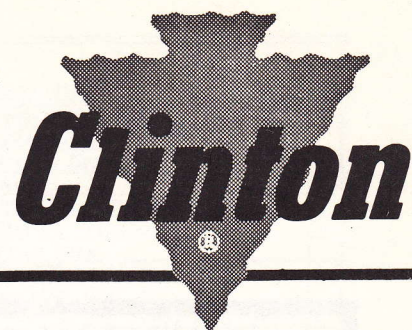


THE

K-900

6000
SERIES



OUTBOARD

OWNERS MANUAL

AND

PARTS LIST

FOR

9.0 H.P.



IMPORTANT

CARE AFTER OPERATION IN SALT WATER

ALL ENGINE PARTS THAT CONTACT THE WATER HAVE BEEN CHEMICALLY TREATED TO RETARD SALT WATER CORROSION. HOWEVER, YOU SHOULD TAKE SOME SPECIAL PRECAUTION AFTER RUNNING YOUR ENGINE IN SALT WATER.

1. ALWAYS TILT THE ENGINE OUT OF THE WATER WHEN NOT IN USE.
2. WHEN REMOVING MOTOR FROM BOAT BE SURE TO KEEP MOTOR HEAD VERTICAL ALLOWING WATER TO DRAIN FROM LOWER COLUMN.
3. FLUSH LOWER UNIT OUT WITH FRESH WATER OR PREFERABLY RUN OUTBOARD MOTOR IN FRESH WATER TANK.
4. WASH ENGINE DOWN WITH FRESH WATER AND PERIODICALLY APPLY AN AUTOMOTIVE TYPE WAX TO PROTECT THE FINISH.
5. PERIODICALLY REMOVE PROPELLER AND LUBRICATE PROPELLER SHAFT.

MANUAL NO. 137-780

REFER TO BACK OF PAGE FOR WARRANTY REGISTRATION.

Form No. OB-2419

Made In U.S.A.

Manufactured by

**CLINTON ENGINES
CORPORATION
OUTBOARD DIVISION**

P. O. 1301
MAQUOKETA, IOWA 52060

IMPORTANT

Owner's Responsibility and Operating Safety Check List

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

1. Include a life vest for each passenger in boat, as required by U.S. Coast Guard, approved type 1, 2 or 3 Personal Flotation Device. If your boat is 16 feet or longer, you are also required to carry a type 4 throwable Personal Flotation Device. You are responsible for the safety of your passengers.
2. Close fuel shut-off valve before placing motor in tilt position on transom to prevent fuel leakage from carburetor.
3. Before starting, make sure your motor is securely mounted to boat. Tighten clamp stud handles securely by hand. A motor safety chain is available at your nearest Outboard Dealer.
4. Be sure to have an adequate supply of fuel on boat. Use a good grade of regular leaded gasoline or a automotive type non-leaded gasoline is permissible. Do not fill gas tank with motor running or near any flame.
5. To prevent possible injury from the rotating propeller, do not attempt to remove motor from water and do not place hand near moving propeller, or allow swimming near moving propeller until unit has come to a complete stop.
6. Be sure to have pliers, screwdriver, spare spark plugs, wrench, shear pins and cotter pins in boat whenever leaving shore.
7. In case of an emergency, the engine can be stopped by placing the choke knob in full choke position.
8. Open vent screw on filler cap at remote tank and fuel shut-off valve before attempting to start motor.
9. Wipe remote fuel tank connector clean before connecting connector to outboard motor.
10. Squeeze primer bulb on fuel line of the remote fuel tank until it becomes firm.
11. Read break-in instructions before running your new outboard motor.
12. To assure supreme safety and compliance with the law, you should acquaint yourself with boating laws of the U.S. Coast Guard and with the laws of your state and locality.

INTRODUCTION

You have now invested in an Air Cooled Outboard Motor which has been engineered and built to the highest of quality standards. Many hours of enjoyment are before you in boating pleasure.

Read this Owner's Guide thoroughly before operating the motor. The instructions are concise and complete in operation and recommendations to assure best in care and performance. As you read the instructions, keep in mind that maximum performance and service depend on the owner or operator. May we suggest that you practice the step by step instructions to be certain you are familiar with each operation.

Periodic servicing will be required. It is recommended that you consult a Clinton Service Center when service is required.

2 CYCLE FUEL MIXTURE INSTRUCTIONS

Use a good grade of regular gasoline. Do not use non-lead gasoline. The use of premium gasolines will shorten spark plug life. In a clean container thoroughly mix 3 ounces (50 to 1 fuel mix) of a High Quality Outboard Motor Oil (or its equivalent) of SAE 30 or 40 viscosity to one gallon of gasoline. Do not use D.M. or D.S. rated oils. For best results strain mixed fuel through a fine screened funnel when filling gasoline tank.

BREAK-IN PERIOD

In order to obtain maximum efficiency and service from your Outboard Motor it is recommended that a minimum of five (5) hours Break-In Period be adhered to. During this period it is recommended the engine be run at half throttle for period of one hour, after which it is permissible to increase engine speed gradually to full throttle.

For the first five (5) hours running, mix 1/2 pint High Quality Outboard Motor Oil (or its equivalent of SAE 30 or 40 viscosity oil) to one gallon of gasoline. Use normal mixture of 3 ounces per gallon thereafter.

LUBRICATING LOWER GEAR HOUSING

The grease in the lower gear housing should be checked after every (30) thirty hours of operation and replaced every 100 hours or at least once each season with a Non-Corrosive Leaded E.P. 90 outboard gear lube. **DO NOT USE A CORROSIVE LUBRICANT.** (1) To drain lower gear housing, place engine in an upright position, remove both the upper and lower plug screws and allow lubricant to drain completely. (2) To refill, insert tube nozzle into lower plug screw hole. (3) Add lubricant until it appears at top of hole. (4) Reinstall top plug screw and washer. (5) Remove nozzle and install lower plug screw and washer. Tighten securely. Whenever gear lubricant is added, it is recommended that the gear housing and lubricant be inspected for water contamination. To inspect, loosen (no not remove) gear housing drain 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 Authorized Service Dealer.

NEUTRAL-FORWARD-REVERSE SHIFT

A shift is provided to allow starting the engine in neutral. A limiter is also provided to allow shifting only at safe RPM. Do not force the shift lever at any time. Placing the twist grip in the shift zone (low rpm) will allow the shift handle to be moved easily.

TWIST GRIP SPEED CONTROL

Turning the twist grip handle advances the throttle and spark. Zones for starting and shifting motor are clearly indicated on the handle.

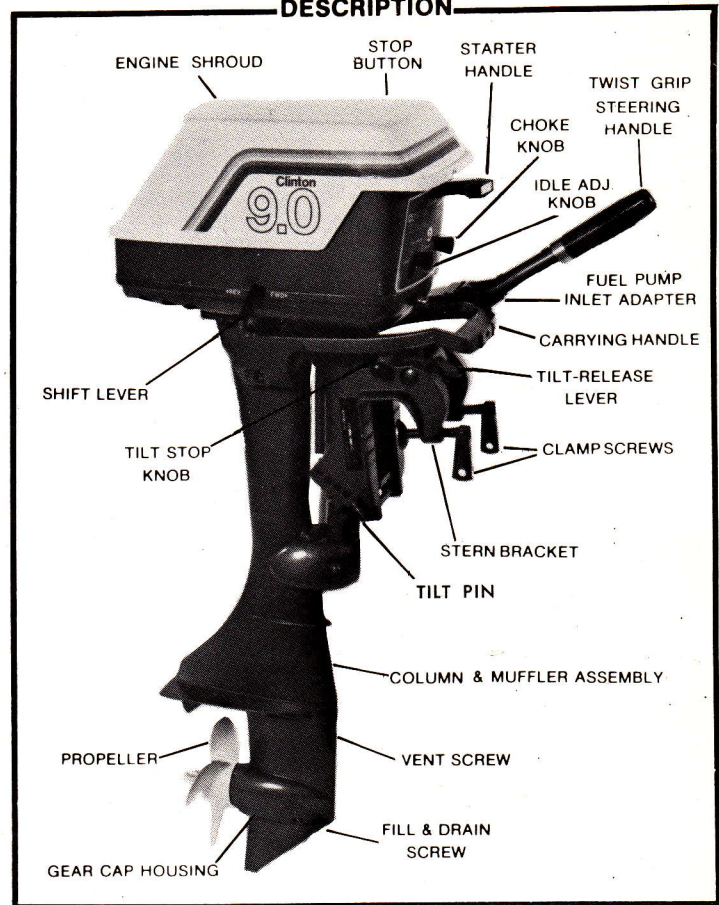
WATER PUMP

IMPORTANT: Although the outboard has an aircooled engine, a water pump is provided to cool the column and condense exhaust gases. When the pump is working properly a fine spray of water will come out of the small holes on rear of the column. If the water inlet holes are plugged or the pump should fail, stop at once and correct the source of trouble. Do not run the outboard out of water for more than one minute as this may damage the water pump.

INSTALLING & ADJUSTING OUTBOARD TO BOAT

1. Mount the motor on the center of the boat stern board transom, tighten clamp screws by hand. Do not use a wrench or other tools.

DESCRIPTION



2. To obtain the best performance from your outboard, the following boat transom specifications are recommended.
Transom height 15 inches
Transom angle 12 to 15 degrees
3. The angle of the engine is easily adjusted by changing the position of the tilt pin in the holes provided in the stern brackets.
If the engine is tilted too close to the transom, the bow of the boat will "dig in" or "plow." If it is tilted too far away from the transom, the bow will ride high and the boat may "gallop" or "porpoise." If the engine races or overspeeds on sharp turns, lower the adjustment until the correct position is found.
4. Adjust the steering friction with the adjusting screw under the stern bracket. Turning the adjusting screw clockwise increases friction. This adjustment assists in holding the motor on course at any speed.

TILTING ENGINE

To tilt your engine up out of the water, push the tilt release lever down, and grasping the engine by the back of the upper shroud pull the engine up and forward, out of the water until the tilt stop engages. The engine will automatically lock in the tilted position.

To tilt the engine back down, pull tilt stop knob out and allow the engine to slowly return to the normal operating position. The engine should automatically lock in the running position. However, if the lock does not engage, push the tilt release lever down to lift the reverse lock clear of the tilt pin. Push engine down into running position and then return the tilt release lever to the normal operating position and prevent it from tilting up under rapid deceleration or normal reverse thrust loads.

Your engine is equipped with a reverse lock to prevent it from tilting out of the water when operating in reverse and also to release the engine when an underwater object is struck when operating in forward gear.

The impact load triggers the release system and allows the engine to tip up and pass over the object, the engine may not lock back in the running position, therefore, manually returning the tilt release lever to the locked position is necessary.

STARTING PROCEDURE

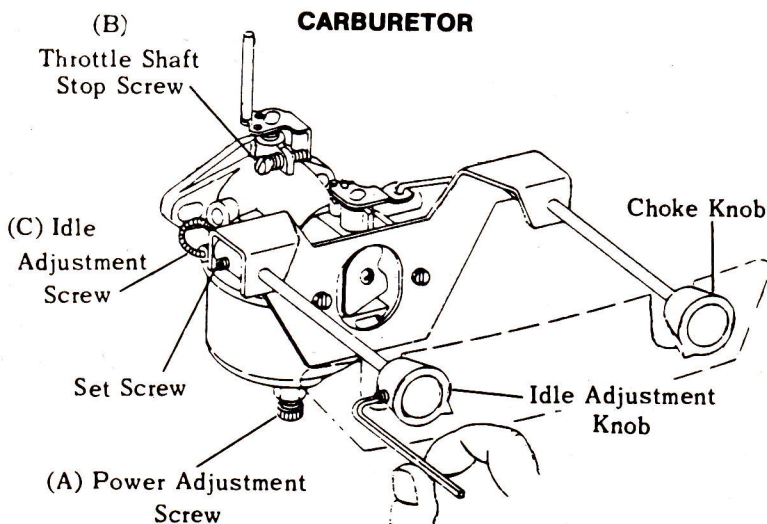
1. Insert fuel coupling into fuel pump inlet adapter located above front carrying handle.
 2. Open air vent on tank. Since fuel is supplied to the carburetor by means of the fuel pump, it is necessary to prime the fuel system. The primer is located between the remote tank and the fuel pump. To operate primer pump, squeeze by hand. Upon squeezing the primer, fuel is forced into the fuel line and carburetor. When sufficient fuel is in the system, it becomes more difficult to squeeze the primer. This is your signal that sufficient fuel is in the system.
 3. Turn throttle control twist grip to slow position.
 4. Move shift handle to neutral position.
 5. Turn throttle control twist grip toward high speed until it stops. (START POSITION)
 6. Pull choke knob to full "Choke" position.
 7. **IMPORTANT:** Pull starter handle slowly until you feel starter engage, then pull rapid motion and allow the starter cord to retract slowly.
 8. When engine starts push choke knob in about halfway and leave in this position until engine warms up sufficiently. Then push choke all the way in.
 9. When ready to go forward, turn twist grip to slow position and pull shift lever forward.
- REMEMBER: Do not accelerate engine to full speed until completing "Break-In" period.

STOPPING PROCEDURE

To stop outboard turn twist grip throttle to slow position and push stop button located on front panel. Tighten air vent on fuel tank if outboard is not going to be run for a period of time.

FLOODING

Flooding is usually caused by over choking the outboard. If flooding occurs see that the choke is in "Run" position and that the throttle twist grip is at START. Continue to pull the starter handle until the outboard starts. It may be necessary to remove spark plug and dry the electrodes.



CARBURETOR ADJUSTMENT

The carburetor is adjusted at the factory. It should not be necessary to readjust it until the engine is well broken in at which time you may want to adjust. To do this or to verify the original adjustment proceed as follows: Remove shroud.

1. Turn (A) power adjustment screw clockwise until closed. Do Not Force. Then open counter-clockwise at least 2 turns.

CARBURETOR ADJUSTMENT CONTINUED

2. Turn (C) idle adjustment screw clockwise until closed. Do Not Force. Then open counter-clockwise 1 turn from closed position. If idle needle must be set beyond the range of the idle knob follow these instructions. To close idle adjustment screw first loosen screw located on idle shaft with a 5/64" allen wrench, 1 turn idle adjustment knob clockwise. After carburetor adjusted retighten set screw at horizontal position as shown. Loosen idle adjustment knob and place pointer at number position and re-tighten.
3. Start engine. Allow a short period of time for engine to warm up.
4. To adjust carburetor power adjustment screw (A) move speed control lever to fast position and turn (A) power adjustment screw clockwise until engine speed drops off. Then turn counter-clockwise 1/4 turn. If needle is open too far, engine exhaust will be heavy and speed will drop off.
5. To adjust (C) idle adjustment screw, move speed control lever to slow position. Adjust (B) throttle shaft stop screw to keep engine operating at low speed. CAUTION: MAXIMUM ADJUSTMENT 1/4 TURN AT A TIME. Stop screw (B) sets minimum speed. Turn (C) idle adjustment screw clockwise very slowly and continue closing as long as engine sound improves and speed increases. In some cases idle needle may need to be opened counter-clockwise to secure desired results. Throttle shaft stop screw (B) will usually require a change to set minimum speed as desired. Normal idle speed is 800 to 900 revolutions per minute.
6. Check engine acceleration from slow to fast operation. It may be necessary to open (C) idle adjustment screw counter-clockwise 1/8 turn to secure best acceleration from slow to fast speeds.
7. Should engine backfire or pop when throttle control is moved to slow position, the idle mixture is too lean. To correct this turn the (C) idle adjustment screw counter-clockwise until backfiring or popping is eliminated when throttle control is moved to slow position.

PROPELLER SHEAR PIN

The soft safety pin shears off when an obstruction is struck at high speed, thus protecting the gears and shafts from damage. When shear pin is broken the engine will continue to run, however, the propeller will not be rotating. To repair shut off motor and remove propeller cotter pin and nut. Slip off propeller and replace with new shear pin. Extra shear pins and cotter pin are located under shroud on powerhead.

SOLID STATE IGNITION SYSTEM

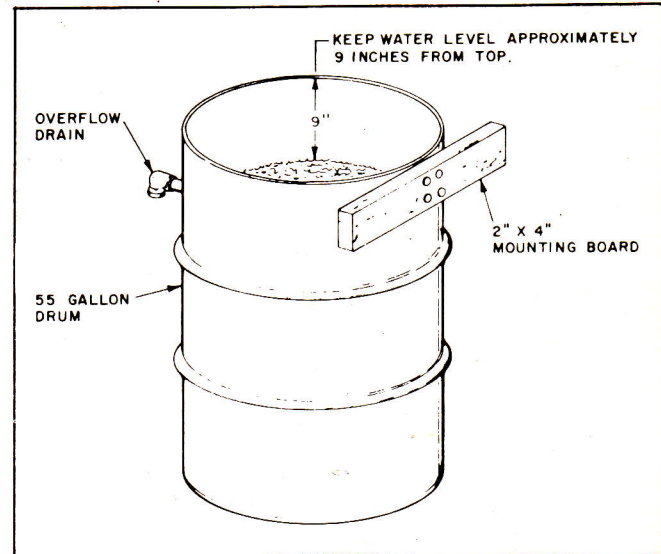
- (A) The solid state ignition system consists of the following component parts: Flywheel, Ignition Module, Spark Plug, and S Advance Assembly.
- (B) Inspect the following if engine fails or is hard to start. (1) Spark plug as often as necessary. Be sure spark plug gap setting is .025. (2) Gasoline fuel supply air vent screw on filler cap at fuel tank should be open. (3) Carburetor being starved of fuel.
- (C) The correct spark plug for this motor is Champion J13Y or equivalent.
- (D) To test ignition system for spark remove high tension wire from spark plug and hold about 1/8" from any metal part of motor and pull starter cord. If a spark bridges the gap the ignition system is in good operating condition. If no spark, have the ignition system checked at a Authorized Service Center.

STORAGE

To store your outboard drain all water from lower and drain gas line and carburetor. Place motor on its side, remove spark plug and pour about 1/4 cup of oil into spark plug hole. Pull starter rope several times to rotate the crankshaft then replace spark plug. Fill gear housing with grease as directed. Store in upright position. When starting a new season always use fresh gasoline. Last year's gasoline may have varnish deposits that will plug the carburetor jets thus requiring a carburetor overhaul.

Although interior surfaces of your outboard motor are designed to resist corrosion, there still is a possibility of mechanical build-up of salt and silt deposits. This can be eliminated only by flushing with fresh water. To materially increase the life of all exposed parts and decorative finishes, follow these steps:

1. Always tilt your motor out of water when not in use.
2. Never leave the lower unit in salt water overnight.
3. Run outboard motor in fresh water tank for approximately 5 minutes to flush out salt deposits and to avoid possible corrosion (see illustration).
4. Wash engine down with fresh water and periodically apply an automotive type wax to protect the finish.
5. Lubricate propeller shaft occasionally with a waterproof type of lubricant (Lithium Grease), thus enabling the propeller to be removed easily.
6. It is a good practice when operating in salt water to inspect your motor daily and to apply a light coating of grease to any part or area that shows evidence of corrosion or rust.
7. Always remove motor from boat vertically, allowing water to drain from column before tilting the motor.



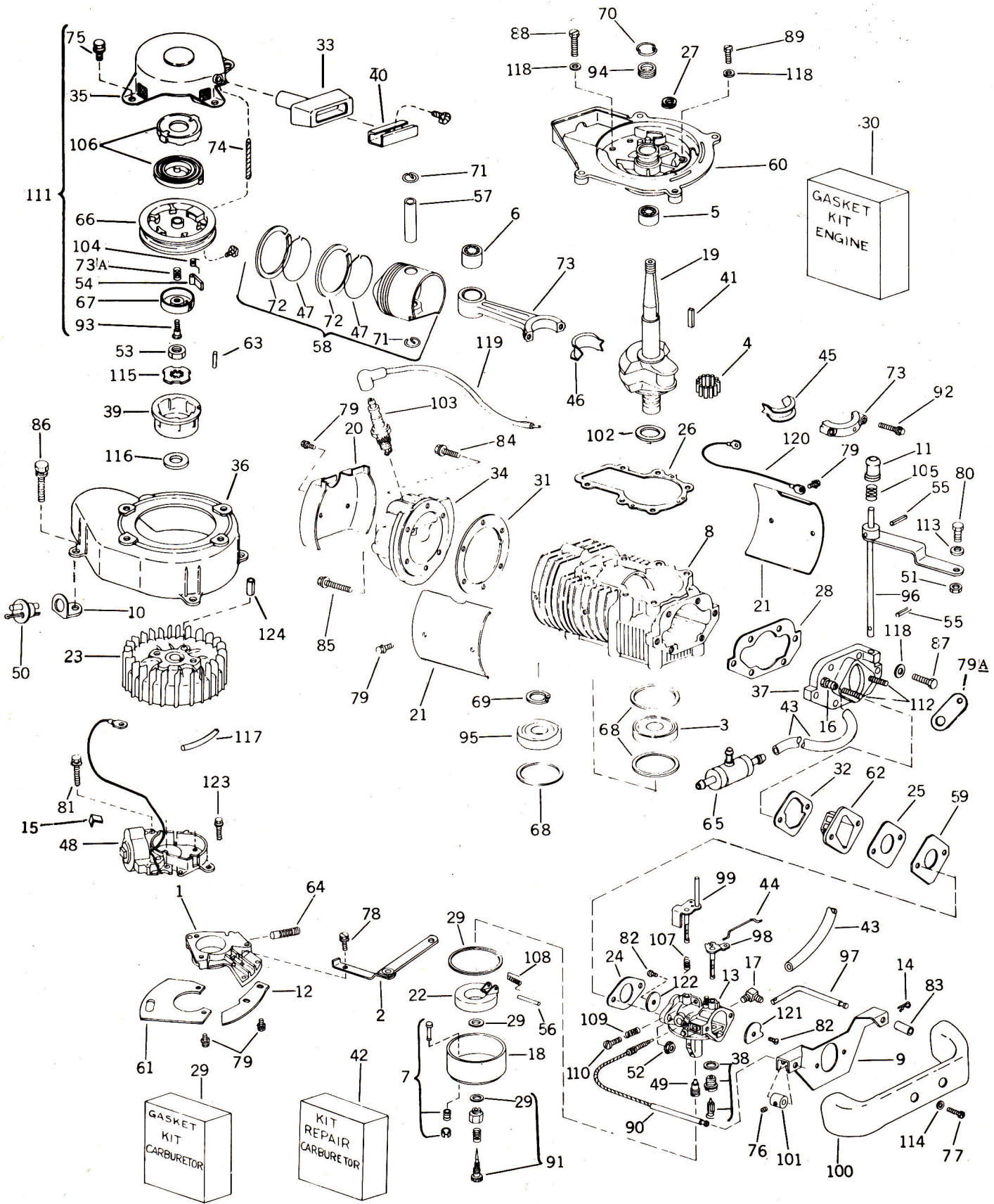
CAUTION

Do not run your outboard motor out of water because it will damage the cooling system and engine.

To check out your motor at home, or flush it after salt water use, obtain a 55-gallon drum with top removed, fit it with a mounting board for your motor, and fill the drum to within 9" of top with fresh water to serve as a test tank for running your motor. Make sure propeller is turning, but do not exceed idle speed position. Do not readjust the carburetor while running your motor in this type of test tank. Run motor in a well ventilated area or outside.

Engine Does Not Start	Starts But Does Not Run	Engine Misses	Does Not Idle	Does Not Develop Full Power	TROUBLE SHOOTING CHECK LIST
X	X				Remote Fuel Tank Not Connected - where applicable
X	X				Fuel Tank Empty
X	X		X	X	Fuel Line Kinked or Pinched
	X		X	X	Fuel Filters Dirty or Clogged
X	X		X	X	Vent Screw Gasket Obstructing Air Flow - Fuel Tank
X	X		X	X	Vent Screw on Fuel Tank Cap Closed - Fuel Tank
	X	X	X	X	Air Leak in Engine
	X		X	X	Air Leak In Fuel System
X	X		X	X	Carburetor Passages Clogged or Dirty
X	X	X	X	X	Incorrect Fuel-Oil Mixture
X	X	X	X	X	Carburetor Out of Adjustment
X					Engine Flooded
X	X	X	X	X	Wrong Type Spark Plug
X	X	X	X	X	Defective or Fouled Spark Plug
X					Defective Magneto
X					Spark Does Not Jump Spark Plug Gap
				X	Engine Out of Time
X	X	X	X	X	Weak or Defective Ignition Transformer
X					Spark Plug Lead Wire Not Secured
X		X			Frayed or Cracked Lead Wire Insulation
X		X			Disconnected, Grounded or Loose Wiring in Electrical System
				X	Propeller Bound by Foreign Objects (Fishing Line, Weeds, Etc.)
	X			X	Water Pump and Cooling System Failure

POWERHEAD PARTS LIST



POWERHEAD PARTS LIST

Ref. No.	Part No.	Description	Qty.	Ref. No.	Part No.	Description *	Qty.
1	1-227	ADAPTOR-Magneto	1	63	203-295	PIN-Recoil-Alignment	1
2	157-526-500	ARM ASS'Y-Throttle	1	64	135-243-500	PLUG ASS'Y-Friction	1
3	20-4	BEARING-Block (Ball)	1	65	220-192-500	PUMP ASS'Y-Fuel Round (Not Illus.)	1
4	20-197-500	BEARING-Conn. Rod (Needle)	1	66	219-186-500	PULLEY ASS'Y-Recoil	1
5	20-198-990	BEARING-Brng. Plate (Needle)	1	67	232-213	RETAINER-Dog Starter	1
6	20-285	BEARING-Wrist Pin (Needle)	1	68	232-148	RETAINER-Bearing & Oil Seal	3
7	39-909	BOWL-Drain Ass'y	1	69	232-73	RETAINER-Crankshaft	1
8	22-887	BLOCK-Cylinder	1	70	232-141	RETAINER-Brng. Plt. Oil Seal	1
9	26-829	BRACKET-Control Idle & Choke	1	71	232-40	RETAINER-Wrist Pin	2
10	26-28	BRACKET-Spare Pin Plug	1	72	233-165-990	RING-Piston Std.	2
11	20-297	BUSHING-Ball End	1	73	245-133	ROD ASS'Y-Incl. Nos. 4, 6, 45, 46, & 92	1
12	157-525	CAM-Throttle Spark Advance	1	73A	263-456	SPRING-Brake Starter	1
13	39-1037-500	CARBURETOR ASS'Y-LME-76	1	74	246-7	ROPE-Starter 58" Long	1
14	81-226	CLIP-Tinnerman	1	75	258-1116-500	SCREW-Recoil to Housing	4
15	81-232	CLIP-Magneto Lead	1	76	258-839	SCREW SET-Throttle Bracket	1
16	69-5	CONNECTOR-Hose Ind. Bracket	1	77	258-1127	SCREW-Bracket to Carburetor	2
17	69-24	CONNECTOR-Elbow	1	78	258-40-500	SCREW-Throttle Control Arm	1
18	25-53	COVER-Float Bowl	1	79	258-936-500	SCREW-6-Air Deflector to Block & Head, 4-Adaptor to Shift Limiter	10
19	46-939	CRANKSHAFT	1	79A	26-832	BRACKET-Shorting Wire	1
20	45-511	DEFLECTOR-Cylinder Head	1	80	258-1029	SCREW-Shoulder	1
21	259-411	DEFLECTOR-Cylinder Air	2	81	258-108-500	SCREW-Magneto	2
22	82-2-500	FLOAT & LEVER ASS'Y	1	82	258-1097	SCREW-Choke & Throttle Valve	4
23	83-130-500	FLYWHEEL ASS'Y	1	83	158-491	SPACER-Choke & Idle Shaft	2
24	94-752	GASKET-Carb. to Adaptor	1	84	258-1055	SCREW-Head	2
25	94-753	GASKET-Carb. Adaptor	1	85	258-1056	SCREW-Head	4
26	94-671	GASKET-Bearing Plate	1	86	258-829	SCREW-Housing to Brng. Plate	4
27	70-10	GROMMET-Shorting Wire	1	87	258-873-500	SCREW-Induction Bracket	6
28	94-360	GASKET-Induction Bracket	1	88	258-864	SCREW-Brng. Plate to Block	2
29	39-928	GASKET KIT-Carburetor	1	89	258-865	SCREW-Brng. Plate to Block	4
30	94-775	GASKET KIT-Complete Engine	1	90	6-614-500	SCREW-Idle Adj. Ass'y	1
31	94-745	GASKET-Cylinder Head	1	91	181-5-500	SCREW-High Speed Adj.	1
32	94-754	GASKET-Reed Plt. to Ind. Bkt.	1	92	258-901	SCREW-Connecting Rod	2
33	121-6-500	HANDLE-Recoil	1	93	258-1103	SCREW-Recoil	1
34	122-44	HEAD-Cylinder	1	94	94-257	SEAL-Bearing Plate	1
35	124-210-500	HOUSING ASS'Y-Recoil	1	95	94-301	SEAL-Lower Block	1
36	259-923	HOUSING-Blower	1	96	6-619-500	SHAFT ASS'Y-Tower	1
37	26-830-500	INDUCTION BRACKET	1	97	6-613	SHAFT-Choke	1
38	293-202-500	INLET NEEDLE & SEAT ASS'Y	1	98	6-611-500	SHAFT-Choke Carb.	1
39	265-282	CUP-Starter	1	99	6-563-500	SHAFT-Throttle Carb.	1
40	136-141	INSERT-Starter Handle	1	100	2-236	SILENCER	1
41	148-58	KEY-Flywheel	1	101	304-722	SPACER-Throttle Bracket	2
42	39-1008	KIT-Carburetor Repair	1	102	232-137	RING-"O" Crankshaft	1
43	158-25	LINE-1-Fuel, 1-Pulse, 1-Choke & Idle Shaft	3	103	267-90-500	SPARK PLUG-J13Y	1
44	159-210	LINK-Choke	1	104	263-459	SPRING-Starter Pawl	1
45	136-77	LINER-Connecting Rod Cap	1	105	263-435	SPRING-Tower Shaft	1
46	136-147	LINER-Connecting Rod Shank	1	106	265-278-500	SPRING & CUP ASS'Y-Recoil	1
47	148-59	LOCK-Piston Ring	2	107	263-446	SPRING-Throttle Shaft	1
48	268-36-500	MAGNETO ASS'Y	1	108	263-444	SPRING-Carb. Float	1
49	182-74	NOZZLE-Main Carburetor	1	109	263-82	SPRING-Carb. Adj. Screw	1
50	216-94	PLUG-Spare Pins	1	110	258-60	SCREW-Throttle Stop	1
51	183-38	NUT-Shoulder Screw	1	111	265-283-500	STARTER ASS'Y-Recoil	1
52	183-29-500	NUT-Carb. to Ind. Bracket	2	112	24-11	STUD-Carb. to Ind. Bkt.	2
53	183-32	NUT-Flywheel	1	113	304-134	WASHER-Throttle Arm	1
54	157-505	PAWL-Recoil Starter	1	114	304-485	WASHER-Silencer	2
55	203-205	PIN-Drive Throttle Shaft	1	115	304-5	WASHER-Flywheel	1
56	6-195	PIN-Float Lever	1	116	304-132	WASHER-Flat Recoil Cup	1
57	203-298	PIN-Wrist	1	117	307-378	SLEEVE-Insulation	1
58	204-102-500	PISTON ASS'Y-Incl. Ref. Nos. 47, 57, 71 & 72	1	118	304-134	WASHER-Ind. & Brng. Plate	12
59	215-579	PLATE-Carb. Adaptor	1	119	307-301-500	WIRE-High Tension Lead	1
60	215-578-500	PLATE-Bearing (Incl. Ref. Nos. 5 & 94)	1	120	307-113-500	WIRE-Shorting (Switch to Ground)	1
61	215-538	PLATE-Shift Limiter	1	121	293-207	VALVE-Choke	1
62	215-581-500	PLATE ASS'Y-Reed	1	122	293-208	VALVE-Throttle	1
				123	258-875-500	SCREW & L'WASHER	1
				124	203-21	PIN-Roll Flywheel	1

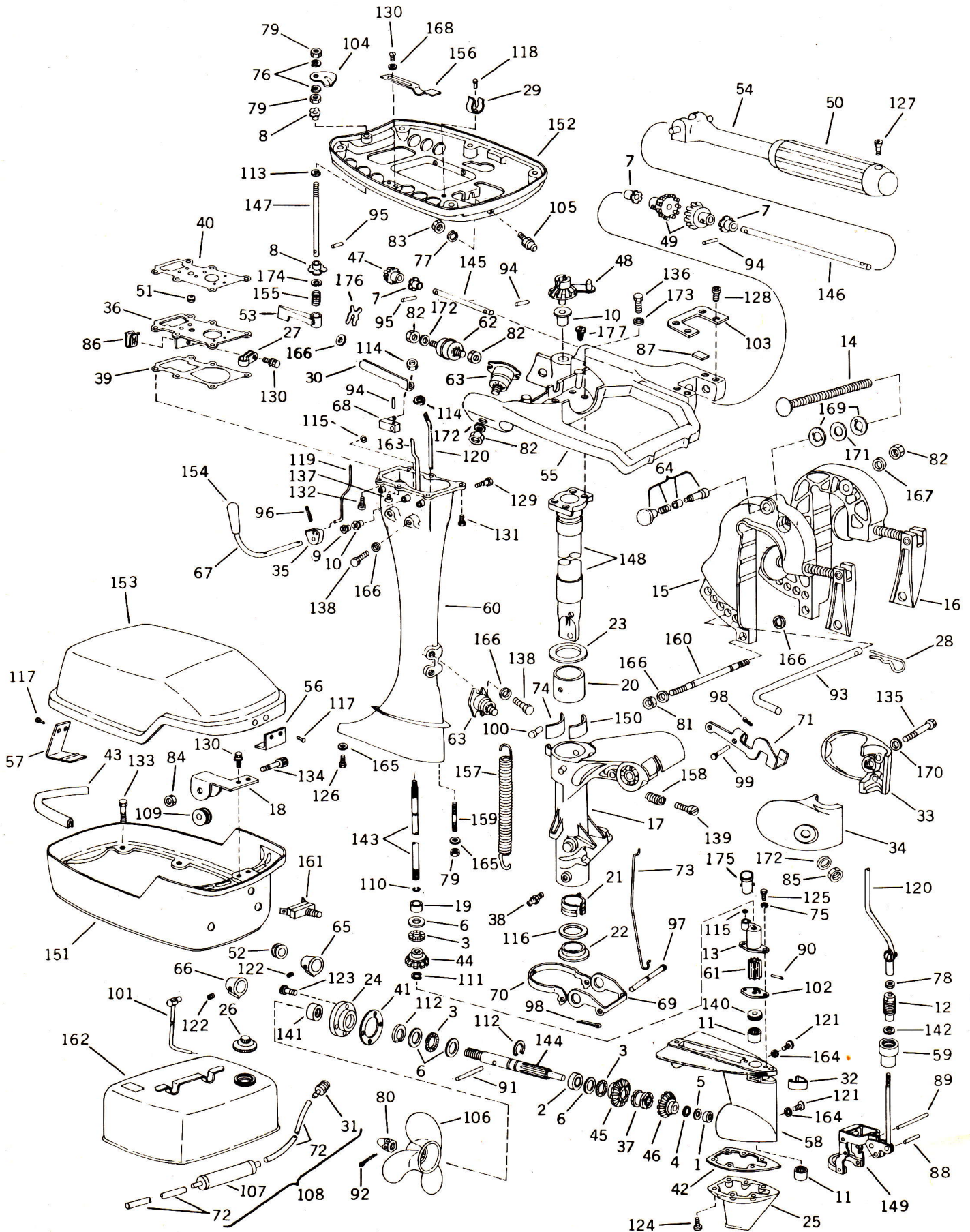
Order By Part Number, Not Reference Number.

SPECIFICATIONS

BORE AND STROKE ----- 2-5/8 x 1-7/8
 DISPLACEMENT (Cu. In.) ----- 10.14
 CARBURETOR ----- Float
 CRANKSHAFT ----- Forged
 BEARINGS (Engine) ----- Needle and Ball
 BEARINGS (Gear Housing) ----- Needle

GEAR RATIO ----- 13-22
 PROPELLER TYPE ----- Shear Pin - Semi Weedless
 PROPELLER DIA. & PITCH ----- 6-3/4 x 6-3/8
 IDLE SPEED ----- 900 R. P. M.
 OPERATION RANGE ----- 4000 - 5000 R. P. M.
 PEAK HORSEPOWER ----- At 6000 R. P. M. Sea Level

LOWER COLUMN & SHROUD ASSEMBLY PARTS LIST



LOWER COLUMN & SHROUD ASSEMBLY PARTS LIST

Ref. No.	Part No.	Description	Qty.	Ref. No.	Part No.	Description	Qty.
1	20-275	BEARING-Needle	1	82	183-211	NUT-Swivel Bolt & Mount Isol.	5
2	20-276	BEARING-Needle	2	83	183-311	NUT-Fuel Connector	1
3	20-277	BEARING-Thrust	3	84	183-255	NUT-Recoil Bracket	1
4	20-279	BEARING-Thrust	1	85	183-320	NUT-Acorn	2
5	20-280	BEARING-Race Thrust	1	86	183-270	NUT-Tinnerman Deflector	1
6	20-278	BEARING-Race Thrust	4	87	94-674	PAD-Handle Friction	2
7	20-262	BEARING-Nyliner Twist Grip	3	88	203-285	PIN-Pivot Yoke	1
8	20-282	BEARING-Nyliner Rear Latch	2	89	203-284	PIN-Pivot Yoke Ass'y	1
9	20-281	BEARING-Nyliner Outer Shift Lever	1	90	203-197	PIN-Impeller Roll	1
10	20-283	BEARING-Nyliner	2	91	203-242	PIN-Shear #24 SHEAR PIN	3
11	20-290	BEARING-Needle Drive Shaft	2	92	203-165	PIN-Cotter	2
12	69-334	BODY-Shift Seal	1	93	203-311	PIN-Tilt Pin Ass'y	1
13	220-142	BODY-Water Pump	1	94	203-250	PIN-Drive	4
14	24-135	BOLT-Swivel Bracket	1	95	203-205	PIN-Roll Rear Latch & Int. Shaft	2
15	26-775-500	BRACKET-Starboard Stern	1	96	203-107	PIN-Roll Detent	1
16	26-776-500	BRACKET-Port Stern	1	97	203-309	PIN-Reverse Latch Pivot	1
17	26-826	BRACKET-Swivel	1	98	203-8	PIN-Cotter Reverse Pin Latch	2
18	26-773	BRACKET-Recoil	1	99	203-308	PIN-Release Lever	1
19	28-83	BUSHING-Spacer Drive Shaft	1	100	203-310	PIN-Bushing Retainer	1
20	28-90	BUSHING-Upper Swivel Bracket	1	101	69-335	PICK-UP-Fuel Tank	1
21	28-89	BUSHING-Lower Swivel Bracket	1	102	900-288	PLATE-Water Pump	1
22	28-92	BUSHING-Lower Thrust	1	103	215-557	PLATE-Handle Hold Down	1
23	28-91	BUSHING-Upper Thrust	1	104	157-490	PLATE-Cam Latch	1
24	1-118	CAP-Propeller Shaft	1	105	69-331-500	PLUG-Connector Male Fuel	1
25	900-500	CAP-Gear Housing	1	106	217-14-500	PROPELLER	1
26	45-491-500	CAP-Fuel Tank	1	107	220-126-500	PRIMER PUMP	1
27	81-219	CLAMP-Water Tube	1	108	220-182-500	PRIMER PUMP & LINE ASS'Y	1
28	81-221	CLIP-Pin Retainer	1	109	219-180	PULLEY-Recoil Bracket	1
29	81-224	CLIP-Fuel Pump	1	110	232-133	RETAINER-Drive Shaft	1
30	159-217	LINK-Shift Rod	1	111	232-134	RETAINER-Pinion Gear	1
31	69-332-500	CONNECTOR ASS'Y-Hose	1	112	232-199	RETAINER-Prop. Shaft	2
32	45-324	COVER-Cavity Nut	1	113	232-35	RETAINER-Rear Latch	1
33	45-512	COVER-Isolation Mtg. Port	1	114	183-317	NUT-Shift Rod	2
34	45-513	COVER-Isolation Mtg. Starboard	1	115	232-135	RING-"O"	1
35	157-497	DETENT-Shift	1	116	232-219	RING-"O"	1
36	259-894-500	DEFLECTOR-Water Incl. Ref. 51	1	117	244-85	RIVET-Shroud Hooks	4
37	44-113	DOG-Prop. Shaft Shift	1	118	244-121	RIVET-Clip Fuel Pump	1
38	69-348	FITTING-Grease	1	119	245-141	ROD-Shift Limiter	1
39	94-429	GASKET-Water Plate to Column	1	120	6-620-500	ROD-Upper Shift	1
40	94-709	GASKET-Block to Water Deflector	1	121	258-863	SCREW-Oil Filler & Drain	2
41	94-704	GASKET-Propeller Cap	1	122	258-839	SCREW-Set Choke & Idle Knob	2
42	94-699	GASKET-Gear Housing Cap	1	123	258-1088	SCREW-Prop. Shaft Cap	4
43	94-746	GASKET-Upper Shroud	1	124	258-825	SCREW-Gear Housing Cap	6
44	106-452	GEAR-Pinion	1	125	258-857	SCREW-Water Pump	2
45	106-453-500	GEAR & BEARING ASS'Y	1	126	258-1092	SCREW-Gear Housing to Column	1
46	106-454-500	GEAR & BUSHING ASS'Y	1	127	258-1080	SCREW-Handle Grip	1
47	106-457	GEAR-Intermed. Shaft	1	128	258-1104	SCREW-Handle Hold Down	4
48	106-456	GEAR-Tower Shaft	1	129	258-873-500	SCREW-Mount to Column	4
49	106-438	GEAR-Twist Grip Pivot	2	130	258-875-500	SCREW-Bracket	5
50	121-320	GRIP-Steering	1	131	258-833	SCREW-Power Head to Column	2
51	70-59	GROMMET-Water Deflector	1	132	258-834	SCREW-Power Head to Column	2
52	70-56	GROMMET-Idle & Choke Shaft	2	133	258-360	SCREW-Middle Shroud	6
53	157-491	HANDLE-Hood Latch	1	134	258-1081	SCREW-Recoil Pulley	1
54	121-326	HANDLE-Steering	1	135	258-1125	SCREW-Isolation Cover	2
55	121-345	HANDLE-Carrying	1	136	258-43	SCREW-Carrying Hdle. to Piv. Shaft	2
56	81-210	HOOK-Front Latch	1	137	258-1124	SCREW-Power Head to Column	2
57	81-206	HOOK-Rear Latch	1	138	258-602	SCREW-Isolation Mount	8
58	124-205-500	HOUSING ASS'Y-Gear	1	139	258-828	SCREW-Tension	1
59	124-206	HOUSING-Shift Rod Seal	1	140	94-400	SEAL-Drive Shaft	1
60	124-218	HOUSING-Column	1	141	94-645-990	SEAL-Prop. Shaft	1
61	220-136-500	IMPELLER-Water Pump	1	142	94-700	SEAL-Shift Rod	1
62	193-13	ISOLATION-Mount Lower Shroud	1	143	6-599-500	SHAFT-Drive	1
63	193-12	ISOLATION-Mount Column	4	144	6-598	SHAFT-Propeller	1
64	121-325-500	KNOB & PLUNGER ASS'Y-Tilt Lock	1	145	6-603	SHAFT-Intermedate	1
65	121-343	KNOB-Choke Incl. Ref. No. 122	1	146	6-555	SHAFT-Handle Grip	1
66	121-341	KNOB-Idle Incl. Ref. No. 122	1	147	6-535	SHAFT-Rear Latch	1
67	157-501	LEVER-Outer Shift	1	148	6-600	SHAFT-Pivot	1
68	157-498-500	LEVER ASS'Y-Inner Shift	1	149	109-33-500	SHIFT ASS'Y	1
69	157-522	LEVER-Inner Reverse Latch	1	150	30-9	SHOE-Brake	1
70	157-521	LEVER-Outer Reverse Latch	1	151	259-944-500	SHROUD-Middle	1
71	157-520	LEVER-Reverse Lock Release	1	152	259-945	SHROUD-Lower	1
72	158-33	LINE-Fuel 28"	2	153	259-939-500	SHROUD-Engine	1
73	159-209	LINK-Reverse Lock	1	154	121-328	SLEEVE GRIP-Shift Lever	1
74	94-744	LINER-Brake	1	155	263-435	SPRING-Rear Latch	1
75	304-532	LOCKWASHER-Water Pump	2	156	263-443	SPRING-Detent	1
76	304-29	LOCKWASHER-Handle Ass'y Latch	2	157	263-464	SPRING-Reverse Lock	1
77	304-704	LOCKWASHER-Fuel Connector	1	158	263-296	SPRING-Tension Screw	1
78	183-287	NUT-Shifter Rod Connector	1	159	24-106	STUD-Gear Housing to Column	1
79	183-283	NUT-1-Lower Col., 2-Hood Latch	3	160	24-136	STUD-Spacer	1
80	183-209	NUT-Propeller	1	161	266-66	SWITCH-Stop	1
81	183-33	NUT-Lock	4	162	277-521-500	FUEL TANK-Incl. Ref. No. 101	1

Continued on back page

LOWER COLUMN & SHROUD ASSEMBLY PARTS LIST

Ref. No.	Part No.	Description	Qty.	Ref. No.	Part No.	Description	Qty.
163	158-493	TUBE-Water	1	171	304-522	WASHER-Friction	2
164	304-545	WASHER-Filler Hole	2	172	304-522	WASHER	4
165	304-526	WASHER-Gear Housing to Column	2	173	304-451	WASHER-Lock	2
166	304-134	WASHER-Flat	18	174	304-697	WASHER-Flat-Rear Latch	2
167	304-337	WASHER-Swivel Bolt	1	175	70-62	GROMMET-Pump Body	1
168	304-485	WASHER-Detent Spring	2	176	232-210	RETAINER-"X" Washer	1
169	304-521	WASHER-Friction Notched	4	177	258-1126	SCREW-Carrying Handle to Pivot	1
170	304-26	WASHER-Lock	2			Shaft	

NOTE: ORDER BY PART NO., NOT REFERENCE NO.

CLINTON ENGINES CORPORATION • MAQUOKETA, IOWA

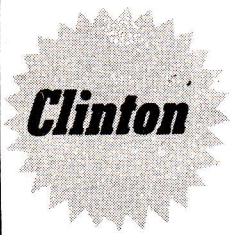
WARRANTY

THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE PRODUCT DESCRIPTION EXCEPTING ONLY THAT EACH PRODUCT SOLD HEREUNDER IS WARRANTED AS FOLLOWS:

ONE YEAR LIMITED WARRANTY

FOR ONE YEAR FROM PURCHASE, CLINTON ENGINES CORPORATION, WILL REPLACE FOR THE ORIGINAL PURCHASERS, FREE OF CHARGE, ANY PART OR PARTS, FOUND UPON EXAMINATION BY ANY FACTORY AUTHORIZED SERVICE ACCOUNT, OR BY FACTORY AT MAQUOKETA, IOWA, TO BE DEFECTIVE IN MATERIAL OR WORKMANSHIP OR BOTH. ALL TRANSPORTATION CHARGES ON PARTS SUBMITTED FOR REPLACEMENT UNDER THIS WARRANTY MUST BE BORNE BY PURCHASER.

THERE IS NO OTHER EXPRESS WARRANTY. IMPLIED WARRANTIES, INCLUDING THOSE OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED TO ONE YEAR FROM PURCHASE AND TO THE EXTENT PERMITTED BY LAW ANY AND ALL IMPLIED WARRANTIES ARE EXCLUDED. THIS IS THE EXCLUSIVE REMEDY AND LIABILITY FOR CONSEQUENTIAL DAMAGES UNDER ANY AND ALL WARRANTIES ARE EXCLUDED TO THE EXTENT EXCLUSION IS PERMITTED BY LAW.



Outboard - Warranty Period One Year

CLINTON ENGINES CORPORATION

Maquoketa, Iowa

WARRANTY PROCEDURE

MR. SALESMAN OR MR. DEALER: Please fill out this warranty form to insure that your customer will receive warranty service if needed.

Owner's Name	City	State
Street Address or R. F. D. No.	County	
Outboard Model No. (Copy No. from Outboard name plate)		Outboard Serial No.
Date Purchased	Purchased From	City State

MR. CUSTOMER: Should warranty service be required, present this completed warranty form to your Authorized Clinton Service Account along with outboard.