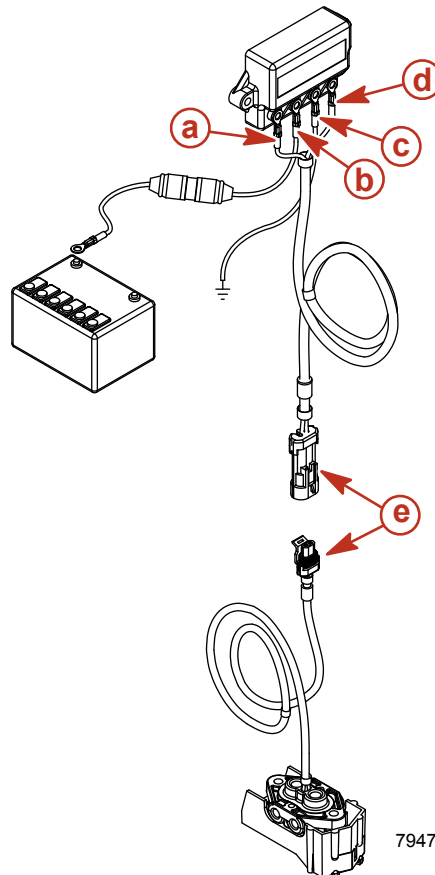
19. Remove the adjustment tool.
20. Ensure that all cotter pins are secure and that the cotter pins are spread to 180°.
21. Lubricate the shift cable pivot points.

Tube Ref No.	Description	Where Used	Part No.
 80	SAE Engine Oil 30W	Shift cable pivot points	Obtain Locally

# Electrical Connections


## Quick-Connect MerCathode System Connection (If Equipped)

1. Connect the wires to the MerCathode controller assembly if they are not already connected. Connect the male and female quick-connect terminals.



- a** - Orange lead from anode on transom assembly (through the quick-connect fitting)
- b** - Red/purple wire to positive (+) battery terminal
- c** - Black wire from engine harness, if equipped, or to negative (-) battery terminal
- d** - Brown wire from electrode on transom assembly (through the quick-connect fitting)
- e** - Male and female quick-connect terminals

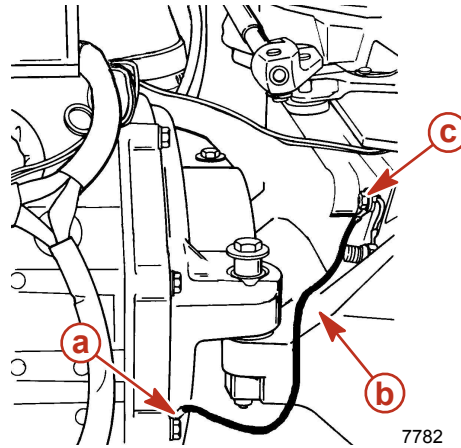
2. Apply a thin coat of sealant to all wire connections.

Tube Ref No.	Description	Where Used	Part No.
 25	Liquid Neoprene	Exposed terminals and connections	92- 25711 3

## Continuity Circuit

1. Connect the continuity circuit wire from the transom assembly to the engine. Tighten the inner transom plate screw securely.

**IMPORTANT:** Do not attach any accessory ground (–) wires at the inner transom plate grounding screw.



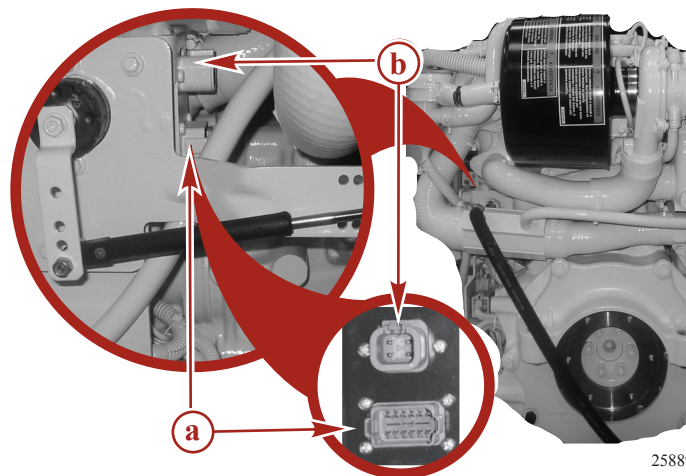
Typical

**a** - Flywheel housing screw  
**b** - Continuity circuit wire

**c** - Inner transom plate grounding screw

## Engine-to-VIP Connections

1. Route the harness so that it meets the following conditions:
  - Route the harness so that it does not contact any hot or moving parts.
  - Ensure that the harness does not rub or get pinched.
  - Minimize the harness and harness connections exposure to moisture.
  - Mount the harness in the most direct route possible to minimize voltage drop due to wire resistance.
  - Fasten the harness to the boat at least every 460 mm (18 in.) using appropriate fasteners.
  - Follow all ABYC guidelines that govern the installation of signal and DC power wiring in marine vessels.
2. Connect the extension harness connectors to the engine wiring harness connectors.



Engine wiring harness connectors

**a** - Engine to VIP harness connector    **b** - Power connector

3. Ensure that the harness connectors are securely connected.



4. Connect the engine to VIP harness to the Vessel Integration Panel (VIP). See **Vessel Integration Panel (VIP) Connections**.

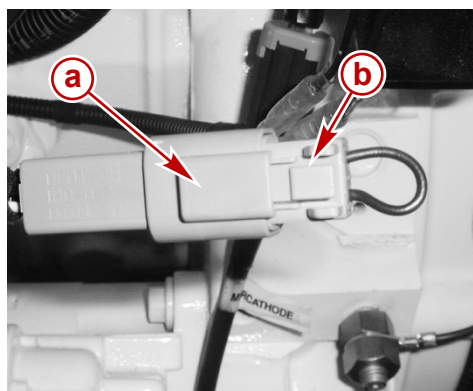
## Neutral Safety Switch Connection

The neutral safety switch connection prevents the engine from starting while the remote control is in either the forward or reverse gear.

### ⚠ WARNING

Improperly installing the remote control can result in serious injury or death. Always remove the jumper plug from the neutral safety connection on the engine and install it correctly to the remote control.

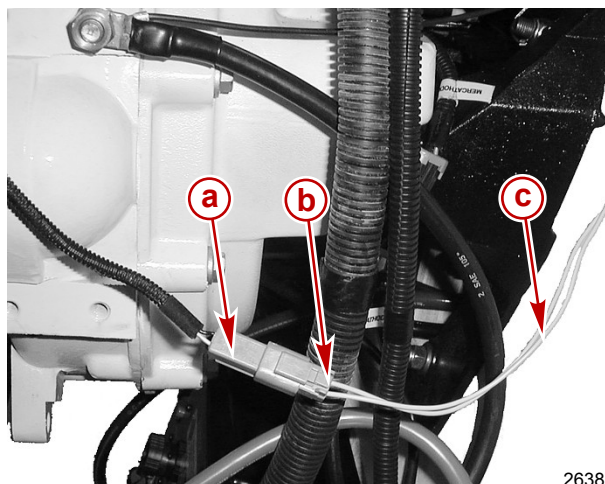
1. Disconnect the jumper plug from the neutral safety switch connector located on the engine.



26382

- a** - Neutral safety switch connector
- b** - Jumper plug

2. Install a proper connector to the neutral switch wires leading to the remote control.
3. Connect the neutral switch wires from the remote control to the neutral safety switch connector on the engine.



26383

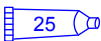
- a** - Neutral safety switch connector
- b** - Proper connector for wires from the remote control
- c** - Neutral switch wires leading to the remote control

## Battery Cable Connection

**IMPORTANT:** The sterndrive must be installed before connecting the battery. Refer to the appropriate Mercury MerCruiser sterndrive installation manual.

**IMPORTANT:** Engine electrical system is negative (–) ground.

1. Ensure that the power trim pump, the MerCathode controller, and the accessory wiring (if equipped) are properly connected to the battery terminals.
2. Connect the battery cables to the battery by first connecting the positive (+) battery cable (usually red) to the positive (+) battery terminal. Tighten the clamp securely.
3. Connect the negative (–) battery cable (usually black) to the negative (–) battery terminal. Tighten the clamp securely.
4. Ensure that all of the battery terminal connections are tight. Spray the terminals with a battery connection sealant to help retard corrosion.
5. Apply sealant to the exposed terminals and electrical connections.

Tube Ref No.	Description	Where Used	Part No.
 25	Liquid Neoprene	Exposed terminals and connections	92- 25711 3

## Sterndrive Installation

Install and adjust the sterndrive. Refer to the appropriate **Mercury MerCruiser Sterndrive Service Manual**.