THE K-753

Clinton®

OUTBOARD

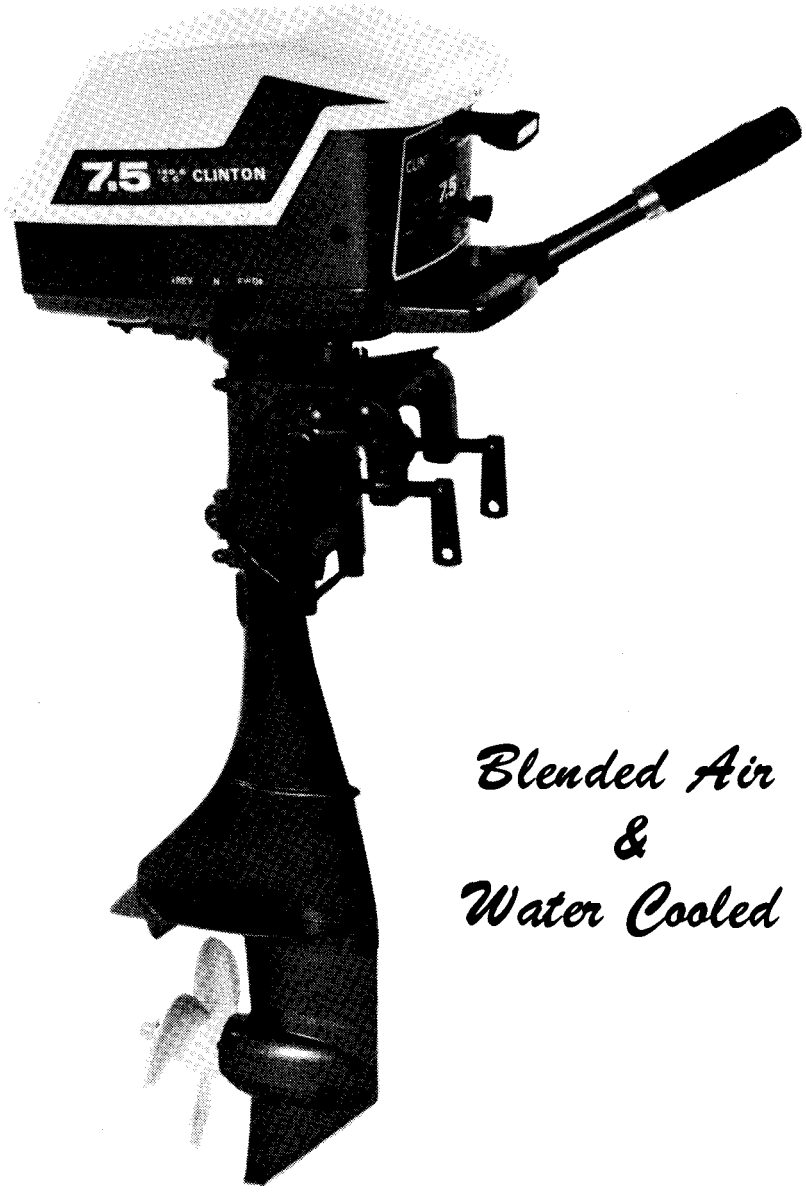
OWNERS MANUAL

AND

PARTS LIST

FOR

7.5 H.P.



Blended Air & Water Cooled

MANUAL NO. 137-714

REFER TO BACK OF PAGE FOR WARRANTY REGISTRATION.

Form No. OB-2312

Made in U.S.A.

Manufactured by

CLINTON ENGINES CORPORATION
OUTBOARD DIVISION
P. O. 1301
MAQUOKETA, IOWA 52060

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-leaded gasoline. The use of premium gasolines will shorten spark plug life. In a clean container thoroughly mix 3 ounces 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 a 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.

GEAR HOUSING

The gear housing has been prelubricated at the factory. Check lubricant at least every twenty (20) operating hours as follows:

1. Be sure all water is drained from column and then invert motor. Remove propeller and gear housing cap. The gear housing cap is retained by four screws.
2. Fill complete gear housing cavity with SAE 90 transmission lubricant.
3. Replace gear housing cap, making sure that gasket between cap and housing is not damaged. If gasket is damaged replace with gasket number 94-386. Tighten (4) cap screws securely and install propeller.

Always remove old lubricant and replenish with new lubricant at the end of the outboard season or 75 hours of usage. This is important, as it removes any water from the gear housing and prevents possible corrosion or freezing to internal parts.

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.

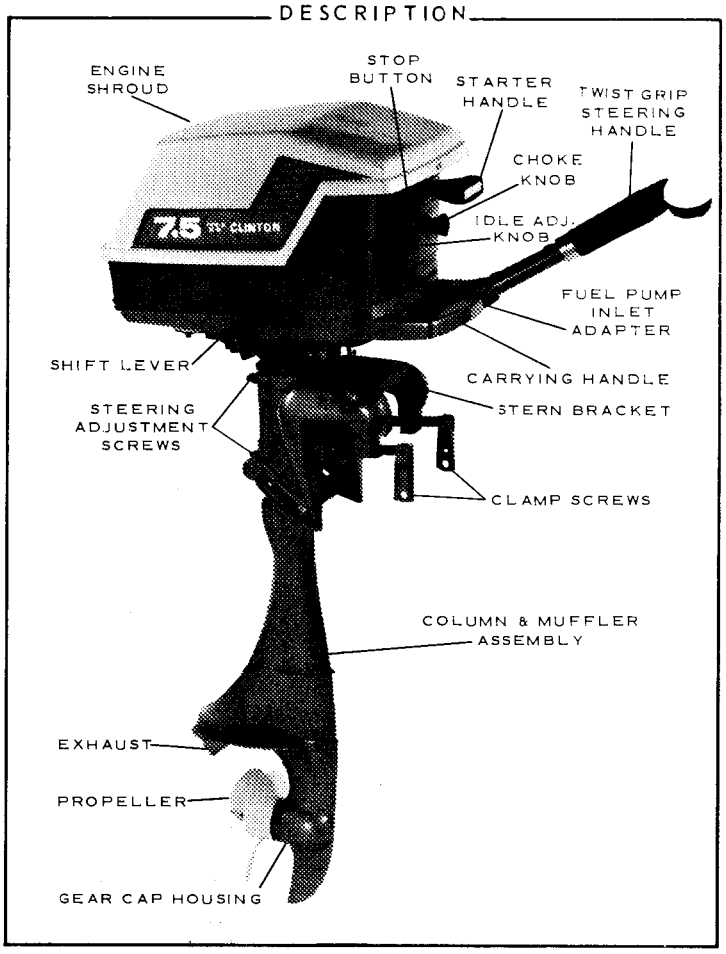
NEUTRAL - FORWARD - REVERSE SHIFT

A clutch 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.

STEERING ADJUSTMENTS

The steering adjustment is controlled by a spring-mounted friction clamp located in the Swivel Bracket Cap. Turning the nuts located on each side of the cap will increase or decrease the steering tension. This device is designed to hold the motor on course at any speed, but if it is noticed that the boat wanders when not controlled by the operator, adjust the friction clamp by tightening the adjusting nuts.

DESCRIPTION



WATER PUMP

IMPORTANT: Although the outboard has an aircooled eng 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 just below the reverse lug. 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. Secure the clamp screws, tighten clamp screws by hand. Do not use a wrench or other tools.
2. To adjust the motor to the proper position, loosen wing nut located on carriage bolt in stern bracket. Move to an angle enough to allow the outboard column to enter the water with the propeller at a right angle to the water surface when underway.
3. With proper adjustment, tighten the wing nut securely. Should the motor race or overload when making sharp turn, readjust the angle one notch downward.
4. 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

STARTING PROCEDURE

To start the engine follow these steps:

1. Insert fuel coupling into fuel pump inlet adapter located on the underside 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

STARTING PROCEDURE CONTINUED

the system, it will be noted that 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 its rear or neutral position.
5. Turn throttle control twist grip toward high speed until it stops. (START POSITION)
6. Turn choke knob to full "Choke" position. You will notice three definite clicks; third click signifies you are in 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. After engine starts turn choke knob one click (half choke) and leave in this position until engine warms up sufficiently. Then turn one more click to "Run" position.
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.

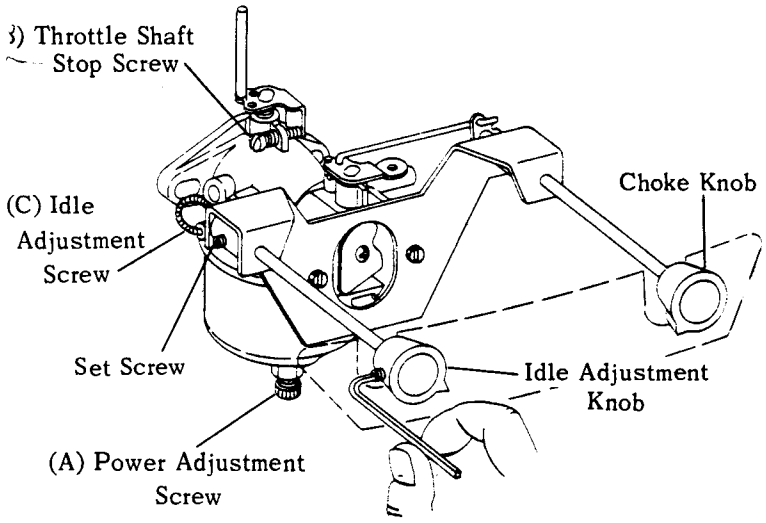
STOPPING PROCEDURE

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



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. Idle adjustment screw may be adjusted with a pair of pliers.

1. Turn (A) power adjustment screw clockwise until closed. Do Not Force. Then open counter-clockwise at least 2 turns.
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 movement of the travel of the idle knob follow these instructions. To close idle adjustment screw first loosen set screw located on idle shaft with a 5/64" allen wrench. Turn idle screw (C) with

CARBURETOR ADJUSTMENT CONTINUED

needle nose pliers. After carburetor is adjusted retighten set screw at horizontal position as shown. Loosen idle adjustment knob and place pointer at number "4" 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 on mounting bracket.

MAGNETO & IGNITION SYSTEM

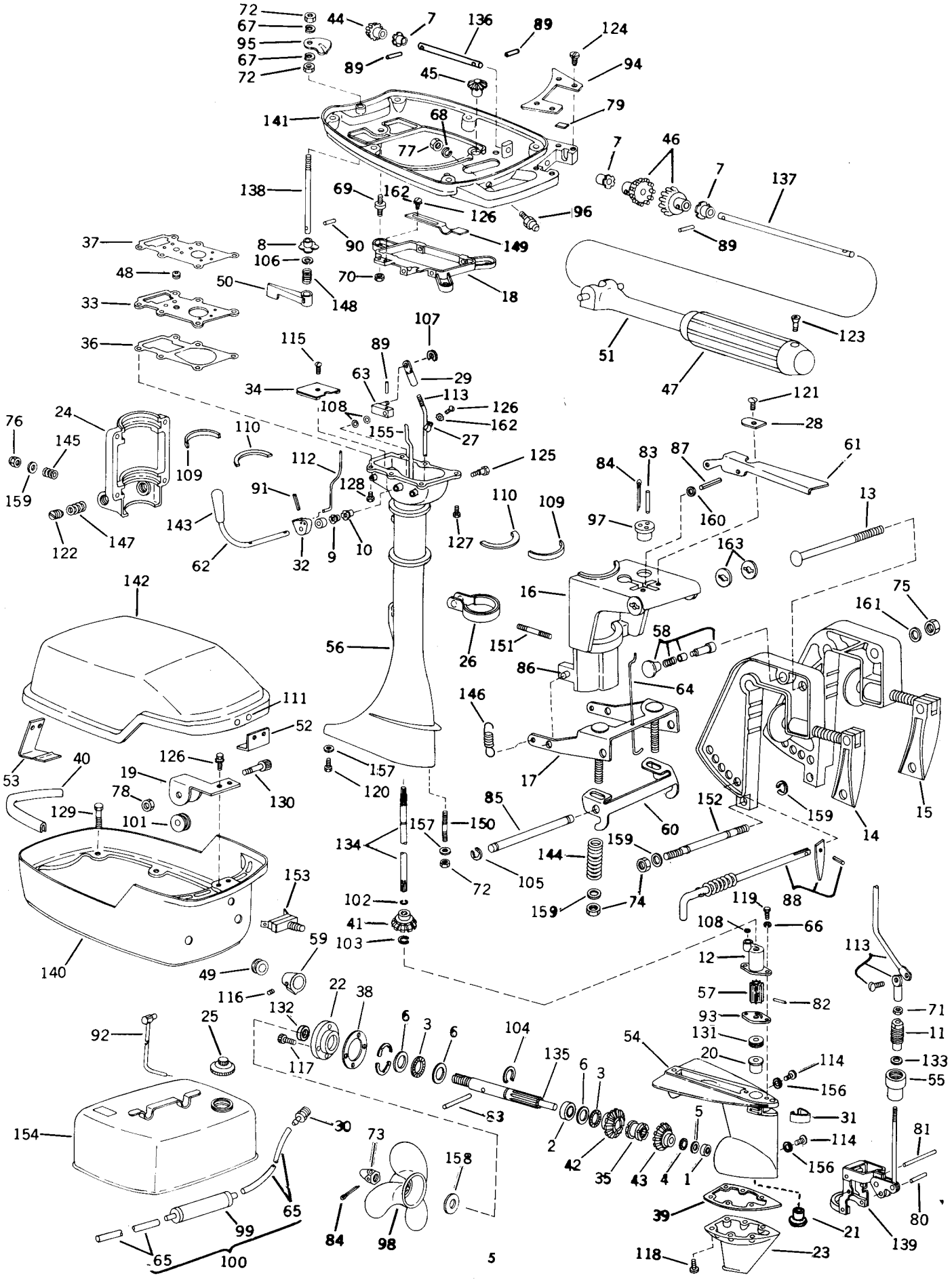
Inspect spark plug every fifty hours of operation. If engine fails to start or is hard to start, check gasoline supply, carburetion and spark plug. To test magneto for spark, remove high tension wire from spark plug and hold about 1/8" from any metal part of motor and pull starter cord. If a spark bridges the gap the magneto is in good operating condition. If no spark, have the condenser and coil checked at an authorized Clinton Service Center. The setting for breaker points is .020 and spark plug is .025. The correct spark plug is a Champion Type J13Y or equivalent.

STORAGE

When removing the motor from the boat raise the outboard in upward direction until the propeller clears the stern board. Hold the motor upright long enough to allow all water to drain from the exhaust ports in the lower end of the column. If the motor is operated in salt water thoroughly rinse the lower unit with fresh water or run outboard in a fresh water tank.

To store your outboard drain all water from lower column 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.

LOWER COLUMN & SHROUD ASSEMBLY PARTS LIST



POWERHEAD PARTS LIST

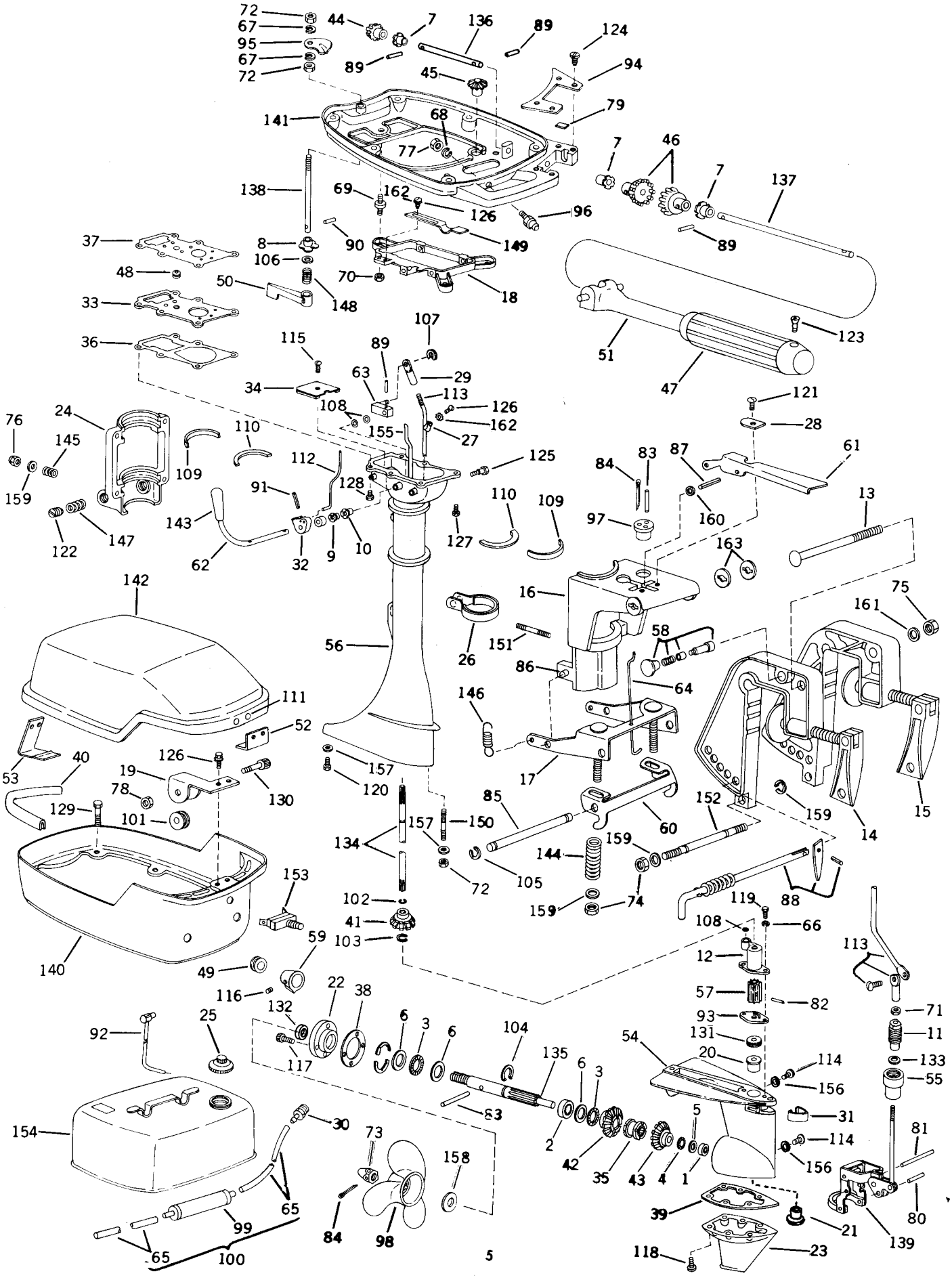
Ref. No.	Part No.	Description	Qty.
1	1-227	ADAPTOR-Magneto	1
2	157-471-500	ARM-Throttle	1
3	20-4	BEARING-Block (Ball)	1
4	20-197-500	BEARING-Conn. Rod (Needle)	1
5	20-198-990	BEARING-Brng. Plate (Needle)	1
6	20-285	BEARING-Wrist Pin (Needle)	1
7	20-262	BEARING-Nyliner Ind. Bracket	1
8	22-881	BLOCK-Cylinder	1
9	26-807	BRACKET-Control Idle & Choke	1
10	135-7-500	BREAKER POINT ASS'Y	1
11	157-29	CAM-Breaker Points	1
12	157-339	CAM-Throttle Spark Advance	1
13	39-1019-500	CARBURETOR ASS'Y-LMB 194	1
14	81-20	CLIP-Coil Core	1
15	81-224	CLIP-Fuel Pump to Lower Shroud	1
		Round Pump (Not Illus.)	
16	135-13-990	COIL ASS'Y-Ignition	1
17	135-29-990	CONDENSER-Ignition	1
18	69-5	CONNECTOR-Hose Ind. Bracket	1
19	69-347	CONNECTOR-Rectangular Fuel	1
		Pump to Carb.	
20	45-15	COVER-Breaker Box	1
21	25-46	COVER-Float Bowl	1
22	46-927	CRANKSHAFT	1
23	45-329	DEFLECTOR-Cylinder Head	1
24	259-411	DEFLECTOR-Cylinder Air	2
26	94-181-990	FELT-Cam Wiper	1
27	82-22-500	FLOAT & LEVER ASS'Y	1
28	83-95-500	FLYWHEEL ASS'Y	1
29	94-714	GASKET-Carb. to Adaptor	1
30	94-713	GASKET-Carb. Adaptor	1
31	94-671	GASKET-Bearing Plate	1
32	94-241	GASKET-Breaker Box Cover	1
33	94-360	GASKET-Induction Bracket	1
34	39-928	GASKET KIT-Carburetor	1
35	94-715	GASKET KIT-Complete Engine	1
36	94-730	GASKET-Cylinder Head	1
37	94-712	GASKET-Reed Plt. to Ind. Bkt.	1
38	121-6-500	HANDLE-Recoil	1
39	122-40	HEAD-Cylinder	1
40	124-167-500	HOUSING ASS'Y-Recoil	1
41	259-922	HOUSING-Blower	1
42	26-794	INDUCTION BRACKET	1
43	293-202-500	INLET NEEDLE & SEAT ASS'Y	1
44	136-128	INSERT-Starter Handle	1
45	136-2	INSERT-Starter Handle	1
47	148-4	KEY-Flywheel	1
48	39-979	KIT-Carburetor Repair	1
49	220-181	KIT-Fuel Pump Rectangular	1
50	157-474	LEVER-Throttle (Ind. Bkt.)	1
51	158-25	LINE-1-Fuel, 1-Pulse, 1-Choke	3
		& Idle Shaft	
52	159-207	LINK-Choke	1
53	159-190	LINK-Magneto	1
54	136-77	LINER-Connecting Rod Cap	1
55	136-147	LINER-Connecting Rod Shank	1
56	148-57	LOCK-Piston Ring	2
57	268-6-500	MAGNETO ASS'Y	1
58	182-37	NOZZLE-Main Carburetor	1
59	183-26	NUT-Shorting Wire to Magneto	1
60	183-21	NUT-Terminal	1
61	183-29-500	NUT-Carburetor to Induction	2
		Bracket	
62	183-68-990	NUT-Flywheel	1
63	157-239	PAWL-Recoil Starter	2
64	203-250	PIN-Drive Throttle Shaft	2
65	6-195	PIN-Float Lever	1
66	203-298	PIN-Wrist	1
67	204-100-500	PISTON ASS'Y-Incl. Ref. Nos.	1
		56, 66, 81 & 83	
68	215-563	PLATE-Carb. Adaptor	1
69	215-540-500	PLATE-Bearing (Incl. Ref. Nos.	1
		5 & 108)	
70	215-538	PLATE-Shift Limiter	1
71	215-577-500	PLATE ASS'Y-Reed	1
72	215-437	PLATE-Pawl Recoil	1
73	135-243-500	PLUG ASS'Y-Friction	1
74	220-190-500	PUMP ASS'Y-Fuel Rectangular	1
	220-192-500	PUMP ASS'Y-Fuel Round	1
		(Not Illus.)	
75	219-151-500	PULLEY ASS'Y-Recoil	1
76	232-147	RETAINER-Starter Pulley	1
77	232-148	RETAINER-Bearing	3
78	232-73	RETAINER-Crankshaft	1
79	232-141	RETAINER-Brng. Plt. Oil Seal	1
80	232-188	RETAINER-Magneto Link	2
81	232-40	RETAINER-Wrist Pin	2
82	232-75	RETAINER-Throttle Shaft	1
83	233-164-990	RING-Piston Std.	2
84	244-11	RIVET-Round Fuel Pump Lower	1
		Shroud (Not Illus.)	
85	245-133	ROD ASS'Y-Incl. Ref. Nos. 4, 6,	1
		54, 55 & 106	
86	246-7	ROPE-Starter 58" Long	1
87	258-861-500	SCREW-Recoil to Housing	4
88	258-839	SCREW SET-Throttle Bracket	2
90	258-131	SCREW-Throttle Bkt. to Carb.	2
91	258-40-500	SCREW-Throttle Control Arm	1
92	258-936-500	SCREW-6-Air Deflector to Blk.	10
		& Head, 4-Adaptor to Shift	
		Limiter Plate	
93	258-875-500	SCREW-Magneto to Adaptor	1
94	258-108-500	SCREW-Magneto	2
95	258-273-500	SCREW-Fuel Pump	4
96	258-297-500	SCREW-Breaker Points	1
97	258-299	SCREW-Condenser	1
98	258-1055	SCREW-Head	2
99	258-1056	SCREW-Head	4
100	258-829-500	SCREW-Housing to Brng. Plate	4
101	258-873-500	SCREW-Induction Bracket	6
102	258-864	SCREW-Brng. Plate to Block	2
103	258-865	SCREW-Brng. Plate to Block	4
104	6-587-500	SCREW-Idle Adj. Ass'y	1
105	181-5-500	SCREW-High Speed Adj.	1
106	258-901	SCREW-Connecting Rod	2
107	258-851-500	SCREW-Starter Pawls	2
108	94-257	SEAL-Bearing Plate	1
109	94-301	SEAL-Lower Block	1
110	6-512	SHAFT-Throttle Ind. Bracket	1
111	6-588-500	SHAFT-Choke	1
112	6-592-500	SHAFT-Choke Carb.	1
113	6-576-500	SHAFT-Throttle Carb.	1
114	2-236	SILENCER	1
115	304-722	SPACER-Throttle Bracket	2
116	304-524	SPACER-Starter Pawls	2
117	267-90-500	SPARK PLUG-J13Y	1
118	263-164	SPRING-Starter Pawl	2
119	263-10	SPRING-Breaker Box Cover	1
120	265-221-500	SPRING & CUP ASS'Y-Recoil	1
121	263-460	SPRING-Throttle Shaft	1
122	263-416	SPRING-Carb. Float	1
123	263-82	SPRING-Carb. Adj. Screw	1
124	258-60	SCREW-Throttle Stop	1
125	265-223-500	STARTER ASS'Y-Recoil	1
126	24-11	STUD-Carb. to Ind. Bkt.	2
127	307-230	TERMINAL-Jamtite	1
128	304-89	WASHER-Silencer	2
129	304-622	WASHER-Flywheel	1
130	304-609	WASHER-Recoil	1
131	304-547	WASHER-Recoil Retaining	3
132	304-134	WASHER-Ind. & Brng. Plate	12
133	304-290	WASHER-Terminal	1
134	307-301-500	WIRE-High Tension Lead	1
135	307-113-500	WIRE-Shorting (Switch to	1
		Ground)	
136	307-124-500	WIRE-Shorting (Magneto to	1
		Switch)	

SPECIFICATIONS

BORE AND STROKE ---------- 2-1/2 x 1-3/4
DISPLACEMENT (Cu. In.) ---------- 8.59
CARBURETOR ---------- Float
CRANKSHAFT ----------Forged
BEARINGS (Engine) ----------Needle and Ball
BEARINGS (Gear Housing)----------Bronze

GEAR RATIO ----------13-22
PROPELLER TYPE ----------Shear Pin - Semi Weedless
PROPELLER DIA. & PITCH ---------- 7 3/8 - 4 1/2
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.
1	20-275	BEARING-Needle	1
2	20-276	BEARING-Needle	2
3	20-277	BEARING-Thrust	2
4	20-279	BEARING-Thrust	1
5	20-280	BEARING-Race Thrust	1
6	20-278	BEARING-Race Thrust	3
7	20-262	BEARING-Nyliner Twist Grip	3
8	20-285	BEARING-Nyliner Rear Latch	1
9	20-281	BEARING-Nyliner Outer Shift Lever	1
10	20-283	BEARING-Nyliner Inner Shift Lever	1
11	69-334	BODY-Shift Seal	1
12	220-142	BODY-Water Pump	1
13	24-84	BOLT-Swivel	1
14	26-717-500	BRACKET-Starboard Stern	1
15	26-718-500	BRACKET-Port Stern	1
16	26-787	BRACKET-Swivel	1
17	26-786-500	BRACKET-Rverse Lock	1
18	26-812	BRACKET-Lower Engine Mounting	1
19	26-773	BRACKET-Recoil	1
20	28-53	BUSHING-Upper Drive Shaft	1
21	28-54	BUSHING-Lower Drive Shaft	1
22	1-118	CAP-Propeller Shaft	1
23	900-500	CAP-Gear Housing	1
24	45-472	CAP-Swivel Bracket	1
25	45-488-500	CAP-Fuel Tank	1
26	30-1-500	CLAMP-Friction	1
27	81-219	CLAMP-Water Tube	1
28	81-165	CLIP-Release Lever	2
29	69-339	CONNECTOR-Upper Shift Rod	1
30	69-332-500	CONNECTOR ASS'Y-Hose	1
31	45-324	COVER-Cavity Nut	1
32	157-497	DETENT-Shift	1
33	259-894-500	DEFLECTOR-Water Incl. Ref. 48	1
34	259-789-500	DEFLECTOR-Exhaust	1
35	44-113	DOG-Prop. Shaft Shift	1
36	94-429	GASKET-Water Plate to Column	1
37	94-709	GASKET-Block to Water Deflector	1
38	94-704	GASKET-Propeller Cap	1
39	94-699	GASKET-Gear Housing Cap	1
40	94-689	GASKET-Upper Shroud	1
41	106-452	GEAR-Pinion	1
42	106-453-500	GEAR & BEARING ASS'Y	1
43	106-454-500	GEAR & BUSHING ASS'Y	1
44	106-431	GEAR-Internal Shaft	1
45	106-465	GEAR-Tower Shaft	1
46	106-438	GEAR-Twist Grip Pivot	2
47	121-320	GRIP-Steering	1
48	70-59	GROMMET-Water Deflector	1
49	70-56	GROMMET-Idle & Choke Shaft	2
50	157-491	HANDLE-Hood Latch	1
51	121-326	HANDLE-Steering	1
52	81-210	HOOK-Front Latch	1
53	81-206	HOOK-Rear Latch	1
54	124-212-500	HOUSING ASS'Y-Gear	1
55	124-206	HOUSING-Shift Rod Seal	1
56	124-208	HOUSING-Column	1
57	220-136-500	IMPELLER-Water Pump	1
58	121-325-500	KNOB & PLUNGER ASS'Y-Tilt Lock	1
59	121-335-500	KNOB-Choke & Idle Incl.Ref. No. 116	2
60	81-218	LATCH-Reverse Lock	1
61	157-500	LEVER-Reverse Lock Release	1
62	157-501	LEVER-Outer Shift	1
63	157-498-500	LEVER ASS'Y-Inner Shift	1
64	159-201	LINK-Reverse Lock Release	1
65	158-33	LINE-Fuel 28"	2
66	304-532	LOCKWASHER-Water Pump	2
67	304-29	LOCKWASHER-Handle Ass'y Latch	2
68	304-704	LOCKWASHER-Fuel Connector	1
69	193-10	MOUNTING-Isolation	3
70	183-1-500	NUT-Isolation	6
71	183-287	NUT-Shifter Rod Connector	1
72	183-283	NUT-1- Lower Column, 2-Hood Latch	3
73	183-209	NUT-Propeller	1
74	183-33	NUT-Lock	4
75	183-211	NUT-Swivel Bolt	1
76	183-226	NUT-Swivel Cap	4
77	183-311	NUT-Fuel Connector	1
78	183-255	NUT-Recoil Bracket	1
79	94-674	PAD-Handle Friction	2
80	203-285	PIN-Pivot Yoke	1
81	203-284	PIN-Pivot Yoke Ass'y	1
82	203-197	PIN-Impeller Roll	1
83	203-242	PIN-Shear	3
84	203-165	PIN-Cotter	2
85	203-288	PIN-Hinge Reverse Latch	1
86	203-282	PIN-Drive Reverse Latch	2
87	203-89	PIN-Roll Release Lever	1
88	203-234-500	PIN-Tilt Pin Ass'y	1
89	203-250	PIN-Drive	4
90	203-205	PIN-Roll Rear Latch	1
91	203-107	PIN-Roll Detent	1
92	69-335	PICKUP-Fuel Tank	1
93	900-288	PLATE-Water Pump	1
94	215-542	PLATE-Handle Hold Down	1
95	157-490	PLATE-Cam Latch	1
96	69-331-500	PLUG-Connector Male Fuel	1
97	216-94	PLUG-Spare Pin	1
98	217-10-500	PROPELLER	1
99	220-126-500	PRIMER PUMP	1
100	220-182-500	PRIMER PUMP & LINE ASS'Y	1
101	219-180	PULLEY-Recoil Bracket	1
102	232-133	RETAINER-Drive Shaft	1
103	232-134	RETAINER-Pinion Gear	1
104	232-199	RETAINER-Prop. Shaft	1
105	232-75	RETAINER-Hinge Pin	2
106	232-35	RETAINER-Rear Latch	1
107	232-210	RETAINER-"X" Washer	1
108	232-135	RING-"O" 1-Water Pump, 2-Shift Lever	3
109	232-121	RING-Bearing Pivot	4
110	44-82	RING-Friction	4
111	244-85	RIVET-Shroud Hooks	4
112	245-131	ROD-Shift Limiter	1
113	6-586-500	ROD-Upper Shift	1
114	258-863	SCREW-Oil Filler & Drain	2
115	258-849	SCREW-Deflector to Column	1
116	258-839	SCREW-Set Choke & Idle Knob	2
117	258-1088	SCREW-Prop. Shaft Cap	4
118	258-825	SCREW-Gear Housing Cap	6
119	258-857	SCREW-Water Pump	2
120	258-1092	SCREW-Gear Housing to Column	1
121	258-1057	SCREW-Reverse Lever	2
122	258-907	SCREW-Friction Brake	2
123	258-1080	SCREW-Handle Grip	1
124	258-1104	SCREW-Handle Hold Down	4
125	258-873-500	SCREW-Mount to Column	4
126	258-875-500	SCREW-Bracket	5
127	258-833	SCREW-Power Head Bkt. to Clmn.	4
128	258-834	SCREW-Power Head to Column	2
129	258-360	SCREW-Middle Shroud	6
130	258-1081	SCREW-Recoil Pulley	1
131	94-400	SEAL-Drive Shaft	1
132	94-645	SEAL-Prop. Shaft	1
133	94-700	SEAL-Shift Rod	1
134	6-562	SHAFT-Drive	1
135	6-543	SHAFT-Propeller	1
136	6-513	SHAFT-Intermediate	1
137	6-555	SHAFT-Handle Grip	1
138	6-535	SHAFT-Rear Latch	1
139	109-33-500	SHIFT ASS'Y	1
140	259-925-500	SHROUD-Middle	1
141	259-921	SHROUD-Lower	1
142	259-862-500	SHROUD-Engine	1
143	121-328	SLEEVE GRIP-Shift Lever	1
144	263-438	SPRING-Reverse Latch	2
145	263-293	SPRING-Swivel Cap	4
146	263-449	SPRING-Reverse Lock Hold Down	2
147	263-296	SPRING-Friction Brake	2
148	263-435	SPRING-Rear Latch	1
149	263-443	SPRING-Detent	1
150	24-106	STUD-Gear Housing to Column	1
151	24-76	STUD-Swivel Bracket	4
152	24-127	STUD-Spacer	1
153	266-66	SWITCH-Stop	1
154	277-521-500	TANK ASS'Y-Fuel Incl. Ref. 25, 92	1
155	158-481	TUBE-Water	1
156	304-545	WASHER-Filler Hole	2
157	304-526	WASHER-Gear Housing to Column	2
158	304-132	WASHER-Propeller	1
159	304-134	WASHER-Flat	18
160	304-565	WASHER-Wave	2
161	304-337	WASHER-Swivel Bolt	1
162	304-485	WASHER-Detent Spring	2
163	304-521	WASHER-Friction Notched	4

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 EXCENT EXCLUSION IS PERMITTED BY LAW.

Clinton

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.