

9.9 and 15 HP (4-Stroke) Outboard Installation Manual

NOTICE To INSTALLER

After completing assembly, these instructions should be placed with the product for the owner’s future use.

IMPORTANT: If the boat is to be water tested, the operator should be familiar with the operation procedures in the Operation and Maintenance Manual.

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Boat Horsepower Capacity

U.S. COAST GUARD CAPACITY	
MAXIMUM HORSEPOWER	XXX
MAXIMUM PERSON CAPACITY (POUNDS)	XXX
MAXIMUM WEIGHT CAPACITY	XXX

Do not overpower or overload the boat. Most boats will carry a required capacity plate indicating the maximum acceptable power and load as determined by the manufacturer following certain federal guidelines. If in doubt, contact your dealer or the boat manufacturer.

⚠ WARNING

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.

Start in Gear Protection

The remote control connected to the outboard must be equipped with a start-in-gear protection device. This prevents the engine from starting in gear.

⚠ WARNING

Avoid serious injury or death from a sudden unexpected acceleration when starting your engine. The design of this outboard requires that the remote control used with it must have a built in start-in-gear protection device.

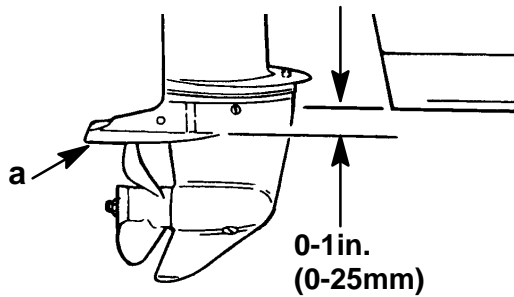
Selecting Accessories For The Outboard

Genuine Quicksilver Parts and Accessories have been specifically designed and tested for this outboard.

Some accessories not manufactured or sold by Quicksilver are not designed to be safely used with this outboard or outboard operating system. Acquire and read the Installation, Operation, and Maintenance manuals for all selected accessories.

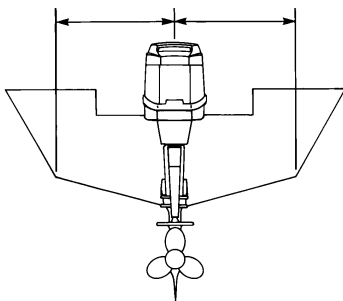
Installing Outboard

1. Measure the transom height of your boat. The boat bottom should be aligned or be within 1 in. (25mm) above the anti-ventilation plate (a) of the outboard.

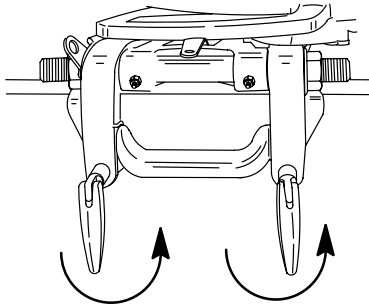


a - Anti-Ventilation Plate

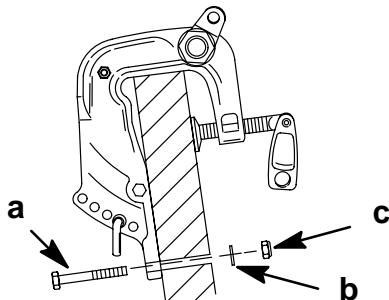
2. Place outboard on center line of transom.



3. Tighten transom clamp handles.



4. To prevent loss of outboard overboard, fasten outboard by drilling two 5/16 in. (7.9 mm) holes through the transom using transom clamp holes as a template. Fasten with two bolts, flat washers and locknuts. Use a marine waterproofing sealer in holes and around bolts to make the installation water tight.

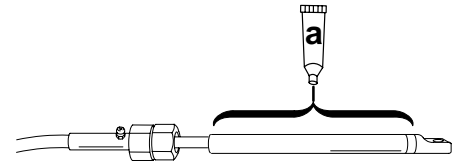


- a - Bolts (2)
- b - Flat Washers (2)
- c - Locknuts (2)

Steering Cable

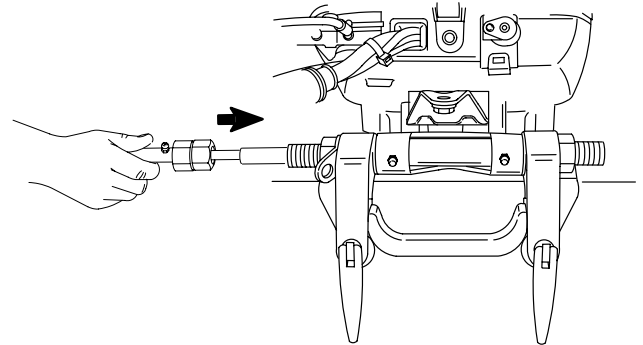
STARBOARD SIDE ROUTED CABLE

1. Lubricate the entire cable end.

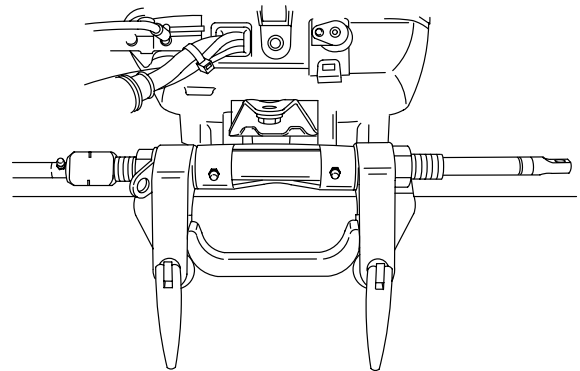


a - Quicksilver 2-4-C Marine Lubricant with Teflon

2. Insert steering cable into tilt tube.

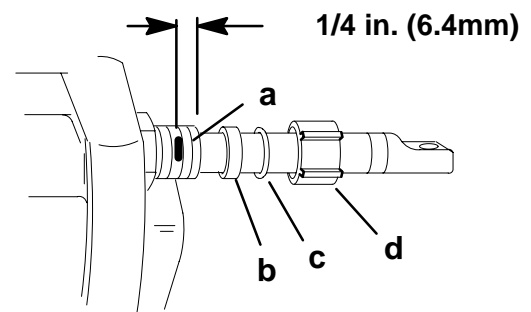


3. Torque nut to 35 lb. ft. (47.5 N·m).



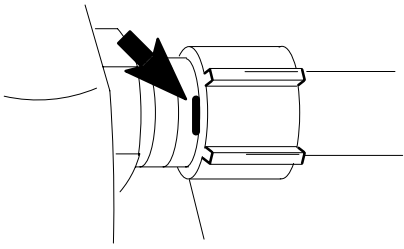
Steering Cable Seal

1. Mark tilt tube 1/4 in. (6.4 mm) from end. Install seal components.



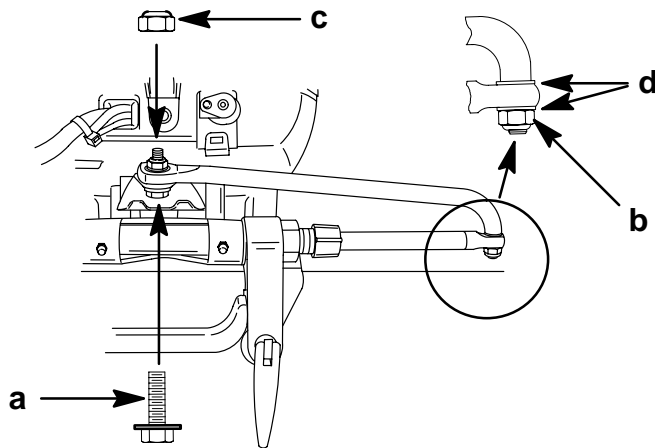
- a - 1/4 in. (6.4 mm) Mark
- b - Plastic Spacer
- c - O-Ring Seal
- d - Cap

2. Thread cap to the mark.



Steering Link Rod

1. Install steering link rod per illustration.



- a - Special Bolt (10-90041) Torque to 20 lb. ft.(27.1 N·m)
- b - Nylon Insert Locknut (11-34863) Torque to 20 lb. ft.(27.1 N·m)
- c - Spacer (12-71970)
- d - Flat Washer (2)
- e - Nylon Insert Locknut (11-34863) Tighten Locknut Until it Seats, Then Back Nut Off 1/4 Turn
- f - Use Middle Hole

IMPORTANT: The steering link rod that connects the steering cable to the engine must be fastened using special bolt (“a” - Part Number 10-90041) and self locking nuts (“b”& “c”- Part Number 11-34863). These locknuts must never be replaced with common nuts (non locking) as they will work loose and vibrate off, freeing the link rod to disengage.

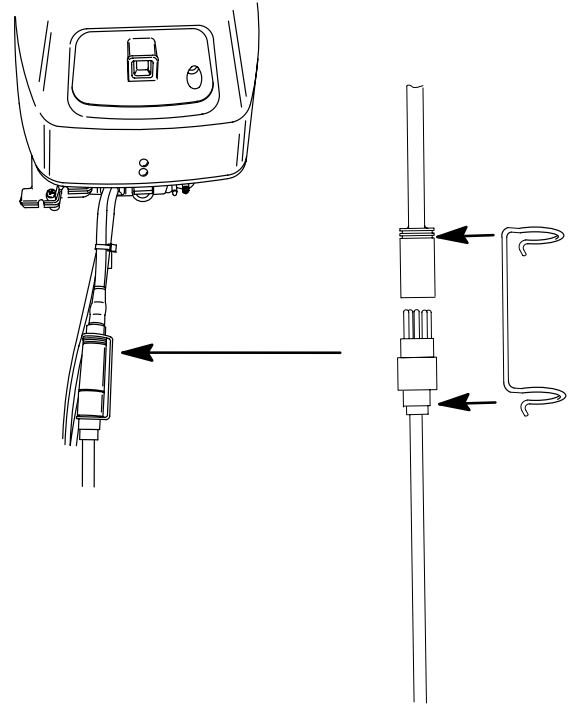
WARNING

Disengagement of a steering link rod can result in the boat taking a full, sudden, sharp turn. This potentially violent action can cause occupants to be thrown overboard exposing them to serious injury or death.

Wiring Harness

Remote Wiring Harness Connection to Engine

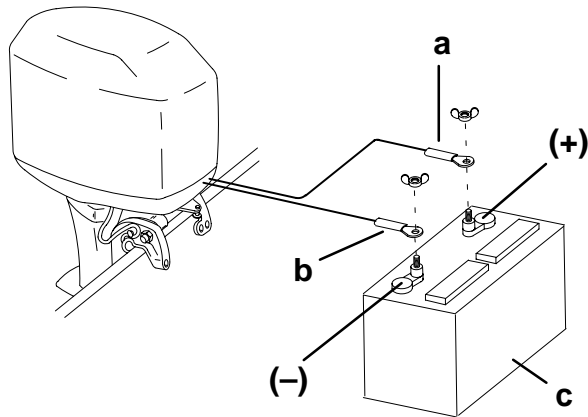
1. Apply Quicksilver Dielectric Grease inside the connection.
2. Plug the remote wiring connector into the out-board wiring harness connector.
3. Secure the connection together with retainer, as shown.



- a - Remote Wiring Connector
- b - Outboard Wiring Harness Connector
- c - Retainer

Battery Cable Connections

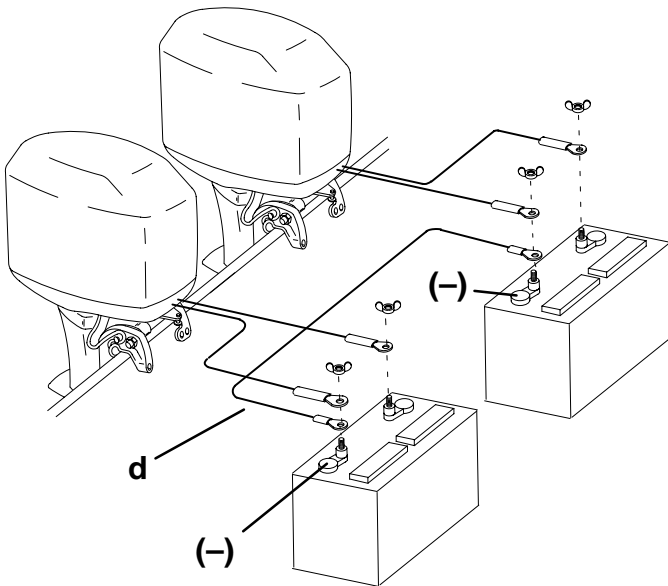
SINGLE OUTBOARD



- a - Red Sleeve (Positive)
- b - Black Sleeve (Negative)
- c - Starting Battery

DUAL OUTBOARD

1. Connect a common ground cable (wire size same as engine battery cables) between negative (-) terminals on starting batteries.



- d - Ground Cable (Same Wire Size As Engine Battery Cable – Connect Between Negative (-) Terminals)

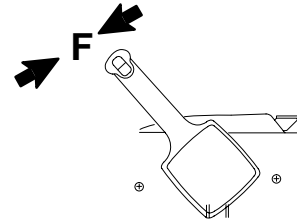
Shift and Throttle Cable

Install cables into the remote control following the instructions provided with the remote control.

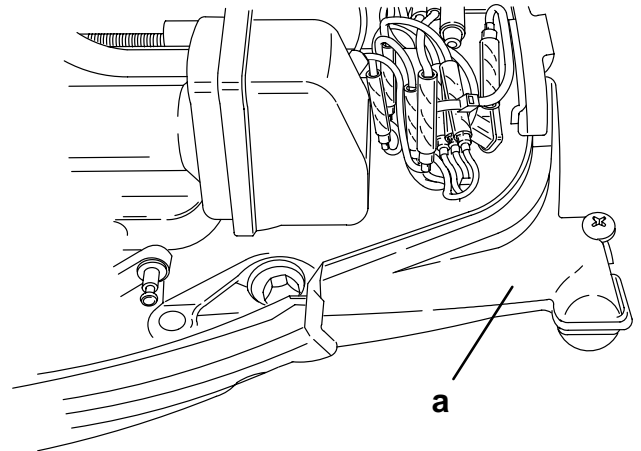
NOTE: Install the shift cable to the engine first. The shift cable is the first cable to move when the remote control handle is moved out of neutral.

Shift Cable Installation

1. Position remote control into Forward gear.

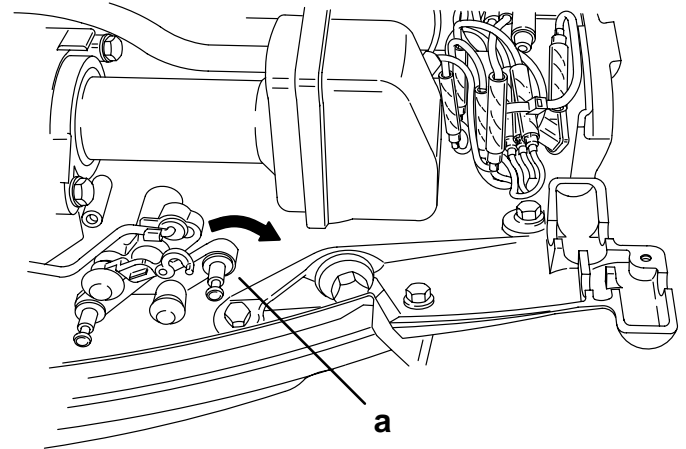


2. Remove Cover.



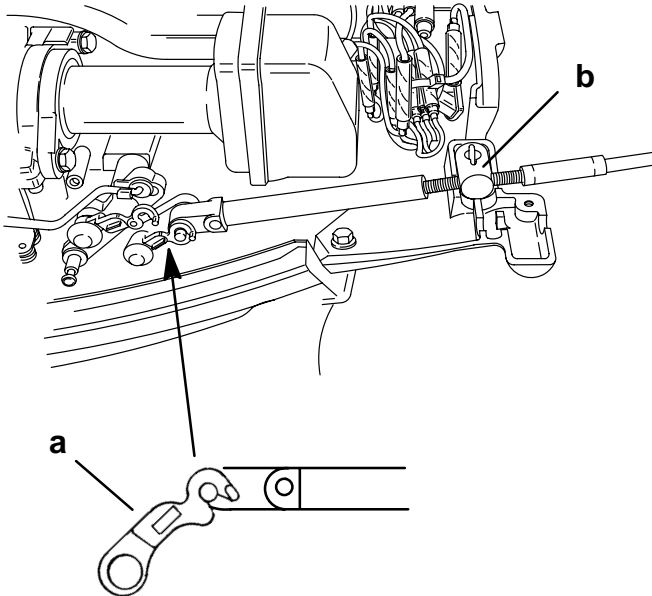
- a - Cover

3. Shift outboard into forward gear.



- a - Rotate Shift Arm Forward

4. Install cable to the shift lever. Secure with cable latch.
5. Adjust the cable barrel so that it fits into the anchor pocket.

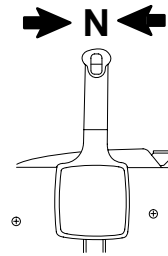


a - Cable Latch
b - Cable Barrel

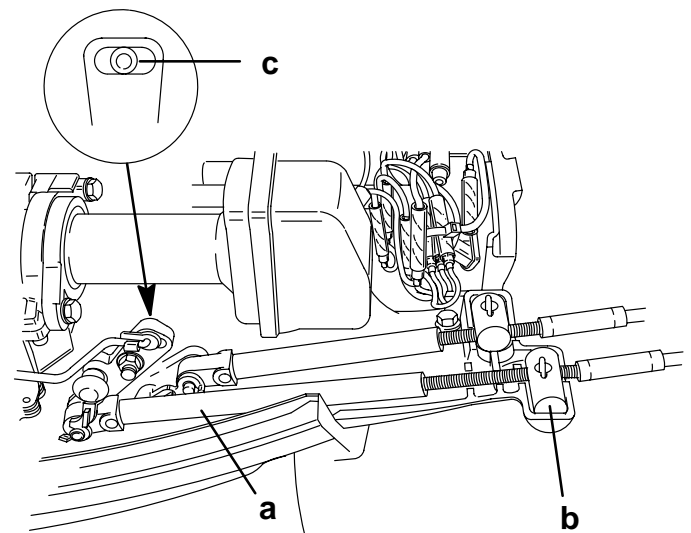
6. Check shift cable adjustment as follows:
 - a. Shift remote control into forward. The propeller shaft should be locked in gear. If not, adjust the barrel closer to the cable end.
 - b. Shift remote control into neutral. The propeller shaft should turn freely without drag. If not, adjust the barrel away from the cable end. Repeat steps a and b.
 - c. Shift remote control into reverse while turning propeller. The propeller shaft should be locked in gear. If not, adjust the barrel away from the cable end. Repeat steps a thru c.
 - d. Shift remote control back to neutral. The propeller shaft should turn freely without drag. If not, adjust the barrel closer to the cable end. Repeat steps a thru d.

Throttle Cable Installation

1. Position remote control into neutral.



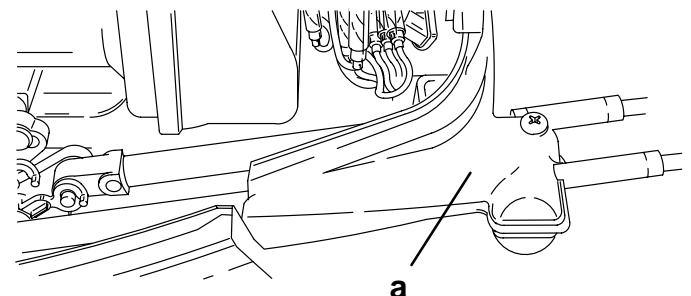
2. Install throttle cable on pin. Lock in place with cable latch.
3. Adjust cable barrel until the link rod is centered in slot.



a - Shift Cable
b - Cable Barrel
c - Link Rod – Adjust Barrel so Link Rod is Centered in Slot

IMPORTANT: After installation, move the remote control handle a few times from the neutral position to the wide-open-throttle position in forward gear. Move handle back to neutral and visually Check that the link rod is still centered. If necessary, readjust the barrel.

4. Reinstall Cover.



a - Cover

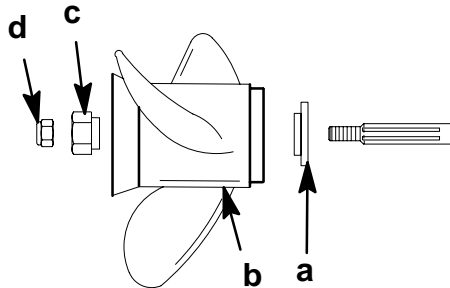
Propeller Installation

Standard Gear Case

⚠ WARNING

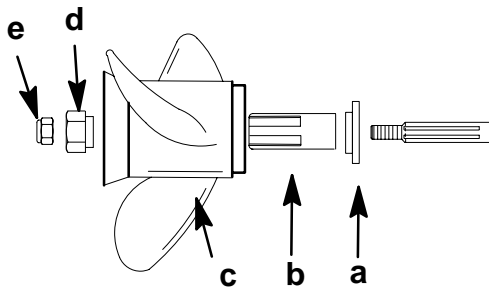
If the propeller shaft is rotated while the engine is in gear, there is the possibility that the engine will crank over and start. To prevent this type of accidental engine starting and possible serious injury caused from being struck by a rotating propeller, always shift outboard to neutral position and remove spark plug leads when you are servicing the propeller.

Flo-Torq I Drive Hub Propellers



- a - Forward Thrust Hub
- b - Propeller
- c - Rear Thrust Hub
- d - Propeller Nut – Tighten

Flo-Torq II Drive Hub Propellers



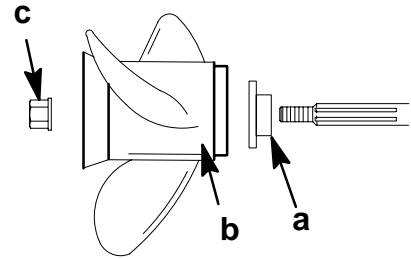
- a - Forward Thrust Hub
- b - Replaceable Drive Sleeve
- c - Propeller
- d - Rear Thrust Hub
- e - Propeller Nut – Tighten

Big Foot Gear Case

⚠ WARNING

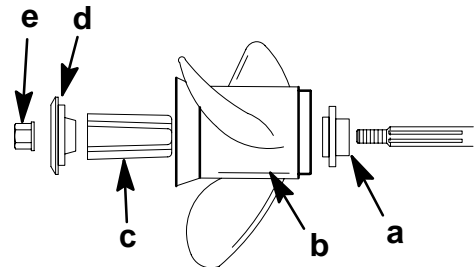
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Flo-Torq I Drive Hub Propellers



- a - Forward Thrust Hub
- b - Propeller
- c - Propeller Nut – Tighten

Flo-Torq II Drive Hub Propellers



- a - Forward Thrust Hub
- b - Propeller
- c - Replaceable Drive Sleeve
- d - Rear Thrust Hub
- e - Propeller Nut