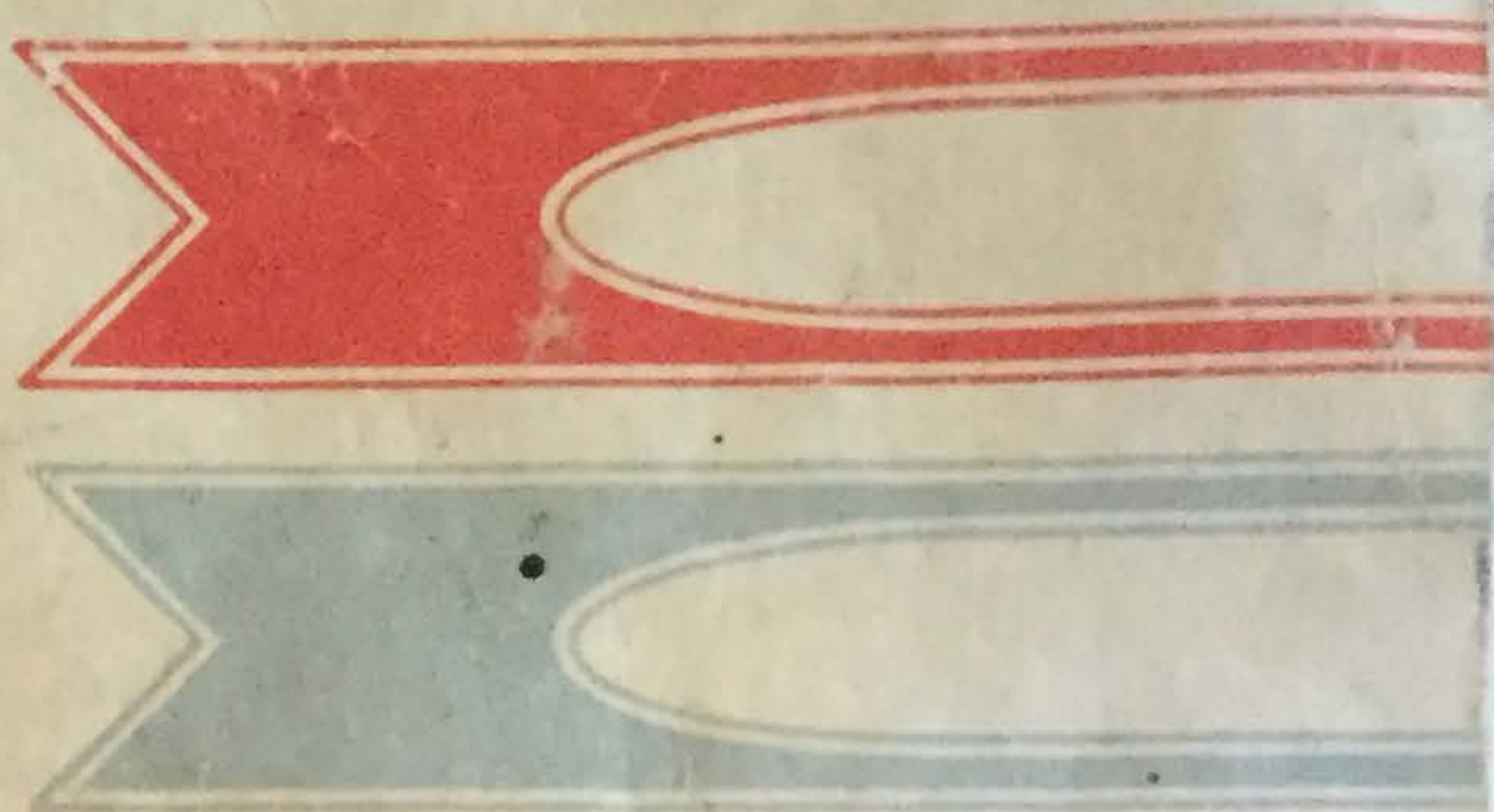


OWNER'S MANUAL



EVINRUDE

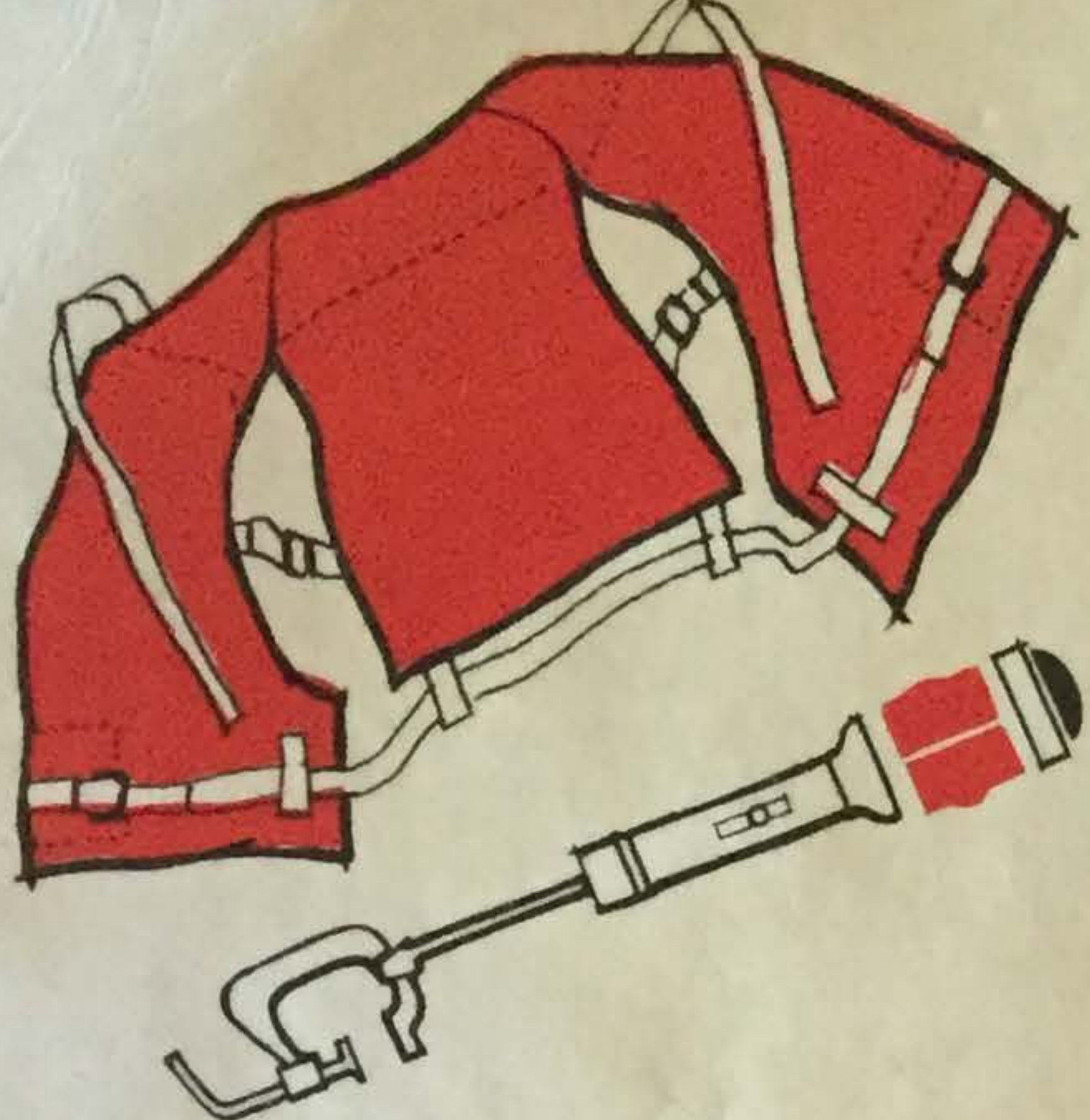
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SPORTWIN

MODELS

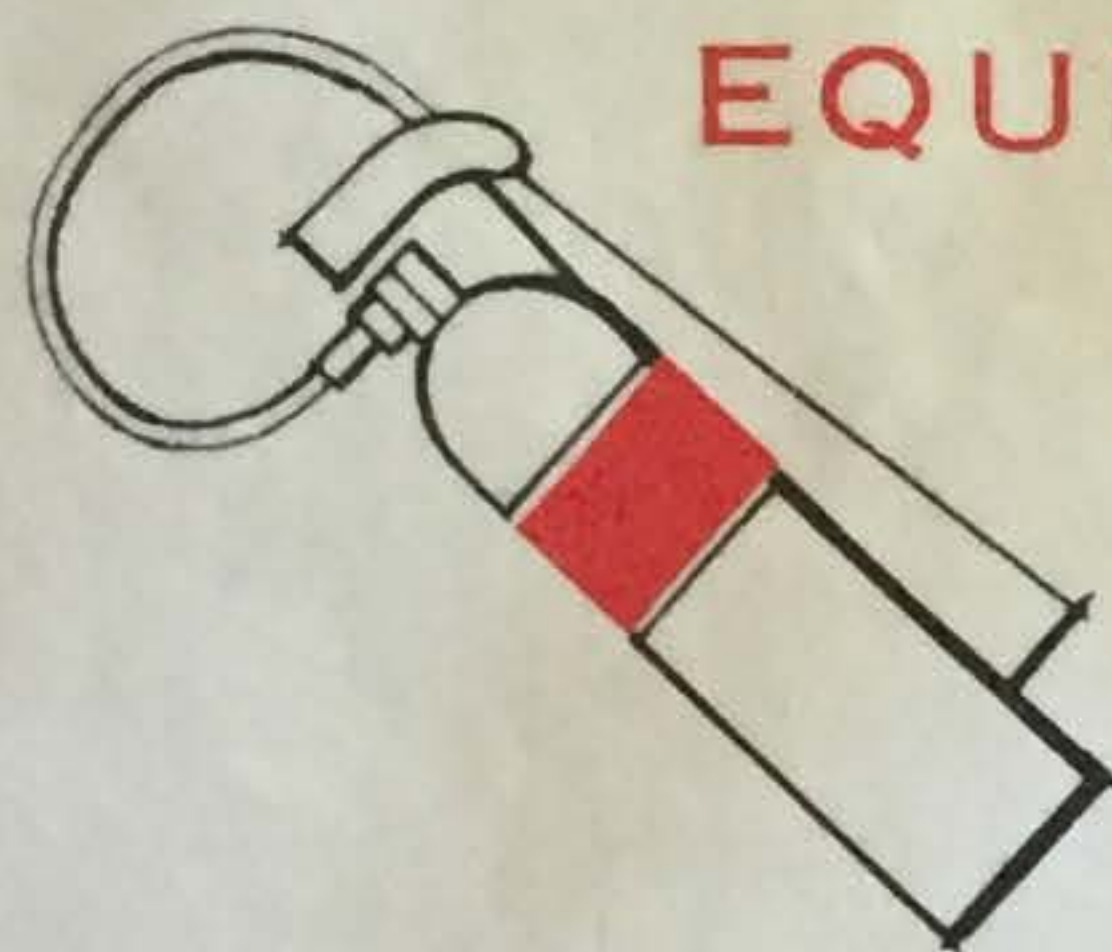
9422 and 9423



Outboarding is wonderful sport. Evinrude Motors continually strives to increase your enjoyment of this sport by building safer and better outboards. We ask your cooperation in the operation of your new Evinrude motor by obeying all Federal and local regulations and by showing consideration to your fellow boating enthusiasts.

HERE ARE A FEW SUGGESTIONS TO INCREASE YOUR PLEASURE.

EQUIPMENT FOR SAFETY AND COMFORT



Approved lifejackets or buoyant cushions for each person (children under 12 should wear approved lifejackets).

Approved fire extinguisher and flashlight or lantern.

Oars or paddle, spark plugs, drive pin and tools for minor adjustments.

An extra propeller if your boating is done on large waters or a dealer is not readily available.



RULES OF THE ROAD FOR OUTBOARDING

Keep clear of sailing craft and rowboats. Yield right of way to slower boats.

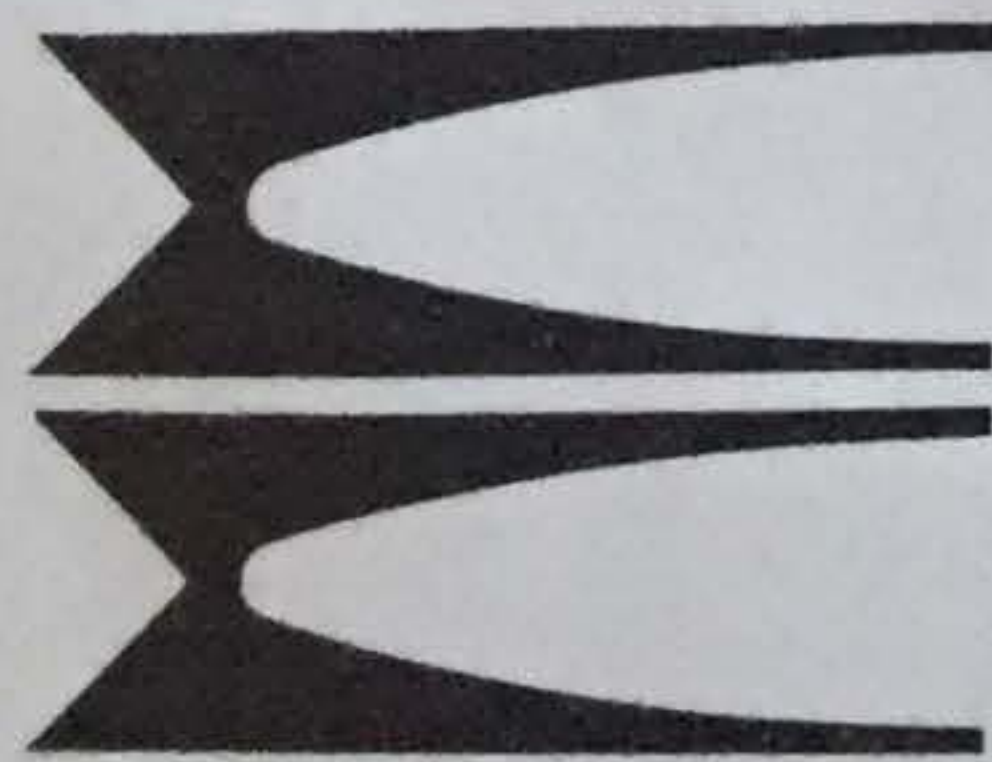
Always keep to the right.

Do not use your motor near swimmers or skin divers.

Learn the sign language of the various buoys and warning signals. These are your nautical traffic signs, posted for your safety and convenience. More common buoys and signals (and their meanings) are illustrated on the inside back cover of this manual.

OPERATION ON FEDERAL WATERS

Specific regulations apply to the use of outboard propelled boats when operated on Federal controlled waters. We suggest you investigate when using your outfit in these waters. Information can be obtained by phoning or writing your nearest Coast Guard District Office.

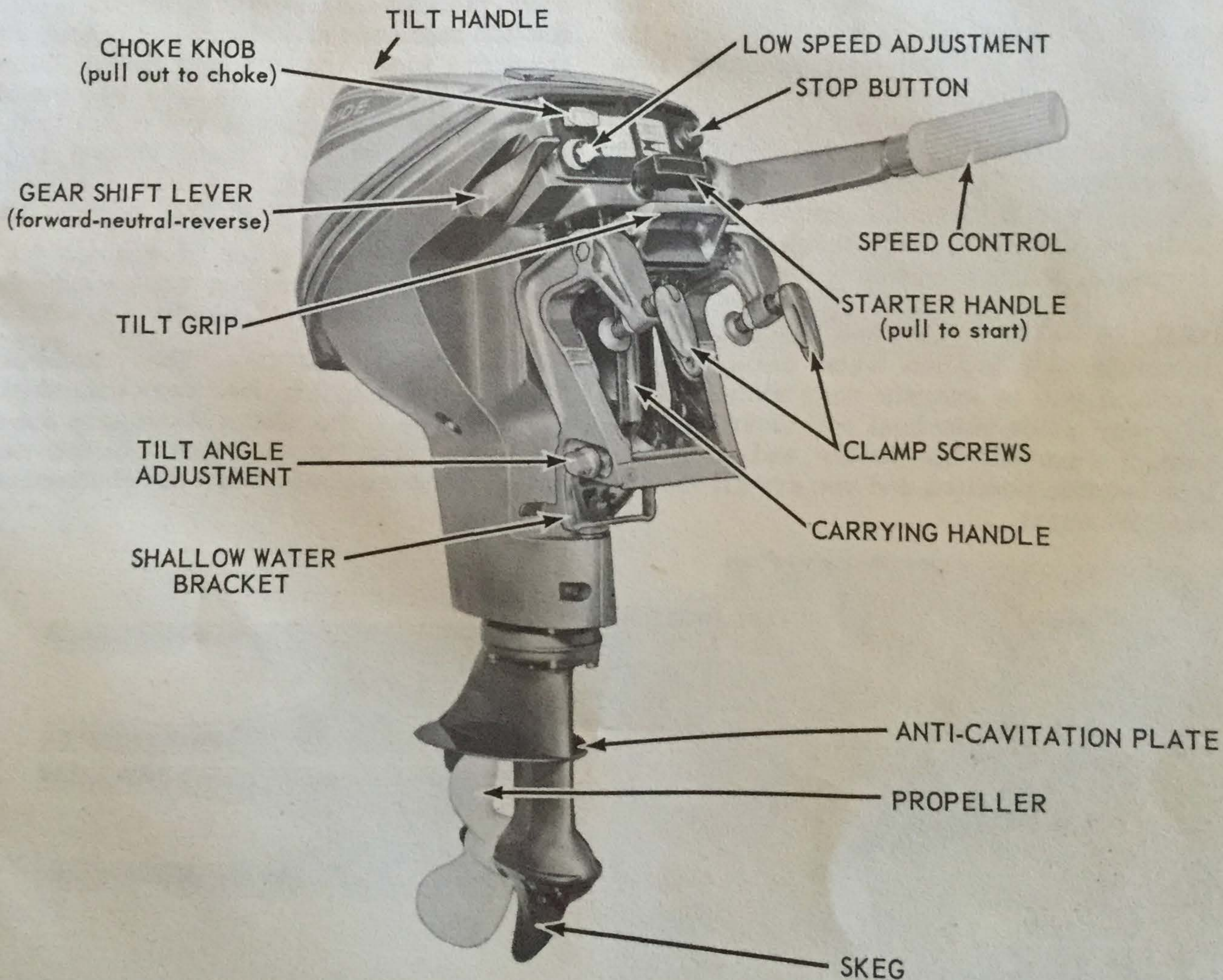


INTRODUCTION

In your new Evinrude Sportwin you will find all the most wanted features in outboard motors. Some of these features, such as quality of workmanship, engineering excellence, whisper quiet operation, and dependability, have long been standards at Evinrude. The new Sportwin boasts many new features while retaining the best features developed in preceding years. These features, the old and the new, are designed to enhance your boating pleasure and add to your satisfaction in selecting Evinrude.

An outstanding new feature is the low profile design favored by fisherman. The combination of low profile design, light weight, and the new easy-stow steering handle make the Sportwin easier to carry, to stow, and to install or remove from your boat. Additional features are described on the following pages.

We know how anxious you are to get underway. But before you shove off, even if you are an old hand at outboarding, it is to your advantage to spend a few minutes getting acquainted with your new Sportwin. There is no better way to acquaint yourself with a product than to become familiar with the owner manual that accompanies it. A few minutes spent now in studying this owner manual before you use your new motor will be time well spent.



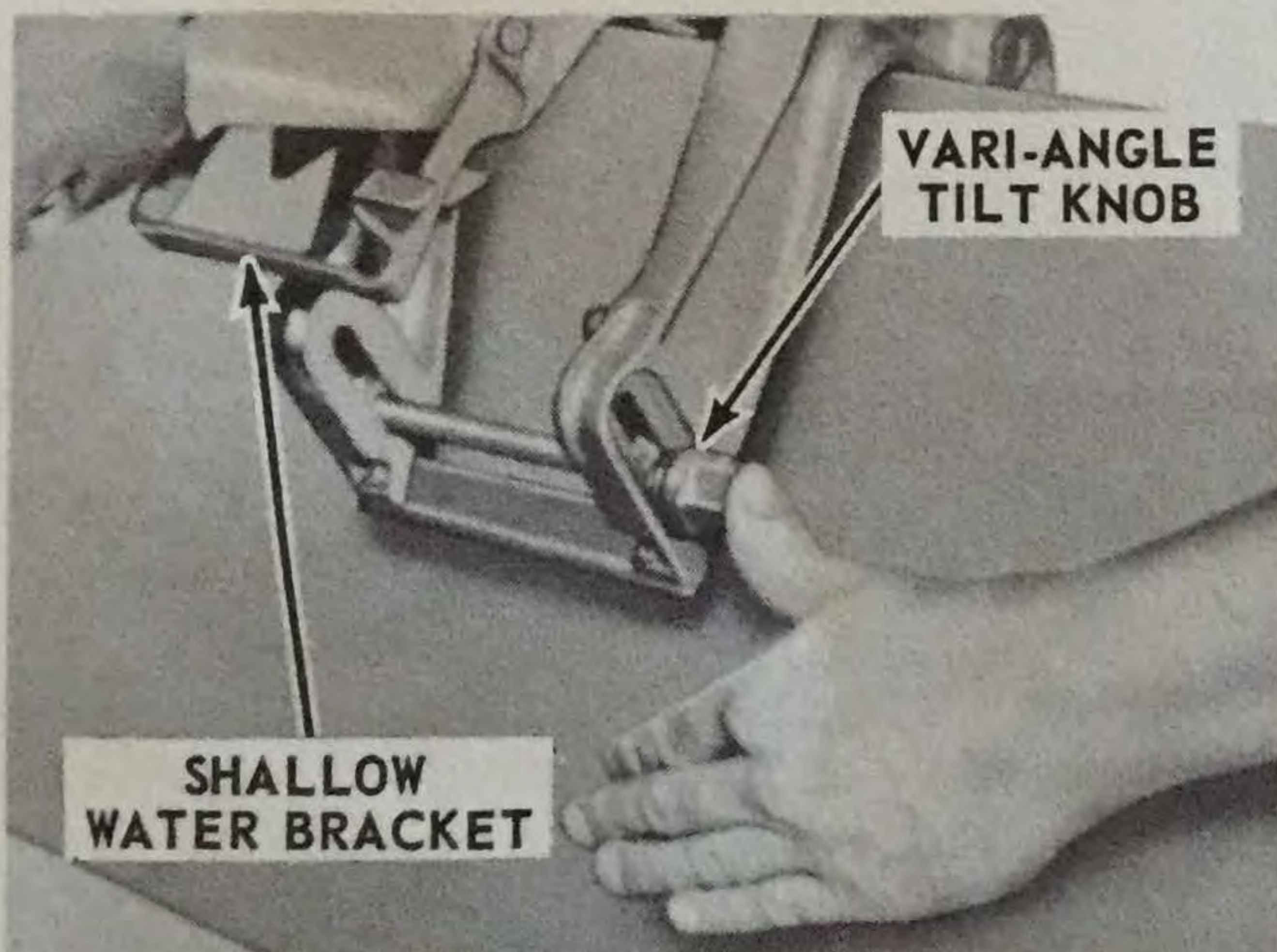
DESIGN FEATURES

STARTER-- New for your Sportwin is the gear drive starter employing the principles of automotive type starters. The nylon sliding gear engages the flywheel ring gear as the starter rope is pulled and automatically disengages when the motor starts. The ratio of the sliding gear to the ring gear provides maximum cranking speed with a minimum of pulling effort to ensure fast, easy starting.

RUBBER MOUNTING SYSTEM-- Shock absorber mounts "float" the entire powerhead of the motor, isolating engine vibration from the boat hull, to prevent it from acting as a sounding board.

THERMOSTATIC COOLING-- Normal operating temperatures are reached shortly after starting with thermostat control. As a result, your motor quickly reaches peak performance and fuel economy.

SHALLOW WATER BRACKET-- Also new for the Sportwin is a shallow water bracket which permits you to operate your motor virtually any place your boat will clear the bottom. Just tilt the motor and drop the bracket into position and you are all set for shallow water.



FIXED HIGH SPEED JET-- Gone is the task of adjusting the high speed carburetor jet. The new Sportwin is equipped with a fixed high speed jet that guarantees permanently smooth carburetion at high speeds. All the carburetor may need is an occasional low speed adjustment to compensate for weather changes.

VARI-ANGLE TILT-- The new Sportwin's tilt angle mechanism makes it easier to change the tilt angle and affords more adjustments through a wider arc than ever before. Simply unlock the tilt angle rack and pinion with a push of your thumb and roll it to the position you desire. Spring-loading pops the rack and pinion back into place and locks it securely when you release the thumb pressure.

PROPELLER SLIP CLUTCH-- The Evinrude propeller slip clutch does away with shear pin nuisance. The clutch disengages automatically when an obstruction is hit, re-engages automatically when the obstruction is past.



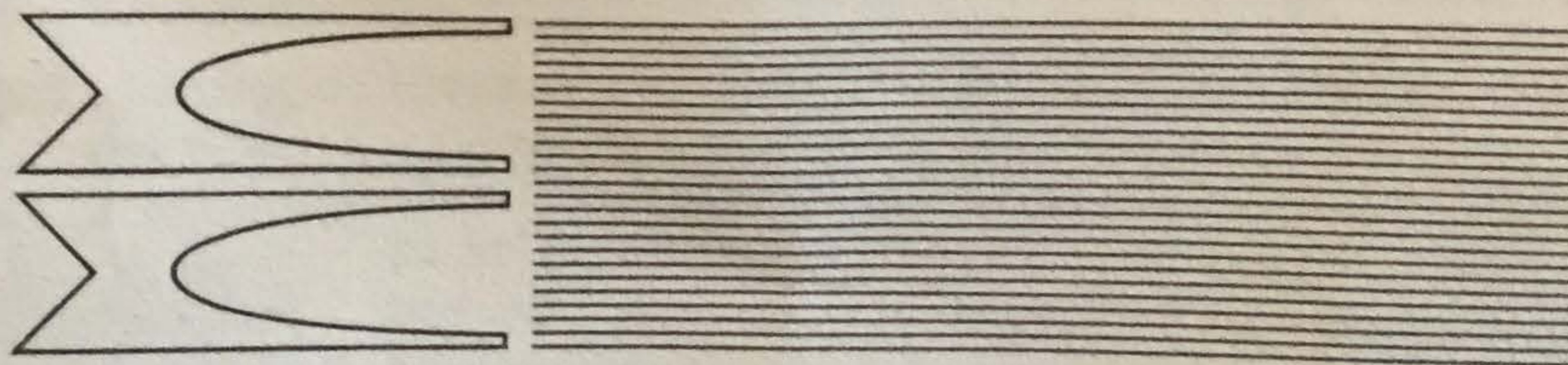
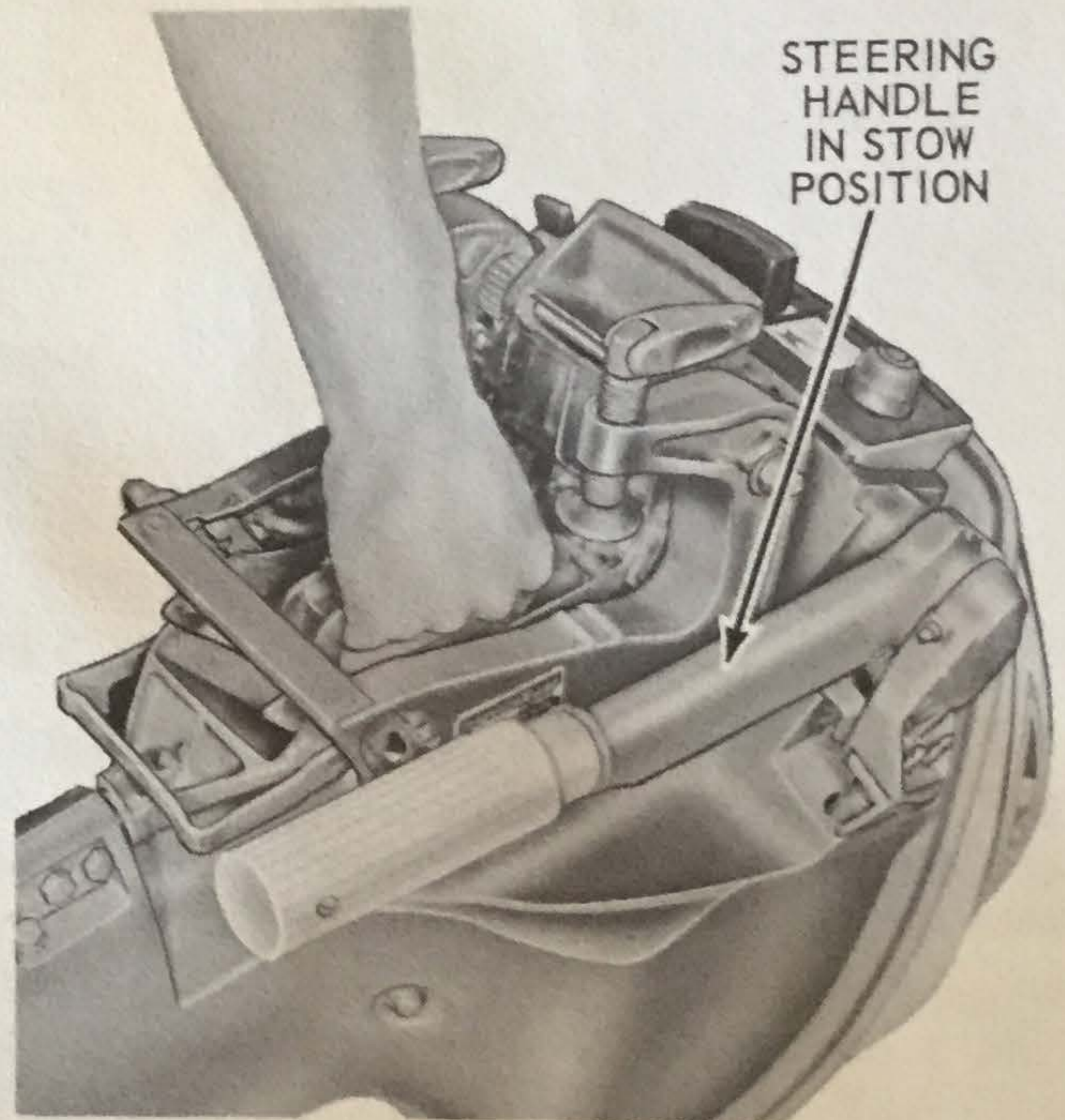
AUTOMATIC REVERSE LOCK-- Evinrude has built an automatic reverse lock mechanism into the Sportwin that engages when you move the shift lever to reverse.

CONTROL PANEL-- All operating controls are conveniently placed on the neat, attractive control panel, all within easy reach from your operating position. Clear markings are found adjacent to each control.

SILENCING-- Your Sportwin's sound sealing motor cover will absorb all but the sound of voices and wind as you breeze along like a boat under sail.

EASY-STOW STEERING HANDLE-- In addition to the convenience of two-position control, the Sportwin's steering handle offers another convenience. One finger releases a lock which then permits the steering handle to fold completely out of the way so there is no bothersome projection when stowing the motor in your auto trunk or other limited space.

CARRYING HANDLE-- A built-in carrying handle, situated on the swivel bracket at the exact point of balance, provides a convenient means of lifting the Sportwin or carrying it for short distances using one hand.



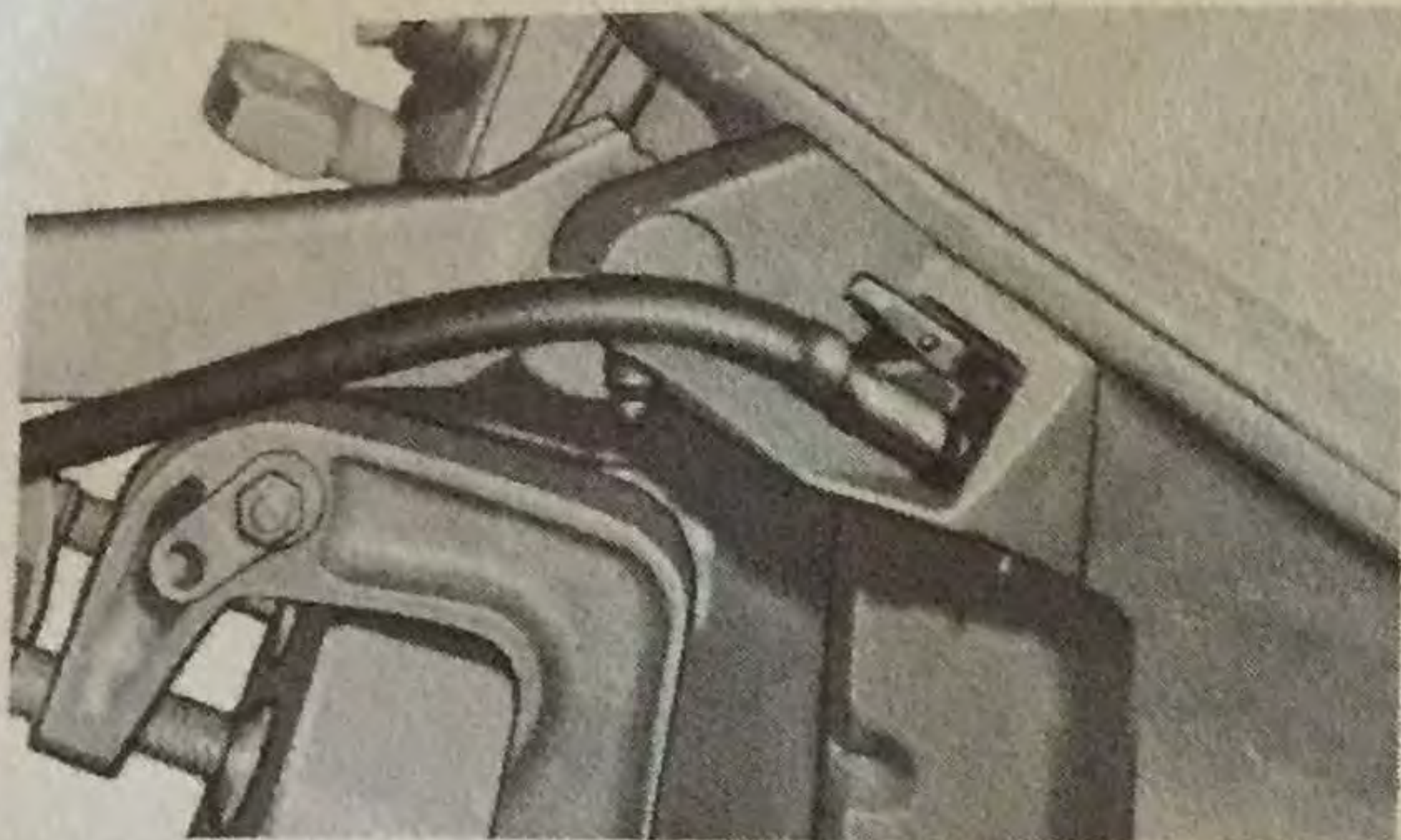
FUEL AND LUBRICATION

This is a two-cycle engine. The lubrication of pistons, cylinder, crankshaft and connecting rod bearings is solely supplied by oil which is mixed with gasoline.

TYPE OF GASOLINE: Use regular automotive gasoline or Marine white gasoline. Higher octane fuels may be used but generally offer no advantages.

LUBRICANT: We recommend using a reputable outboard motor oil or a regular SAE 30 grade automotive engine oil. **AVOID USE** of low price third grade (ML light duty) oils or multiple viscosity oils such as 10W-30.

IMPORTANT: Additive compounds such as "break-in" oils, "tune-up" compounds, "tonics," "friction reducing" compounds, etc., are entirely unnecessary and are not recommended for your motor. OMC "Engine Cleaner" and OMC "Rust Preventive" oil are recommended, and are available at all Authorized Evinrude Dealers.



MIXING INSTRUCTIONS - AFTER FIRST 5 HOURS

NOTE: See "Break-In" for correct fuel mixture for the first 5 hours of operation.

The correct fuel mixture after the first 5 hours of operation is 1 part of oil to 50 parts of gasoline. For ease of measurement, a fuel mixture of 1 pint of oil to 6 gallons of gasoline may be used.

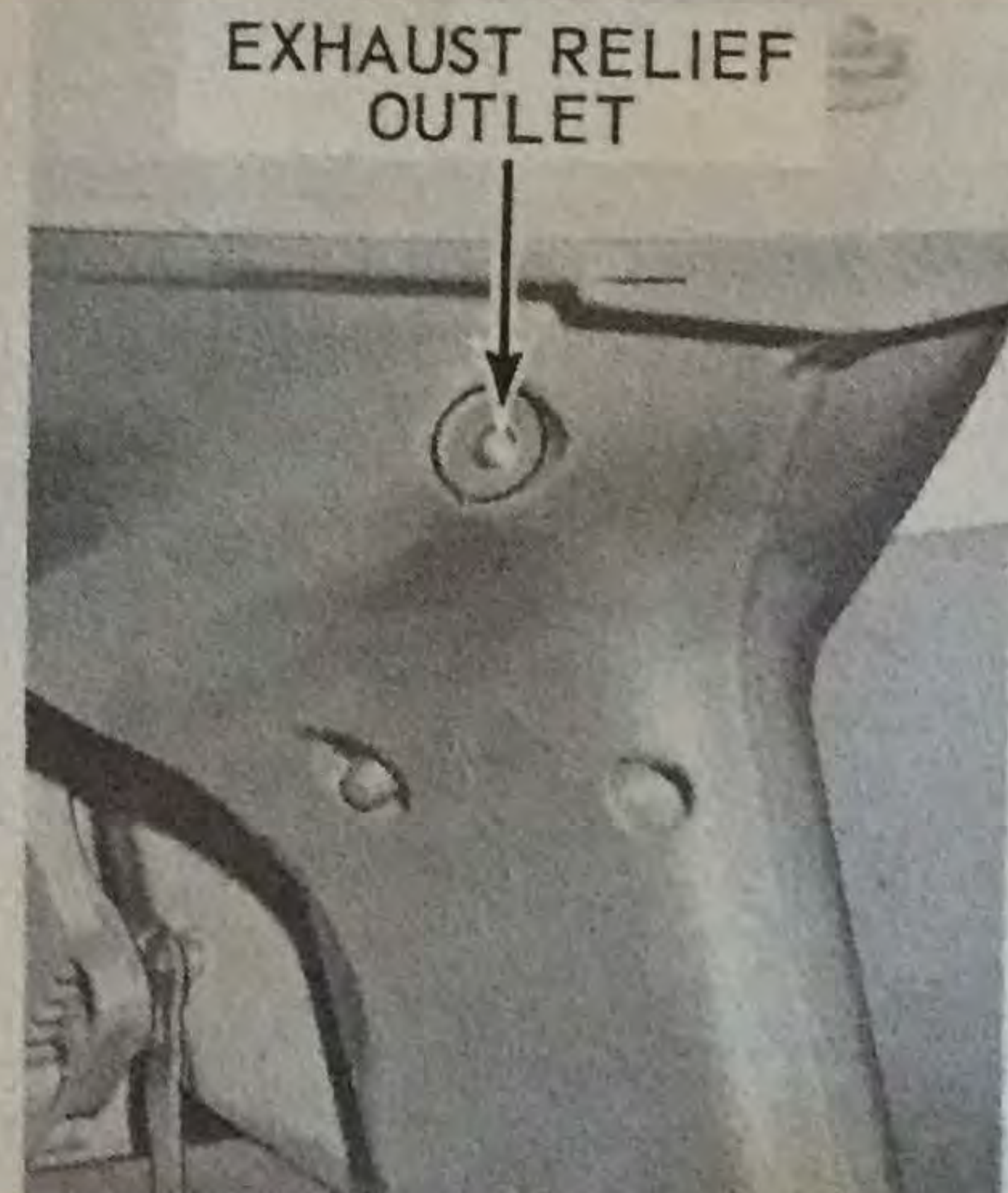
When filling an empty tank, pour one gallon of gasoline into tank (6 U.S. gallons capacity). Add 1 pint (U.S.) of oil and fill tank with gasoline. **BE SURE THAT OIL AND GASOLINE ARE ALWAYS THOROUGHLY MIXED AND FILLER CAP IS SECURED.**

Use only the recommended oil to gasoline mixture ratios, regardless of the claims made for some lubricants. Fuel mixture ratios of 1 part of oil to 24 parts of gasoline are acceptable.

STRAIN ALL FUEL: Due to condensation from changes in temperature, water is often present in gasoline when you get it. All gasoline should be poured through a fine mesh strainer. This will eliminate water and dirt which might otherwise clog fuel passages. **USE METAL CONTAINERS ONLY. ALWAYS USE FRESH GASOLINE AND OIL MIXTURE.**

BREAKING IN

For the first 5 hours of operation, including break-in period, the fuel mixture ratio should be 1 part of oil to 24 parts of gasoline, or 1 quart of oil for 6 gallons of gasoline. Do not operate engine at continuous full power for the first hour of operation. After 15 minutes of slow to half throttle operation (2500 rpm approx.), we recommend a short burst of full throttle operation every five or ten minutes. Run at full throttle for about 90 seconds, then return to half throttle or less. Check operation of cooling system frequently during break-in. Water discharge from exhaust relief outlet indicates proper operation.



PREPARING TO GET UNDERWAY

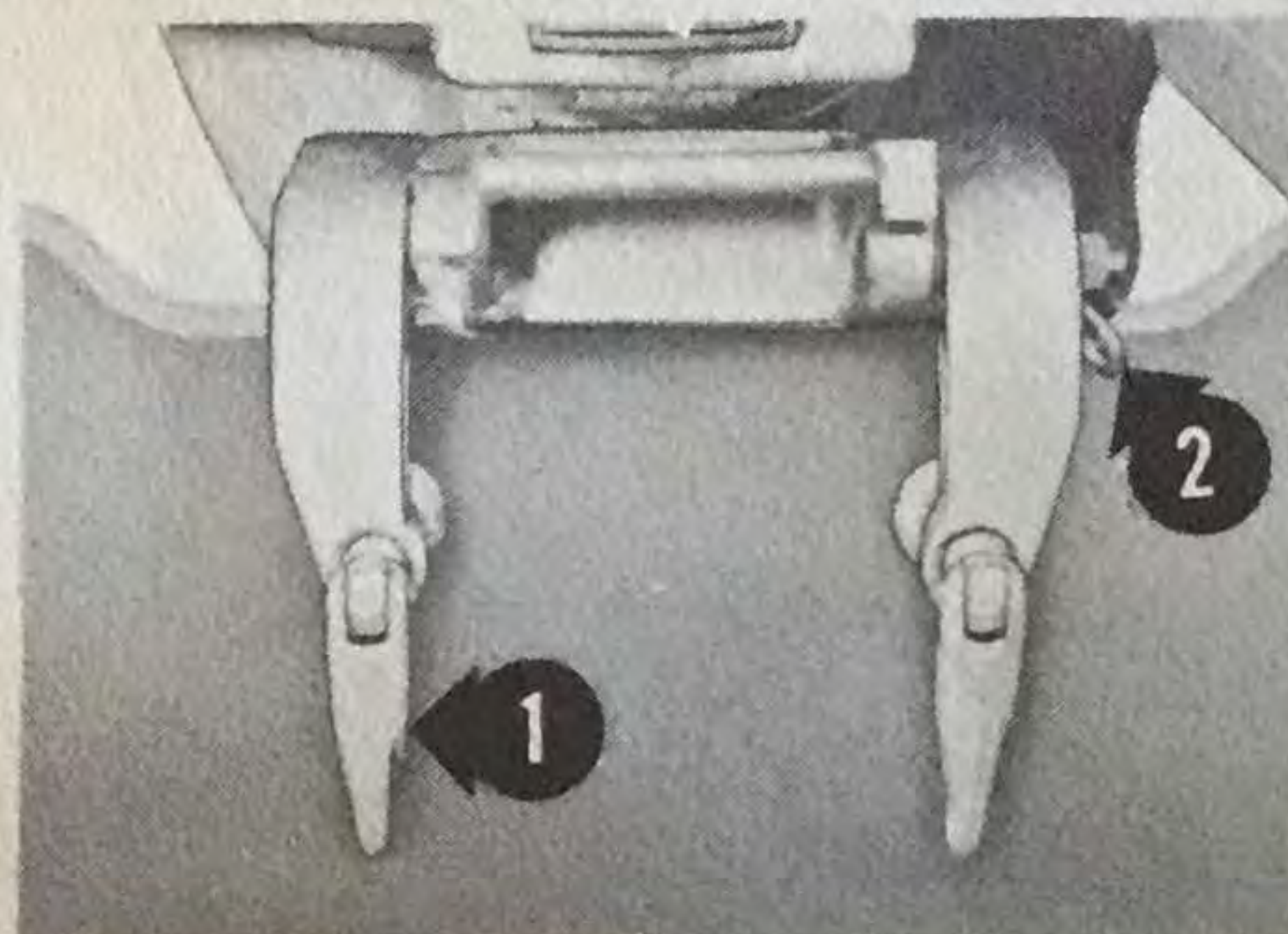
Now you're ready to place the motor on the boat. Look it over and locate the simple adjustments for properly attaching the motor in place.

INSTALLING MOTOR ON BOAT-- This is easy if done correctly. With motor on the dock, get in position in rear of boat. (Have someone steady the boat.) Grasp motor at front and rear and swing it onto the transom. Center motor before tightening clamp screws.

When installing the motor alone, place the motor on the dock and board craft empty-handed. Then, taking a firm grip, lift the motor directly onto the transom so that the clamp screws can be quickly hand-tightened.

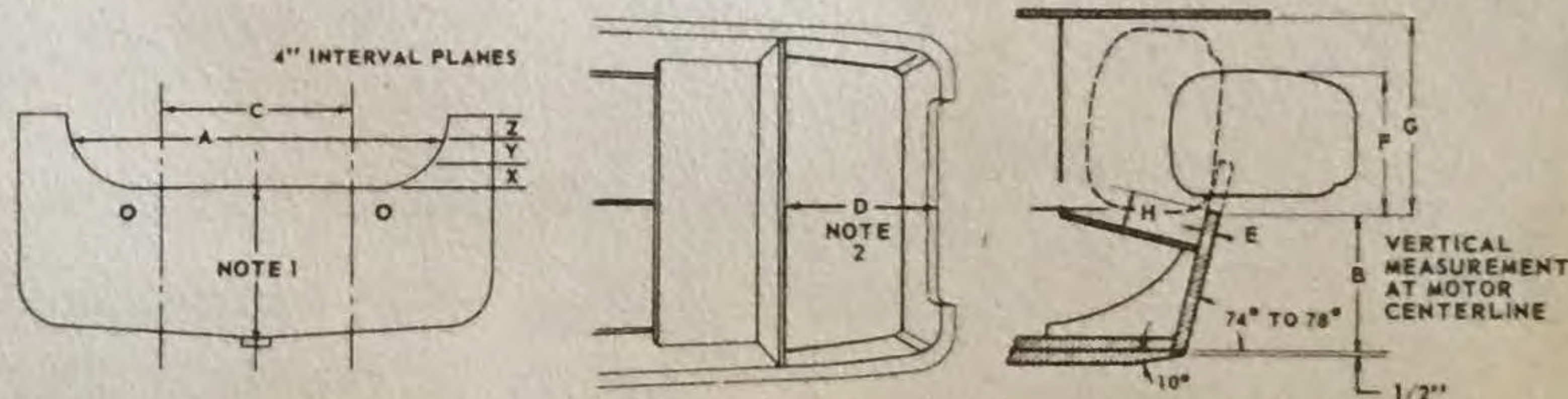
When mounting the motor on the boat in shallow water, with no dock available, place stern bracket in full tilted position before lifting motor onto transom, to avoid dragging propeller in sand or silt.

- 1 **CLAMP SCREWS** (pull up tight, tighten again after 15 minutes of operation)
- 2 **SAFETY CHAIN LINK** (secure motor to boat with chain or cable to prevent possible loss overboard)



RECOMMENDED TRANSOM DIMENSIONS

Cutout dimensions are given at three 4" interval planes (X, Y, and Z) above the transom top.



FOR MOTORS UNDER 12 H.P.

NO. OF MOTORS	CUTOUT WIDTH A			TRANSOM HEIGHT B	SPACING C	CLEARANCE LENGTH D	THICKNESS E		MOTOR CLEARANCE F	COVER HT. G	DRAIN WELL H
	X HT.	Y HT.	Z HT.				MIN.	MAX.			
1	21"	23"	27"	15 1/2"*	-	21"	1-3/8"	1-3/4"	17"	22-1/2"	5-1/2" MIN.
2	43"	45"	49"	or 20 1/2"	22"	SEE NOTE 2					

NOTE 1 Where boats having transoms cut for twin motors will be used with only a single motor, and the bottom at the transom has considerable vee or dead-rise, provision should be made for readily reducing the transom height at the centerline to provide a standard height for the single motor.

NOTE 2 As a safety measure, when the inboard section of the motor cutout is formed by the back of a seat, and it is possible that a passenger's arm may be caught between it and the motor in the event of a sudden tilt-up of the motor, add 3" to dimension D.

*The 20" transom height should be used as a minimum on any boat using 28 H.P. or over unless the boat is fitted with a self-bailing well having adequate drainage.

DIMENSIONS SHOWN ON THIS PAGE ARE RECOMMENDED BY
THE OUTBOARD BOATING CLUB OF AMERICA

STARTING INSTRUCTIONS

COLD MOTOR-- Your motor is now on the boat, ready to go. Here's how to start it.

1. Connect fuel hose to plug-in connector on motor and tank (primer bulb nearest tank).
2. Squeeze fuel line primer bulb several times until resistance is felt.
3. Check to see that gear shift lever is in neutral position. **ALWAYS START MOTOR IN NEUTRAL.**
4. Advance speed control to start position.
5. Pull choke all the way out.
6. Pull starter handle slowly until starter engages, then pull forcibly. Repeat until motor starts.
7. When motor starts, push choke in gradually until motor is running smoothly.

IMPORTANT: Speed control must always be retarded to shift position on throttle handle control before moving gear shift lever. Do not force lever and do not shift to forward or reverse when motor is not running.

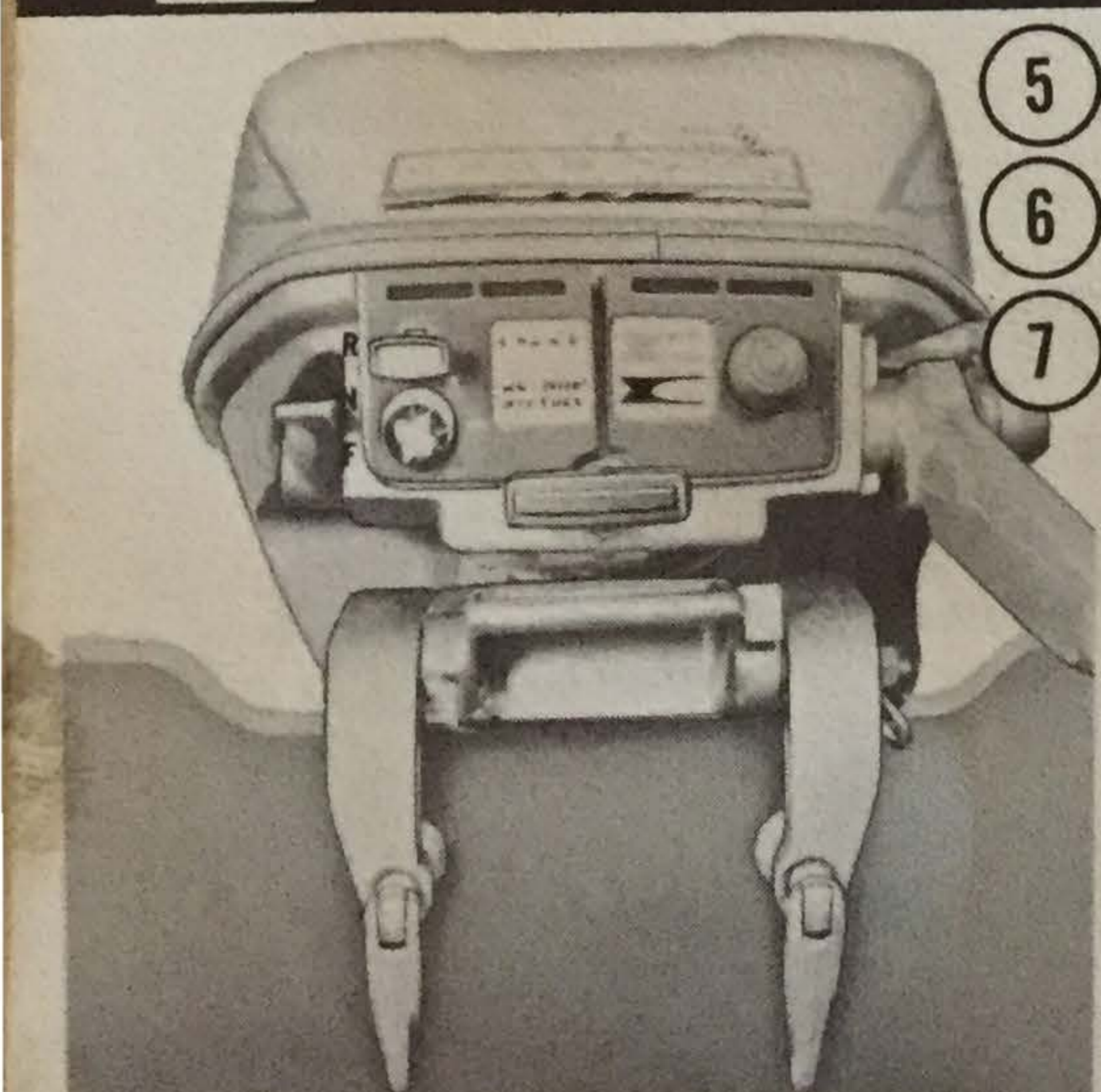
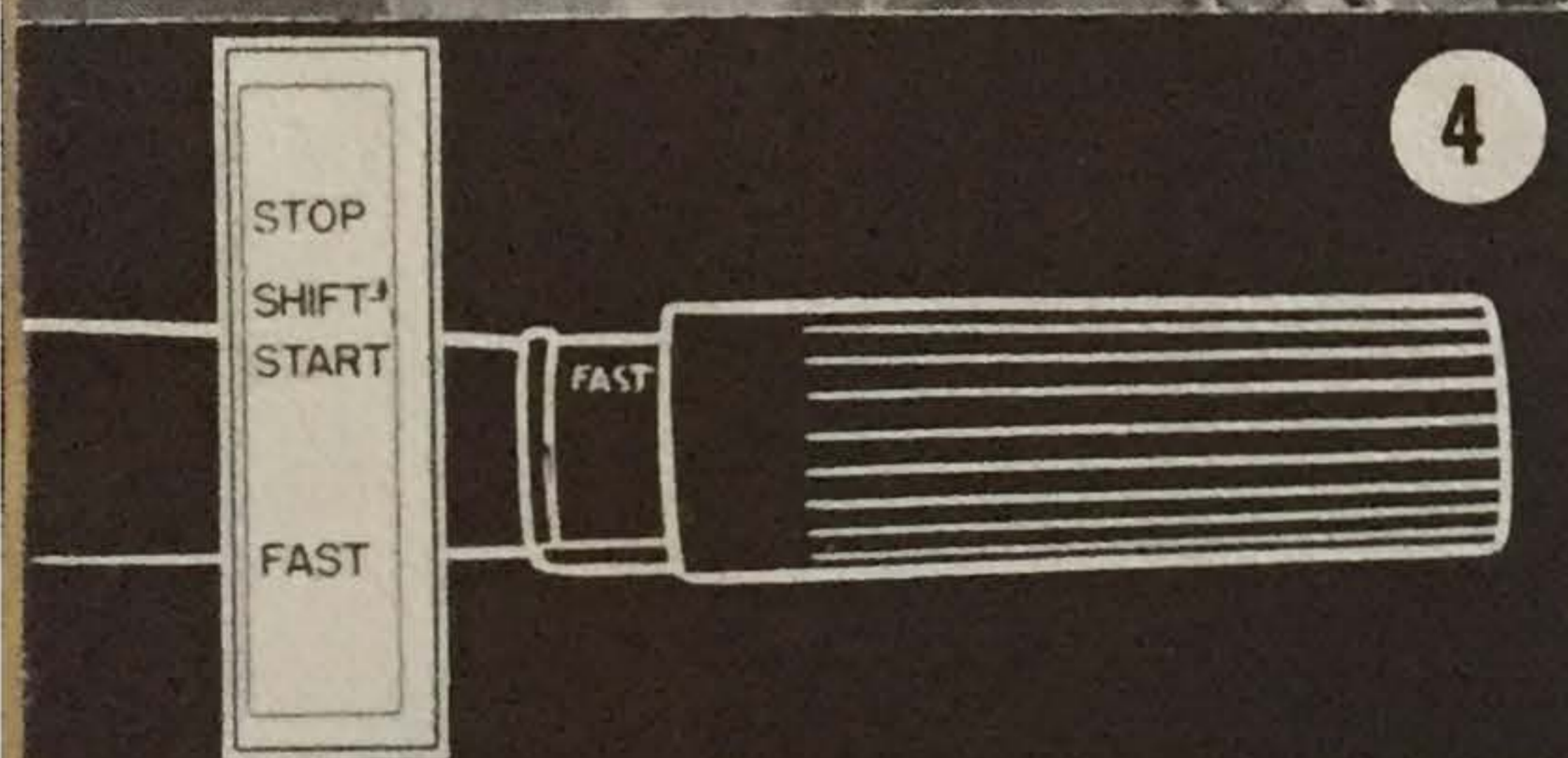
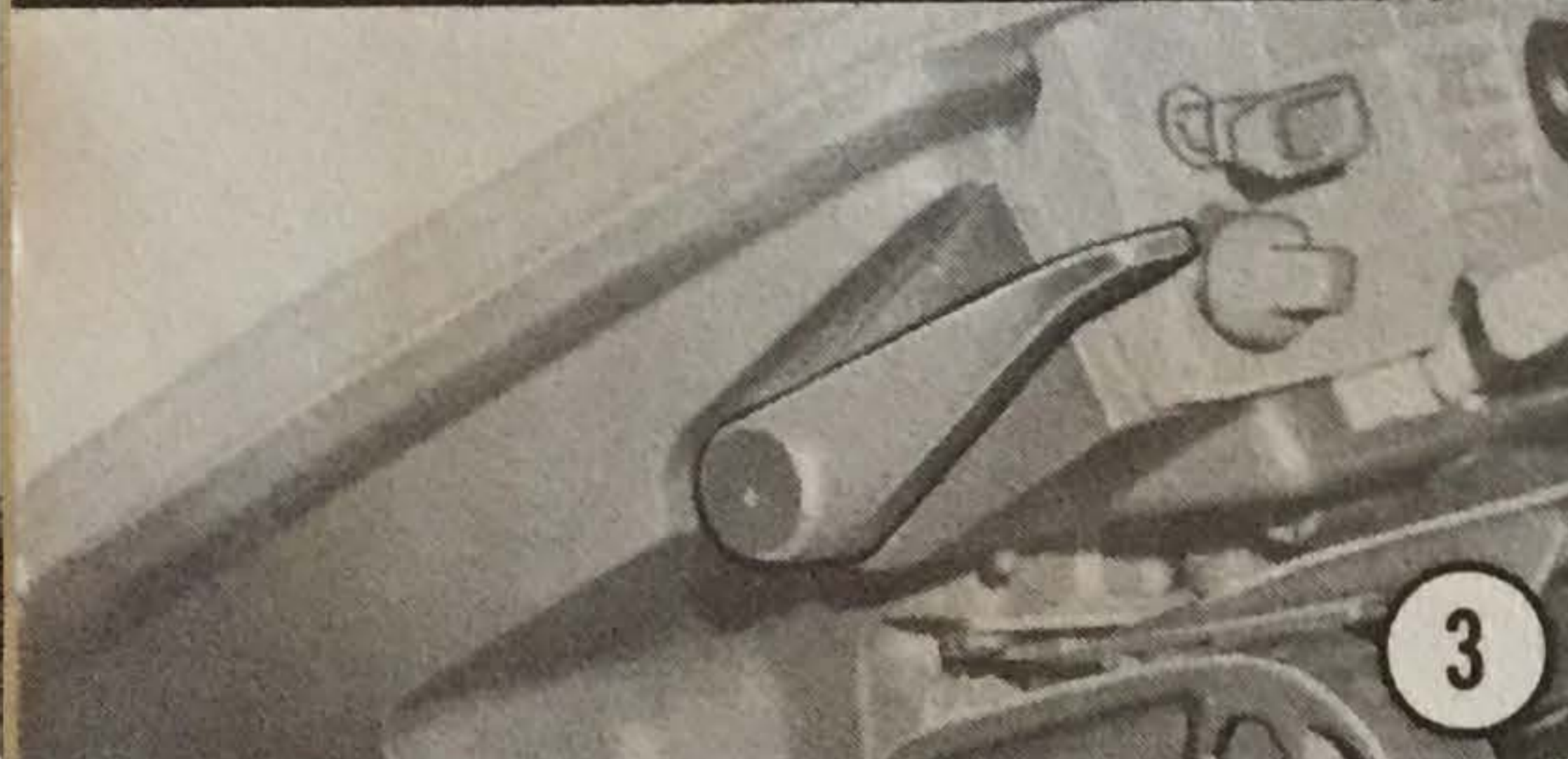
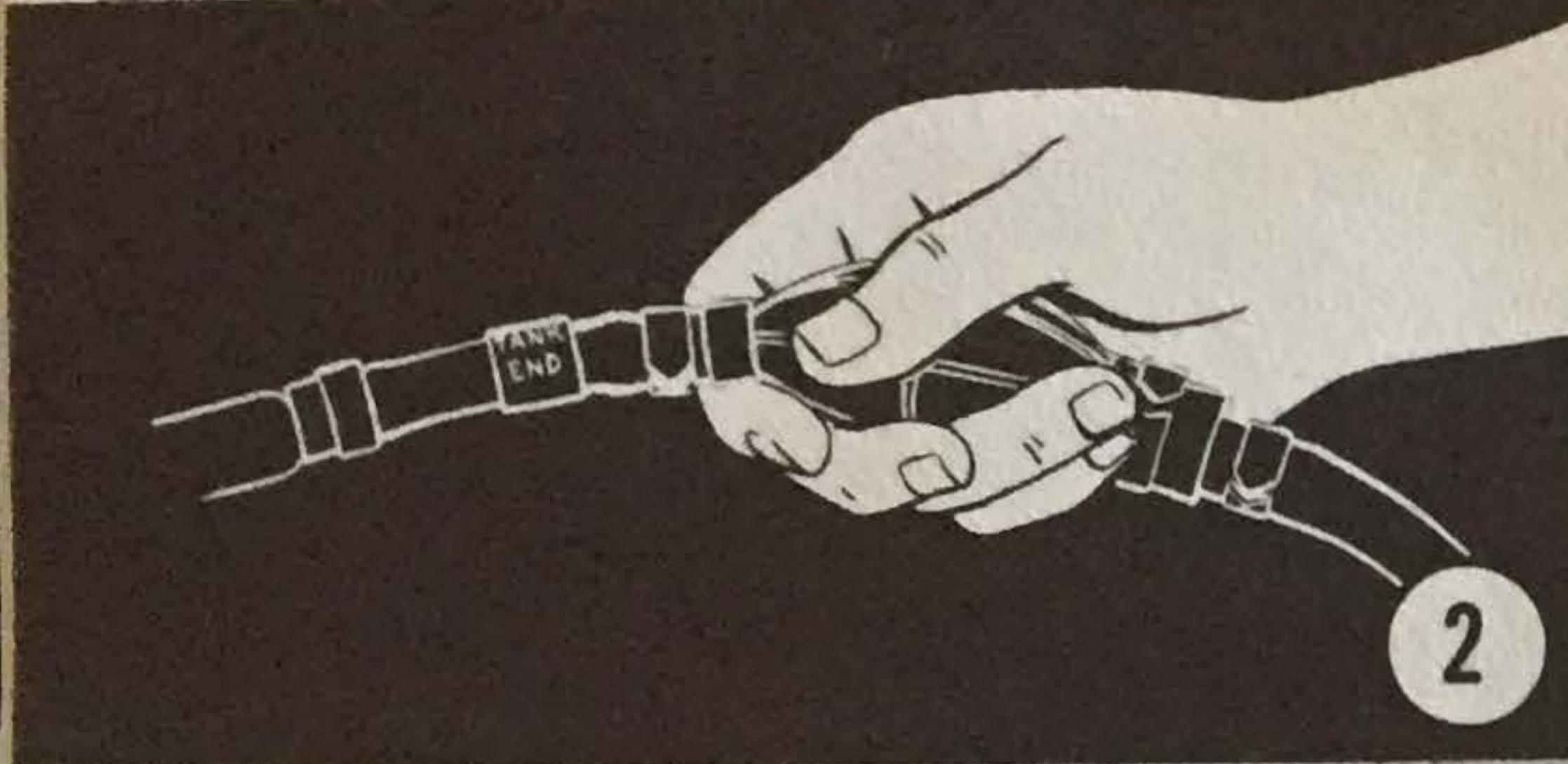
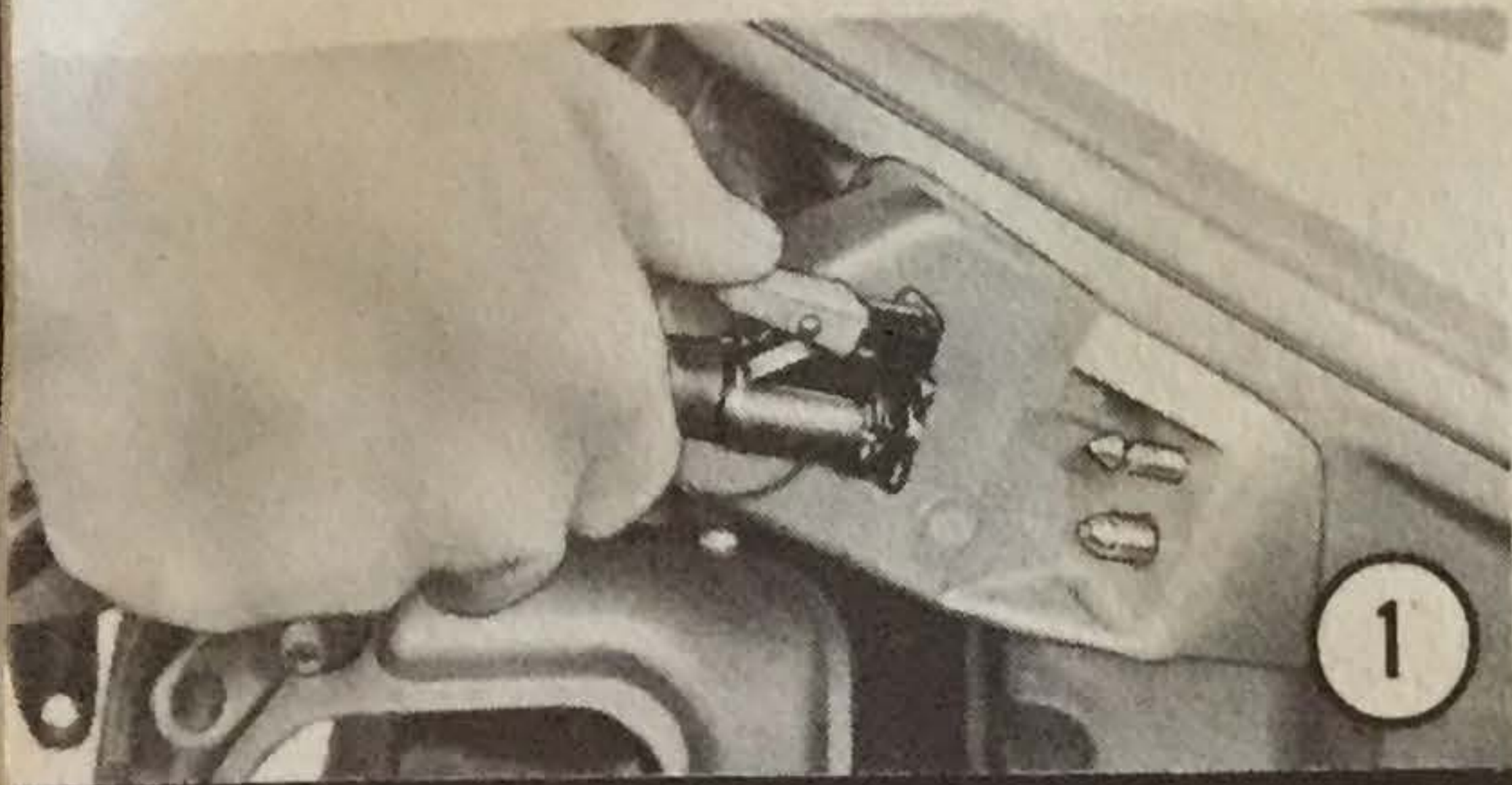
STARTING A WARM MOTOR-- Proceed as with a cold motor, except do not choke. If motor fails to fire after a few pulls on the starter handle, then use the choke.

IF MOTOR DOESN'T START--

1. Check fuel connector to see that it is locked tightly in position and that hose is not kinked or pinched.
2. Check to see that fuel hose is connected with primer bulb next to fuel tank.
3. Squeeze fuel line primer bulb until resistance is felt.
4. Check the speed control setting to see that it is advanced to the **START** position.

FLOODING OF MOTOR-- Flooding normally occurs only when a warm motor is over-choked or cranked too slowly or cranked with too little throttle. Generally speaking, you can assume that a cold motor which has not fired is not flooded.

If motor is flooded, push choke in, disconnect fuel connector, advance throttle as far as it will go (with gear shift in neutral) and continue cranking until motor fires.



IDLE ADJUSTMENT-- The idle adjustment thumb screw is readily accessible with the motor cover removed. Turning clockwise on the thumb screw increases idle speed; turning counter-clockwise decreases idle speed. Make certain that the speed control is in slow position and the motor is at normal operating temperature before making the idle adjustment.

LOW SPEED ADJUSTMENT--

1. Remove motor cover.
2. Pull low speed valve arm off needle, being careful not to bend linkage.
3. Turn needle valve clockwise until it closes and seats. **DO NOT FORCE.**
4. Then turn needle valve counterclockwise 3/4 turn.
5. Start motor and run until warm.
6. Retard throttle to normal idle rpm and adjust needle valve until best performance is obtained.
7. Replace low speed valve arm in normal running position. (Do not disturb position of needle while installing valve arm.)

RUNNING-- TO GO FORWARD - After motor is running smoothly, retard speed control to shift range position. Then move shift lever to FORWARD with a firm positive motion. **DO NOT SHIFT MOTOR WITH SPEED CONTROL ADVANCED BEYOND SHIFT POSITION.**

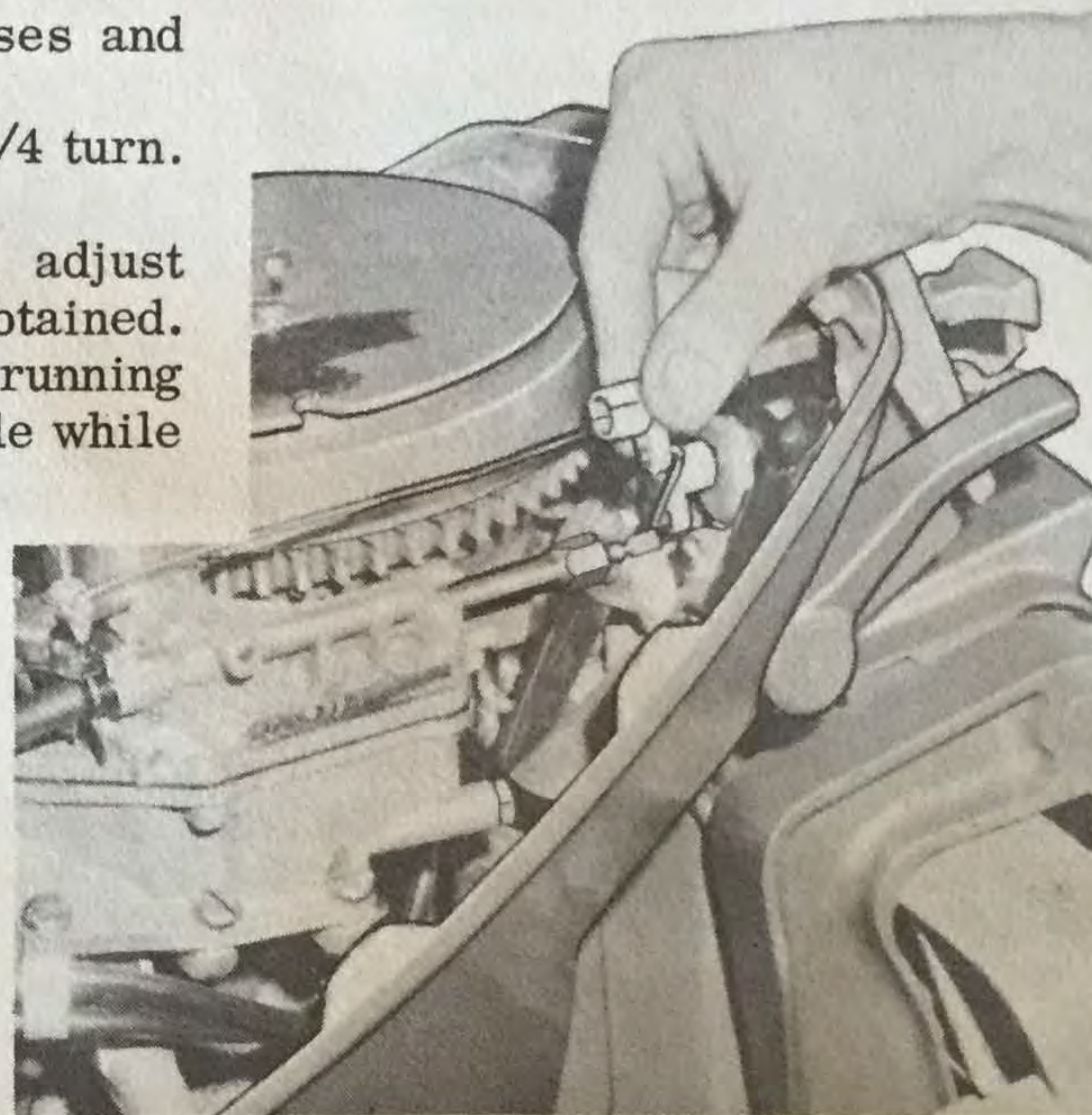
TO INCREASE SPEED - Turn speed control counterclockwise toward FAST position.

TO DECREASE SPEED - Turn speed control clockwise toward SLOW position.

TO GO IN REVERSE - Retard speed control to shift range position. Then move shift lever to REVERSE with a firm, positive motion. Use caution in running, since motor can't tilt if it strikes an object.

TO STOP MOTOR - Depress stop button and hold until motor stops.

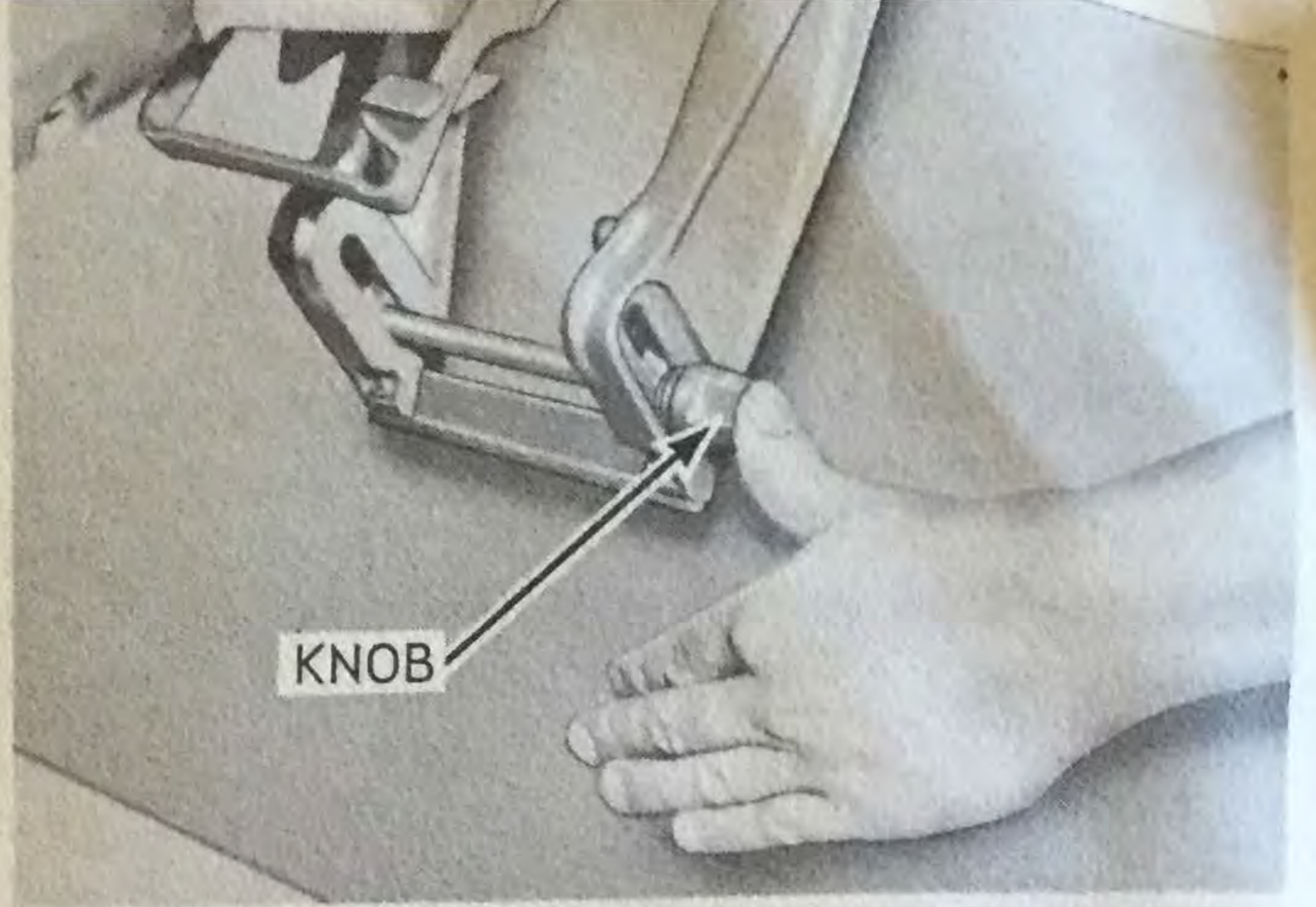
IMPORTANT: In shallow water proceed at slow speed to prevent damage to the motor if you should hit an underwater obstruction. If you strike an underwater obstruction, re-



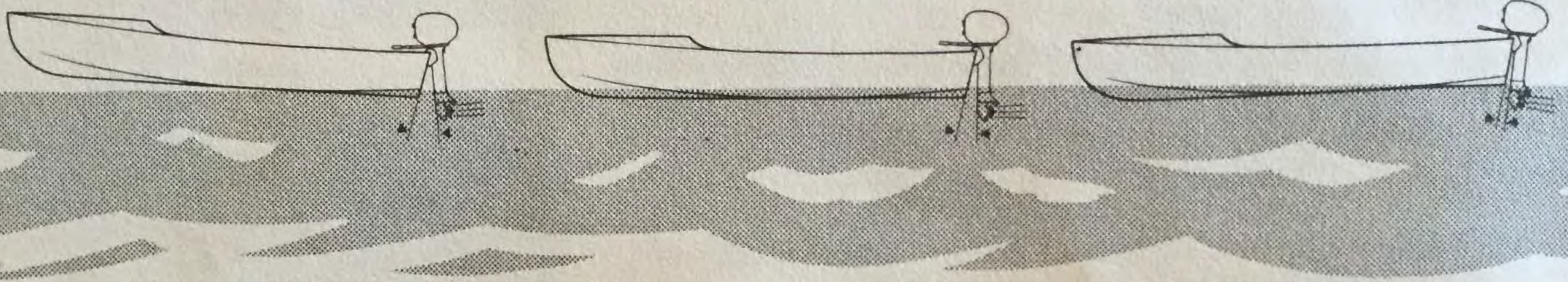
tard the throttle immediately. Continue at slow speed until reaching deeper water. If you expect to run in shallow water for any length of time employ the shallow water bracket as instructed on page 9.

If motor vibrates excessively after striking an underwater obstruction, it may indicate a bent or damaged propeller. Your Evinrude Dealer is equipped to check and repair damaged propellers. To remove propeller, first remove the cotter pin from the propeller nut. Then remove the nut and propeller. Lubricate and reassemble in reverse order.

MOTOR ANGLE ADJUSTMENTS-- When the boat load is properly balanced check the lower unit of your motor. It should be vertical to the water. If it is not adjust with the motor angle adjustment. First, however, place the shift lever in neutral and pull out the tilt lock lever. Then tilt motor, using the tilt handle at rear of cover, push in the pinion and roll knob to the desired position. Push in tilt lock lever and lower motor to run position.



MOTOR ANGLE

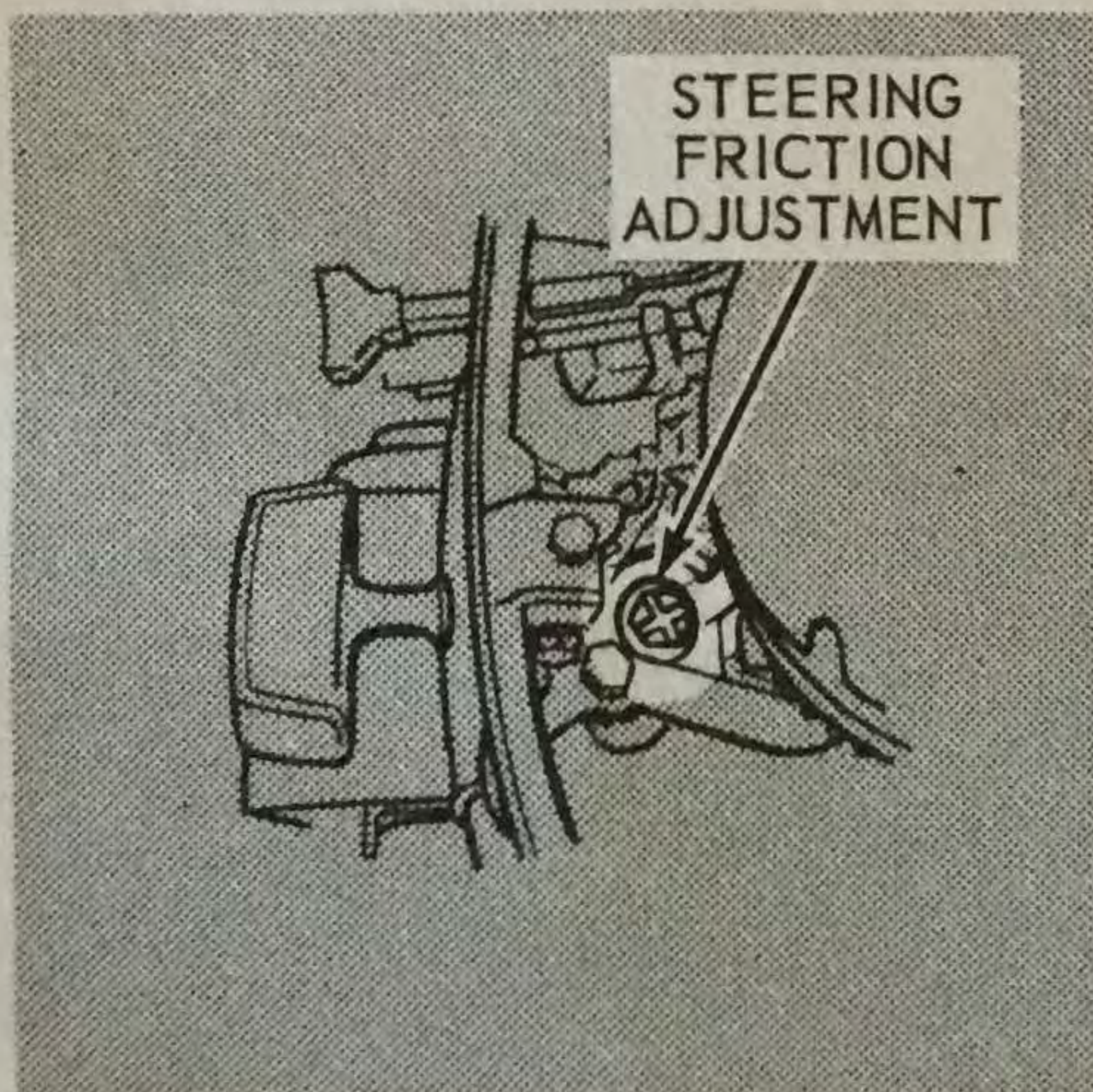
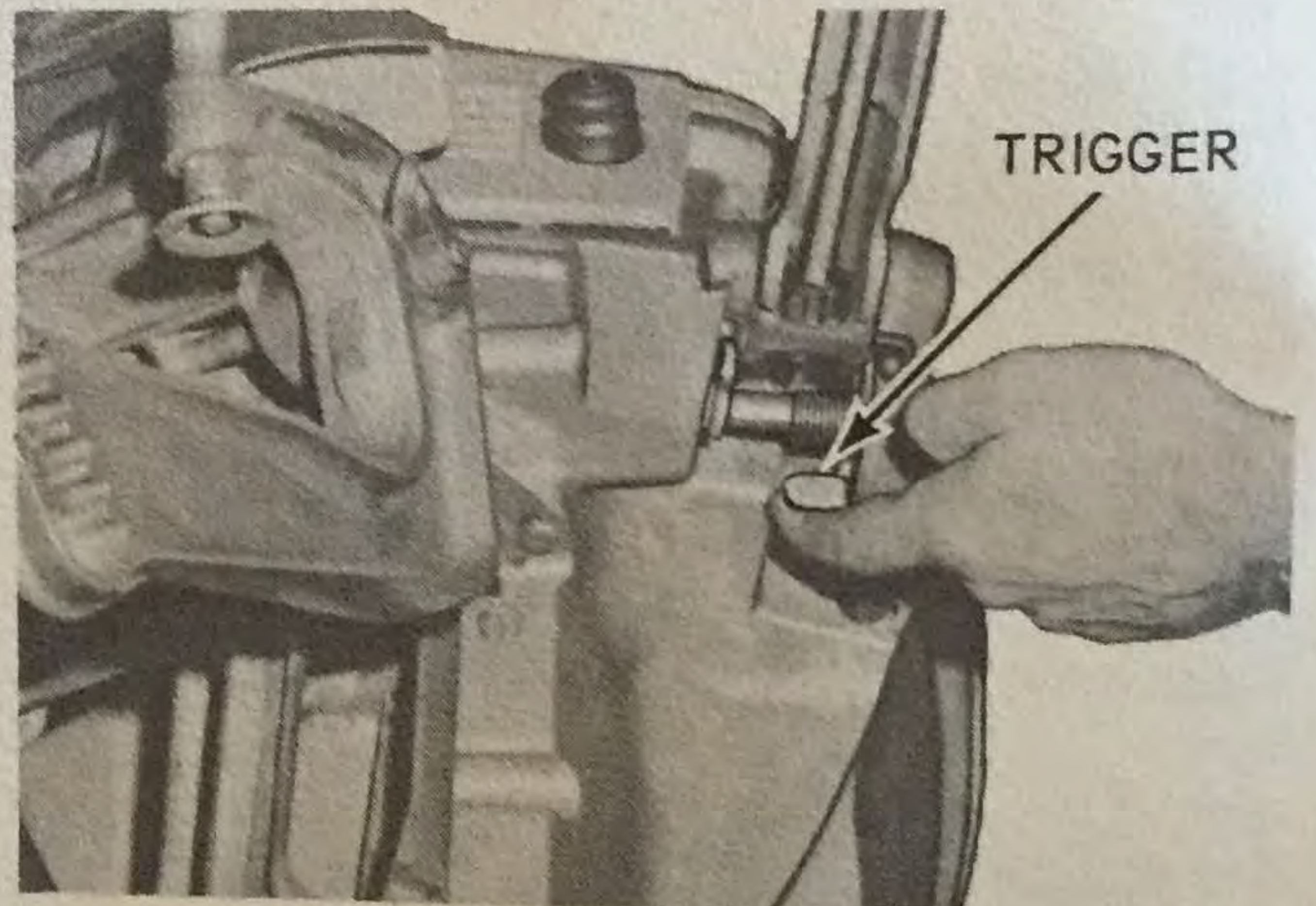


INCORRECT
OVERLOAD AFT
CAUSES BOAT TO "SQUAT"

CORRECT
BALANCED LOAD
GIVES MAXIMUM PERFORMANCE

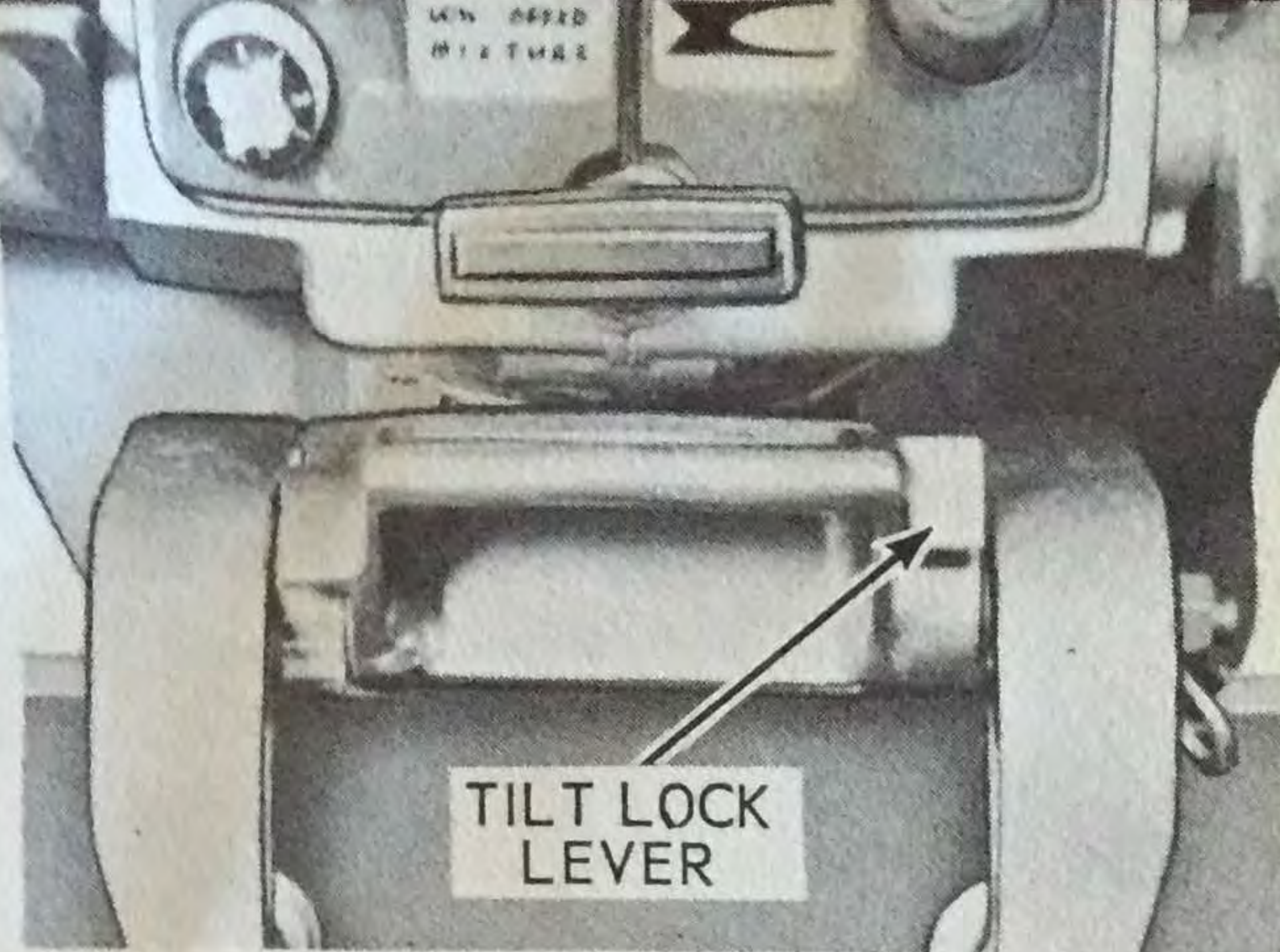
INCORRECT
OVERLOAD FORWARD
CAUSES BOAT TO "PLOW"

STEERING HANDLE-- The steering handle can be adjusted to the stow position or two operating positions other than the running position. To change to stow position release lever located under the steering handle and press down on handle. For the two operating positions apply downward or upward pressure on the handle to overcome detent. **NOTE** - Lift up steering handle from stow position before mounting motor on transom.

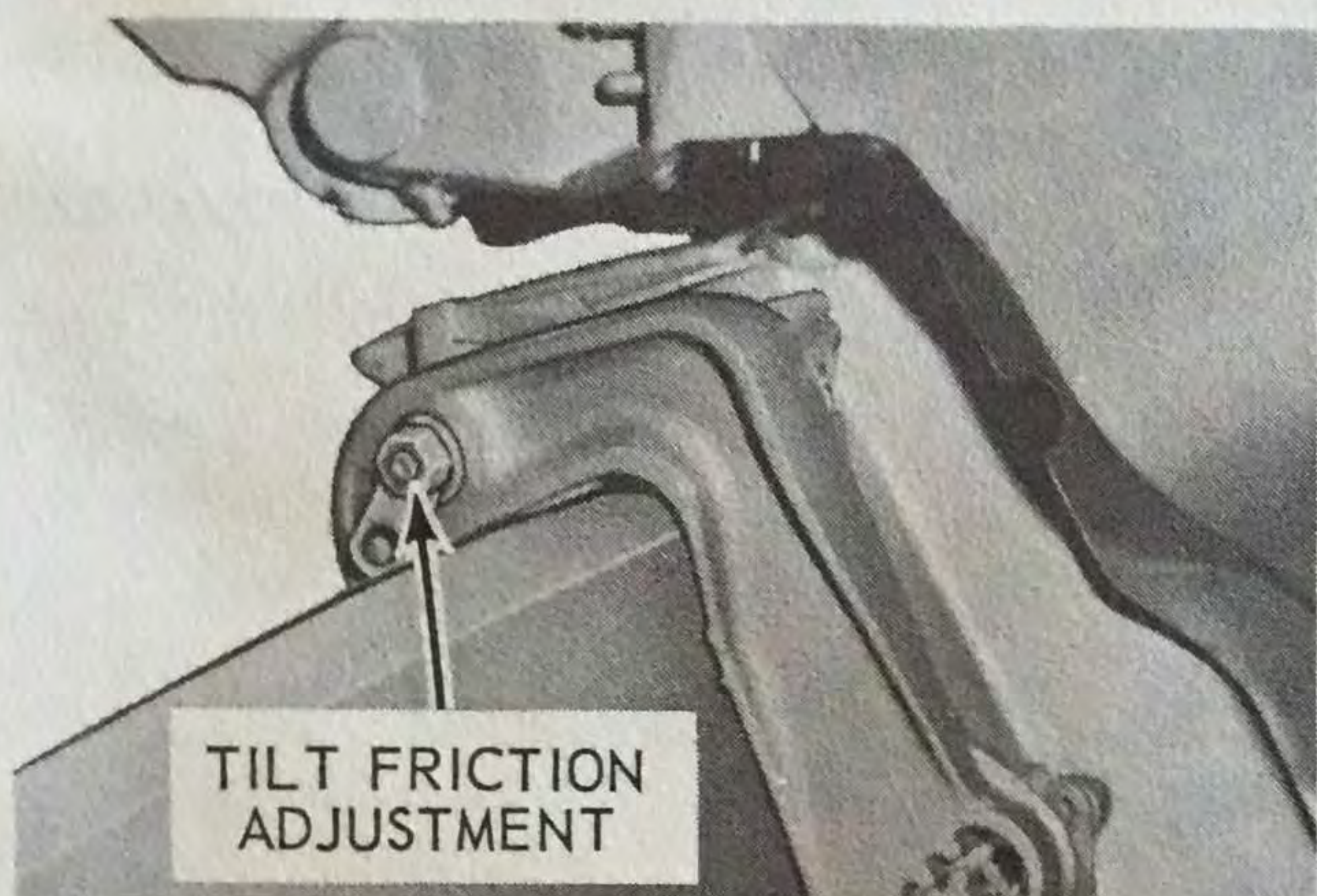


STEERING FRICTION ADJUSTMENT-- The co-pilot is your relief steersman. It provides a yielding grip, yet holds your motor in a selected position whenever you let go of the steering handle for short intervals. Proper adjustment is made at the factory. Should the co-pilot steering become too loose, adjustment can be made by tightening screw as illustrated.

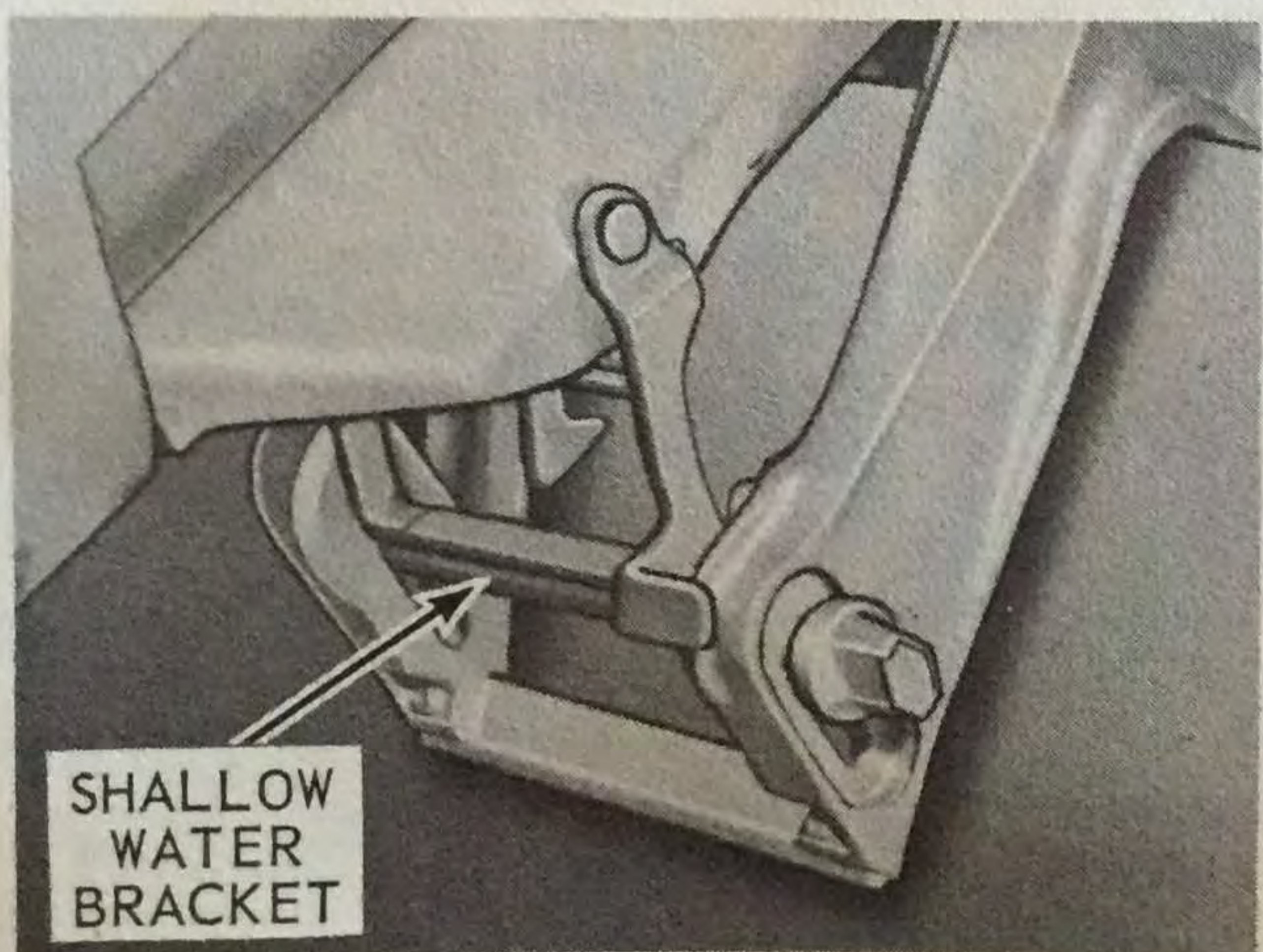
NOTE: When a remote control steering wheel is used on your boat, release the tension on the co-pilot screw until motor pivots easily.



TILT LOCK- The Sportwin tilts in two positions, locking firmly in each. To tilt motor pull out tilt lock lever on port stern bracket. Using tilt handle at rear of motor cover pull the motor toward you to the desired position. **CAUTION - DO NOT USE STEERING HANDLE FOR LEVERAGE WHEN TILTING MOTOR.** To return to position push in the tilt lock lever, tip up slightly and lower the motor.



TILT FRICTION ADJUSTMENT-- Proper tilt friction adjustment has been made at the factory but may loosen with use. The friction mechanism is designed to permit easy tilting and to utilize friction when returning to down position. To increase friction, tighten the friction nut on the port clamp bracket.



RUNNING IN SHALLOW WATER- Before placing the motor in shallow water drive operating position place the shift lever in neutral and pull out the tilt lock lever. Using the tilt handle at rear of motor cover, pull the motor toward you and drop the shallow water bracket into position. The shallow water drive position is controlled by the motor angle adjustment. If a different shallow water drive position is desired reposition the motor angle adjustment as previously described.

RUNNING IN WEEDS-- Weeds on the propeller will cause motor to vibrate. Run at reduced throttle when weeds are thick. Reverse motor periodically to clear weeds from propeller. Clear propeller completely of weeds before resuming speed in deep water.

RUNNING ADJUSTMENTS

CARBURETOR ADJUSTMENTS-- The carburetor high speed jet is fixed and for normal operating conditions will require no further attention. For low speed carburetor adjustment see page 7.

When the carburetor on a thermostatic engine is properly adjusted, it should require no more frequent readjustments than are necessary on your automobile.

BOAT TRIM-- For best boat and motor performance, the boat should be driven as nearly parallel to the water as possible. On planing type boats, favor stern loading to raise bow slightly. Passengers and equipment should be so distributed in the boat that it is evenly balanced both front to rear and side to side.

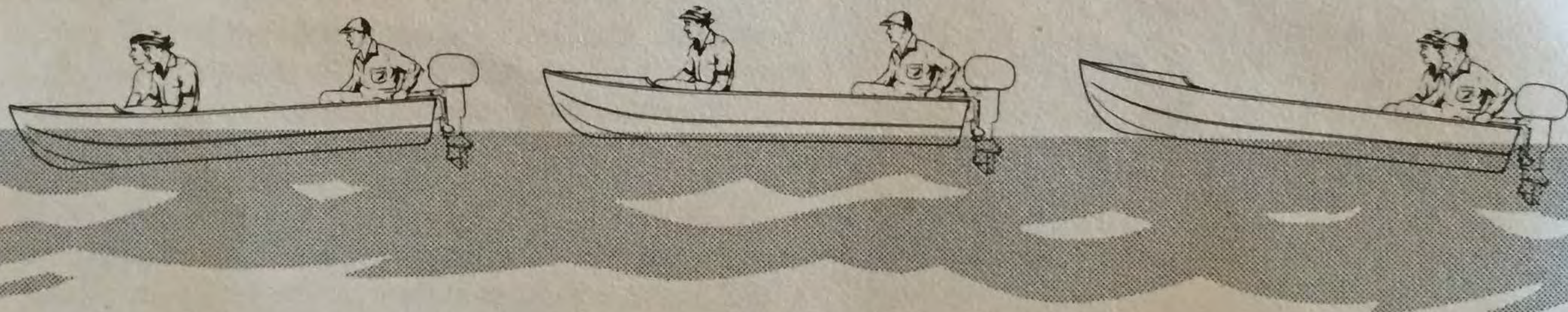
SALT WATER OPERATION-- Your Evinrude is built for operation in either fresh or salt water. If motor is to remain on boat during long periods of inoperation, tilt gearcase out of the water (except during freezing temperatures). When removing motor from boat, allow cooling system to drain thoroughly. Internal flushing is unnecessary. See External Finish Page 14.

COLD WEATHER OPERATION-- In freezing temperatures, keep the lower unit submerged in the water at all times to avoid freezing and possible damage to the water pump or other parts of the motor. Be sure to completely drain water from the cooling system when removing the motor from the boat.

REMOVING MOTOR FROM BOAT-- When lifting the motor from the boat, hold it in an upright position until all water has drained from the lower unit. Never lay the motor down or raise the lower unit above the level of the powerhead until the draining is completed.

WARNING: NEVER RUN AN ENGINE OUT OF WATER. THIS PRACTICE NOT ONLY WILL CAUSE OVER-HEATING, BUT WILL INVITE SERIOUS WATER PUMP DAMAGE.

BOAT TRIM



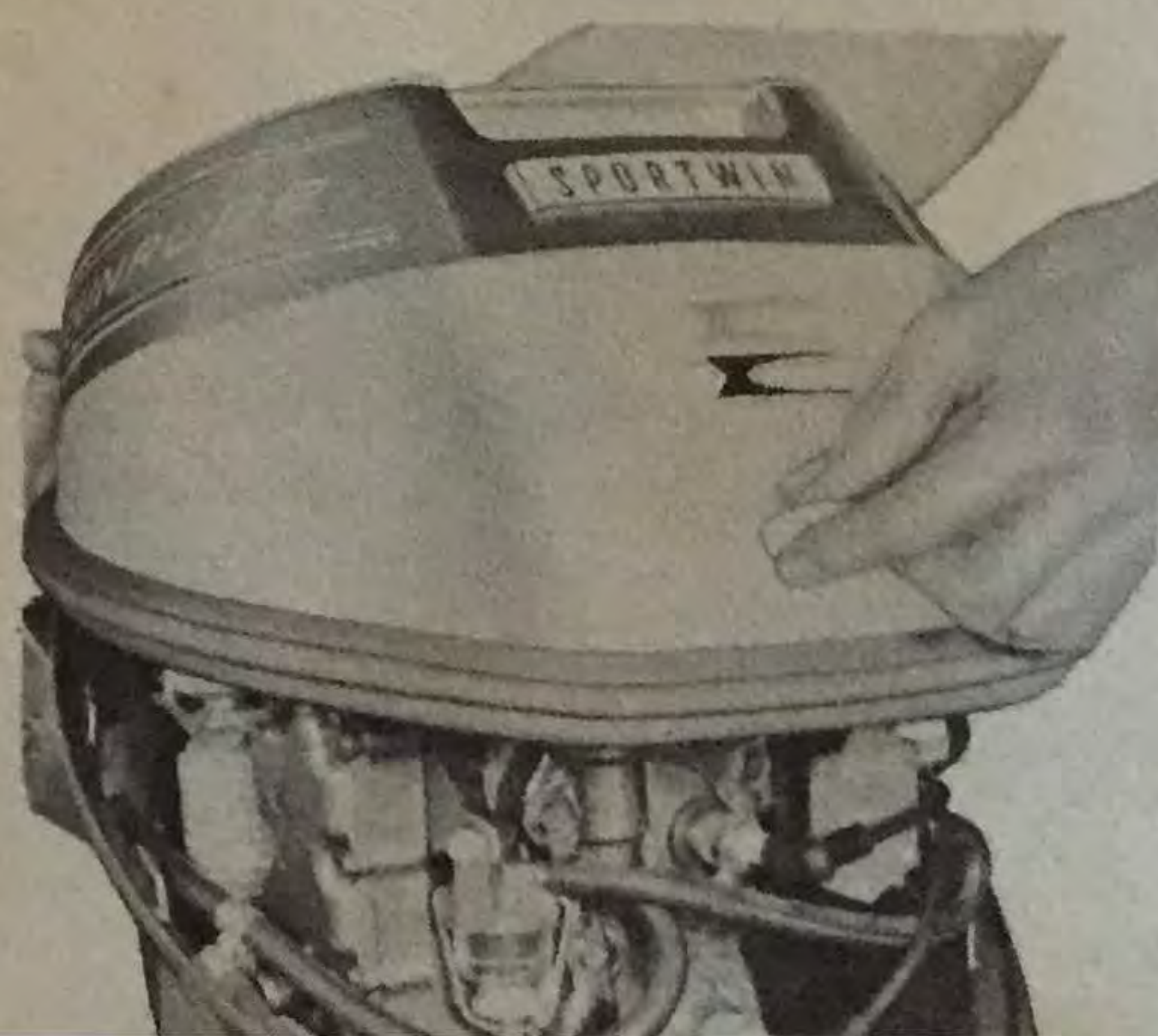
INCORRECT
OVERLOAD FORWARD
CAUSES BOAT TO "PLOW"

CORRECT
BALANCED LOAD
GIVES MAXIMUM PERFORMANCE

INCORRECT
OVERLOAD AFT
CAUSES BOAT TO "SQUAT"

MAINTENANCE

REMOVING MOTOR COVER-- To remove the motor cover turn the latch release on the rear of the cover one full turn counterclockwise and lift off the cover as shown. To install the cover place it in position and turn the latch release clockwise as far as it will turn.

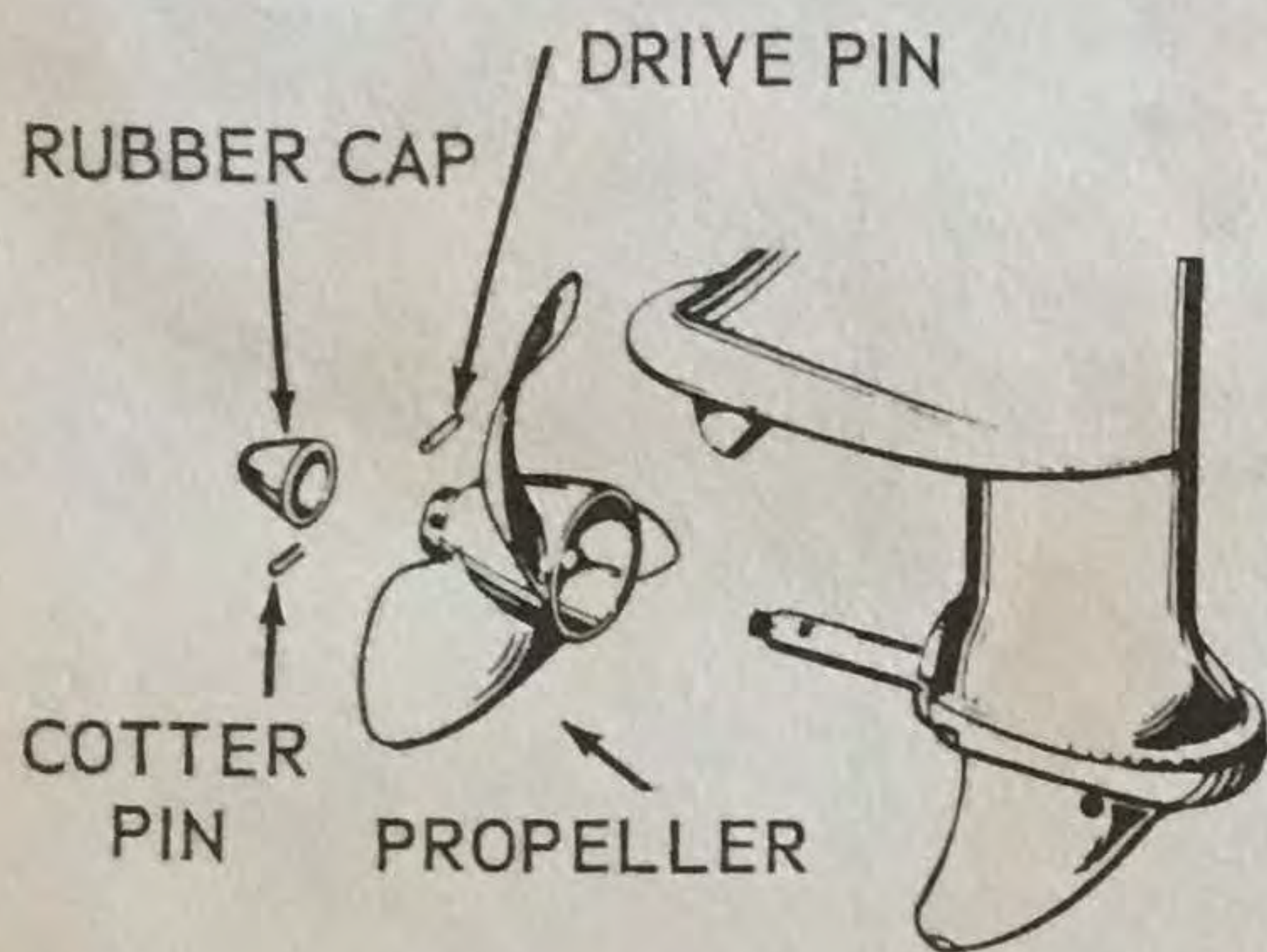


ADJUSTING BREAKER POINTS-- After extensive service it may be necessary to adjust or replace the breaker points. In order to do this properly, the flywheel must be removed using a puller that attaches to the 3 holes near the flywheel hub (1/4"-20 thread). Points should be gapped at .020" when the point rubbing block is aligned with the flywheel key (high point of cam). The starboard breaker points fire the lower cylinder through the rear coil and the port breaker points fire the upper cylinder through the front coil.

To adjust points, loosen the round head lock screw (closest to crankshaft). With a screwdriver, turn adjusting screw (outer slotted screw) clockwise to open points, counterclockwise to close points. After adjustment has been made, tighten lock screw and recheck for proper gap.

Before reassembling, the flywheel taper and the crankshaft must be absolutely clean. The flywheel nut should be drawn up to the torque shown in the specifications.

Your Evinrude dealer is best equipped to perform this operation properly.



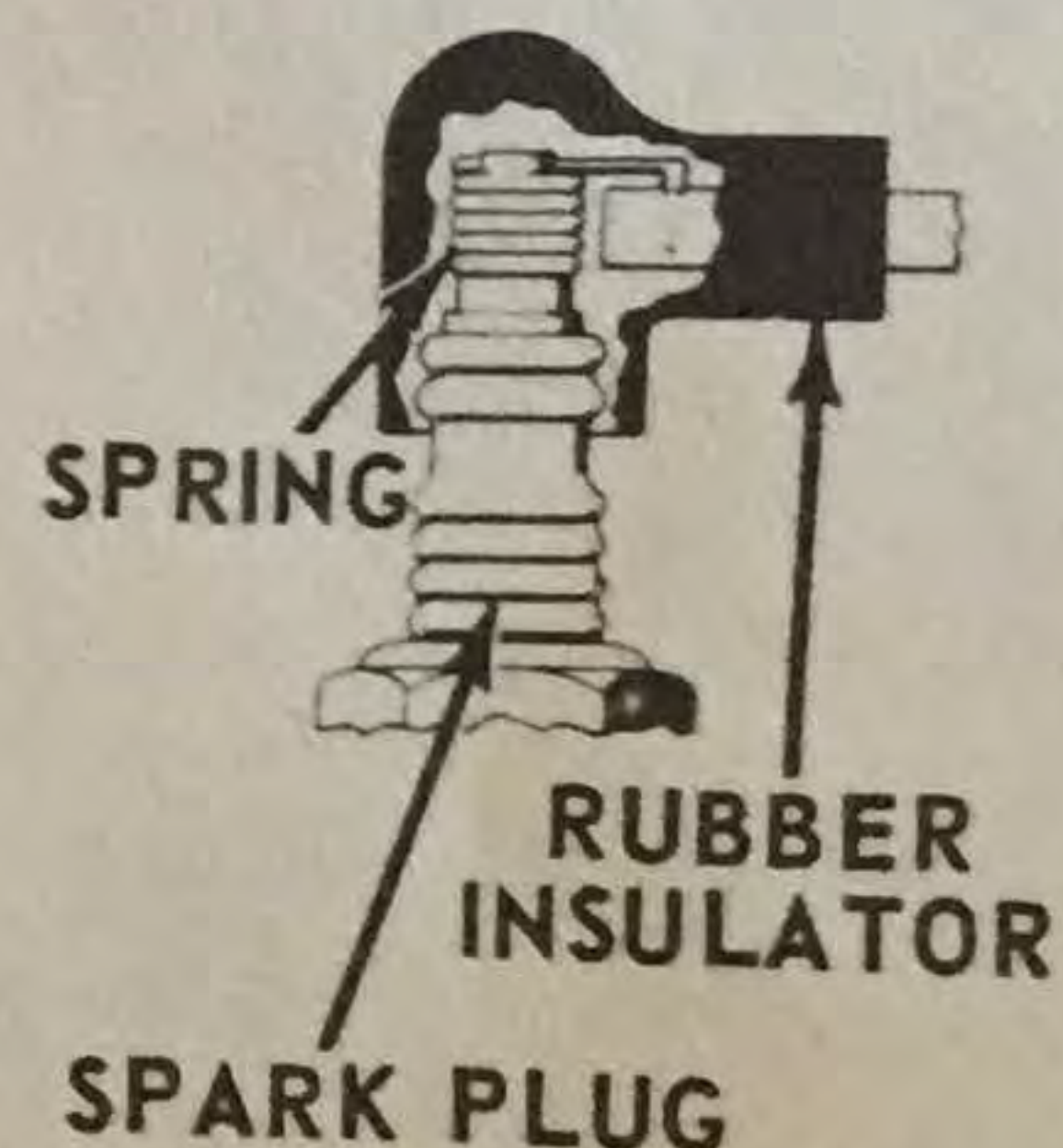
DRIVE PIN REPLACEMENT-- When replacing propeller drive pin, be sure gear shift lever is in neutral to avoid accidentally starting motor.

Remove rubber cap. The damaged drive pin will be driven out as you install the new one. If necessary use new cotter pin. Replace rubber cap.

SPARK PLUGS-- The recommended spark plug for your motor is Champion J4J, AC-M42K or Auto-Lite A21X with gap set at .030".

To remove spark plugs for inspection or replacement, pull off rubber covered spark plug terminal with a slight counterclockwise twist. Do not attempt to clean badly carboned plugs. Replace them.

Before reinstalling spark plugs, clean the plug seats in cylinder head. Install plugs and gaskets finger tight plus 1/4 turn with wrench. Recommended torque is 20 to 20-1/2 foot pounds if torque wrench is available. Spring inside rubber terminal lead cover must be positioned to fit properly over spark plug terminal as illustrated.



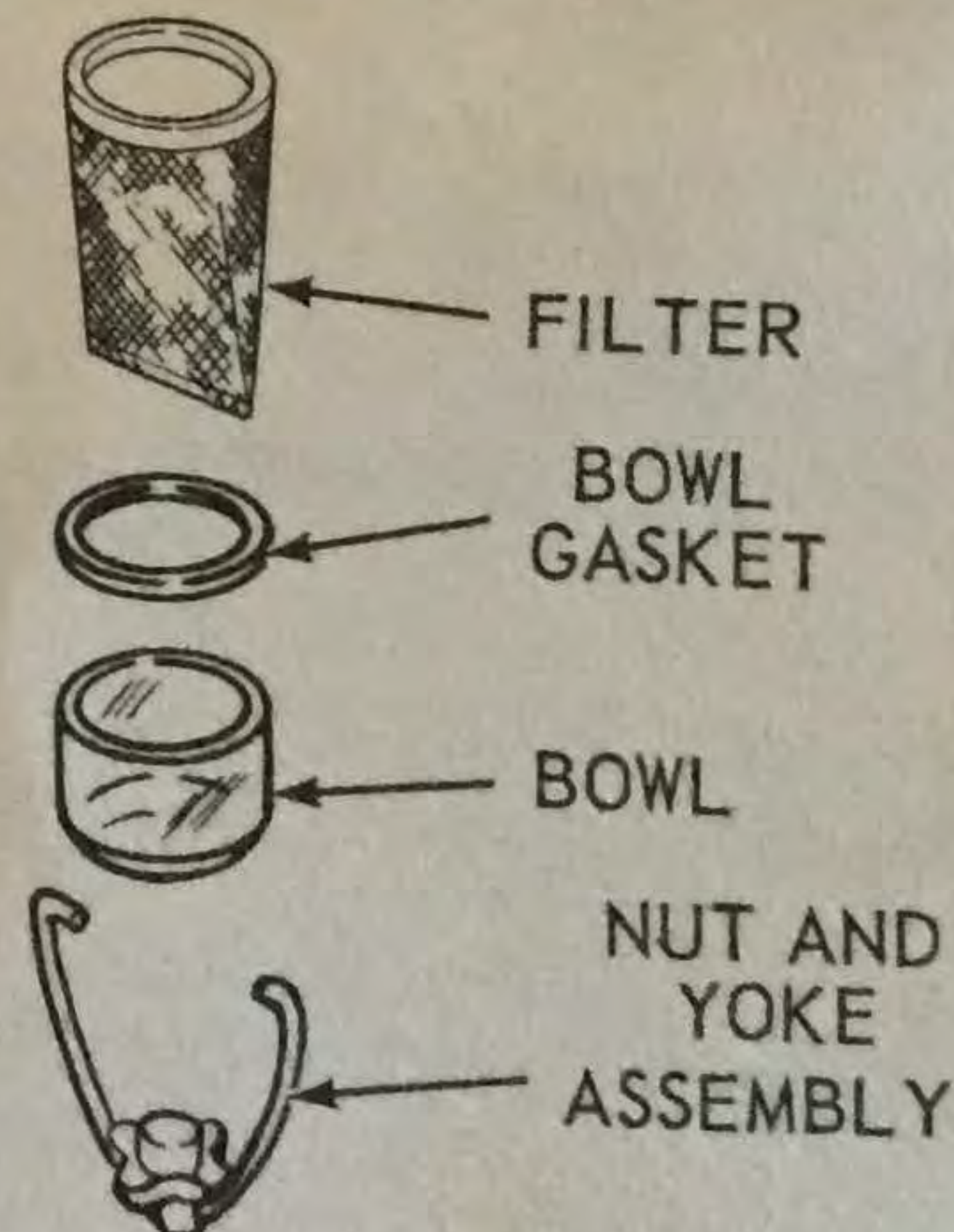
FUEL FILTER-- The fuel filter assembly is comprised of the parts shown in the exploded view. Remove and clean the filter bowl and element as follows:

1. Loosen the nut on the yoke assembly and, while holding the filter bowl, swing the yoke assembly away from the bowl. Remove the bowl and gasket.

2. Work the fuel filter element loose from the head.

3. Clean filter bowl. Replace filter element if dirty. Reassemble using a new gasket.

4. Tighten the yoke nut securely. Operate the motor briefly and check for leaks,



LUBRICATION

LUBRICATION CHART

LUBRICATION POINT	LUBRICANT	FREQUENCY (PERIOD OF OPERATION)	
		FRESH WATER	SALT WATER
1. Carburetor and Choke Linkage	*OMC Type "A"	60 days	30 days
2. Throttle Linkage	*OMC Type "A"	60 days	30 days
3. Clamp Screws	*OMC Type "A"	60 days	30 days
4. Friction Ratchet	*OMC Type "A"	60 days	30 days
5. Tilt Adjust Rack and Pinion	*OMC Type "A"	60 days	30 days
6. Gear Case	*OMC Type "C"	Check level after first 10 hours of operation and every 50 hours of operation thereafter. Add lubricant if necessary. Drain and refill every 100 hours of operation or once each season whichever occurs first.	Same as Fresh Water
7. Swivel Bracket (2 Fittings)	*OMC Type "A"	60 days	30 days
8. Throttle Shaft (3 Fittings)	*OMC Type "A"	60 days	30 days
9. Shift Lever (2 Fittings)	*OMC Type "A"	60 days	30 days

*Obtain from your Evinrude Dealer
Some areas may require more frequent lubrication

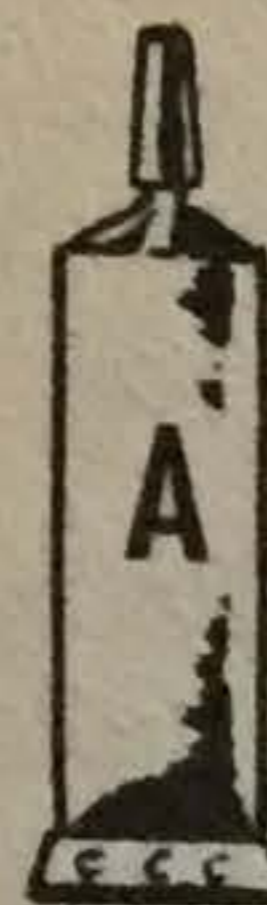
GEAR CASE---Remove plugs and gasket assemblies marked "OIL DRAIN" and "OIL LEVEL" from a port side of gearcase. With propeller shaft in a horizontal plane, allow oil to drain completely.

To refill, place a tube of OMC Type "C" Lubricant in drain hole as illustrated. With propeller shaft still in horizontal position, fill until lubricant appears at "OIL LEVEL" hole.

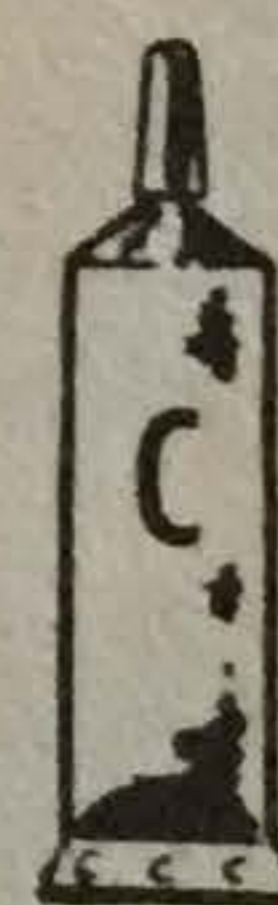
Install "OIL LEVEL" plug before removing lubricant from "OIL DRAIN" hole. Drain plug can then be installed without oil loss.

If the proper tube or filler type can is not available, install drain plug. Slowly fill gearcase through "OIL LEVEL" hole allowing trapped air to escape. Install plug.

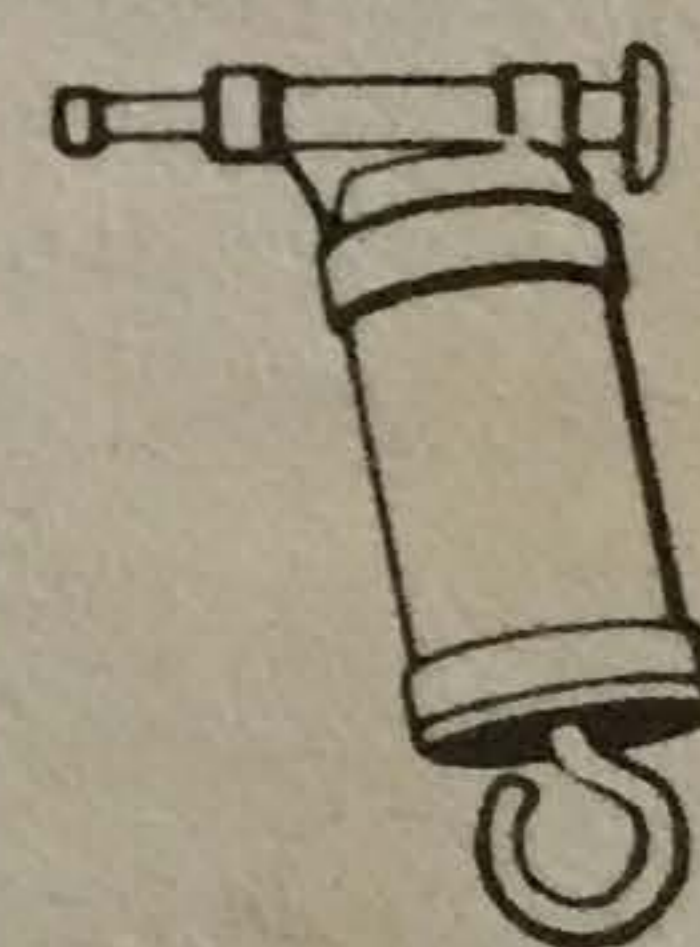
TYPES OF LUBRICANT



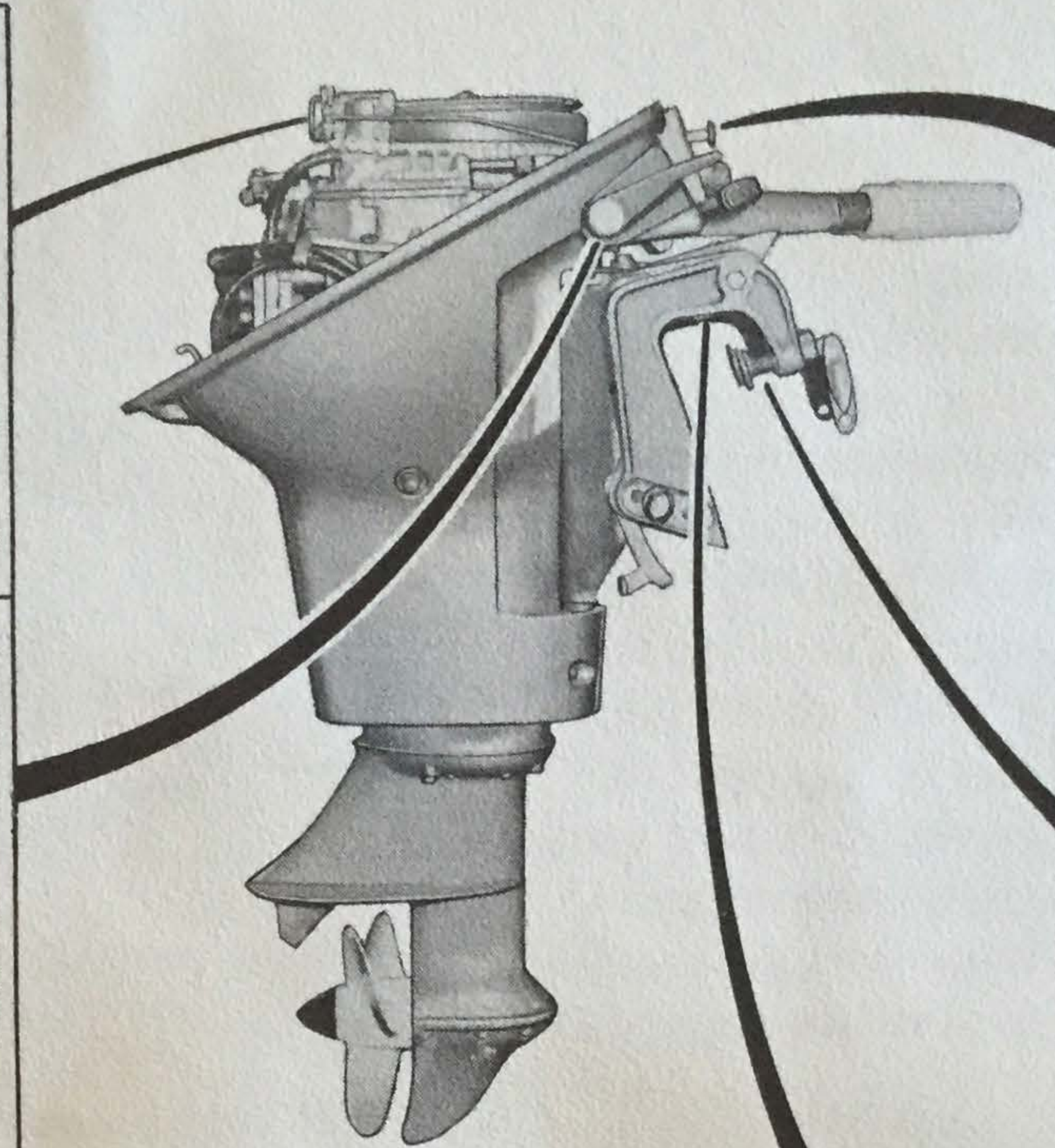
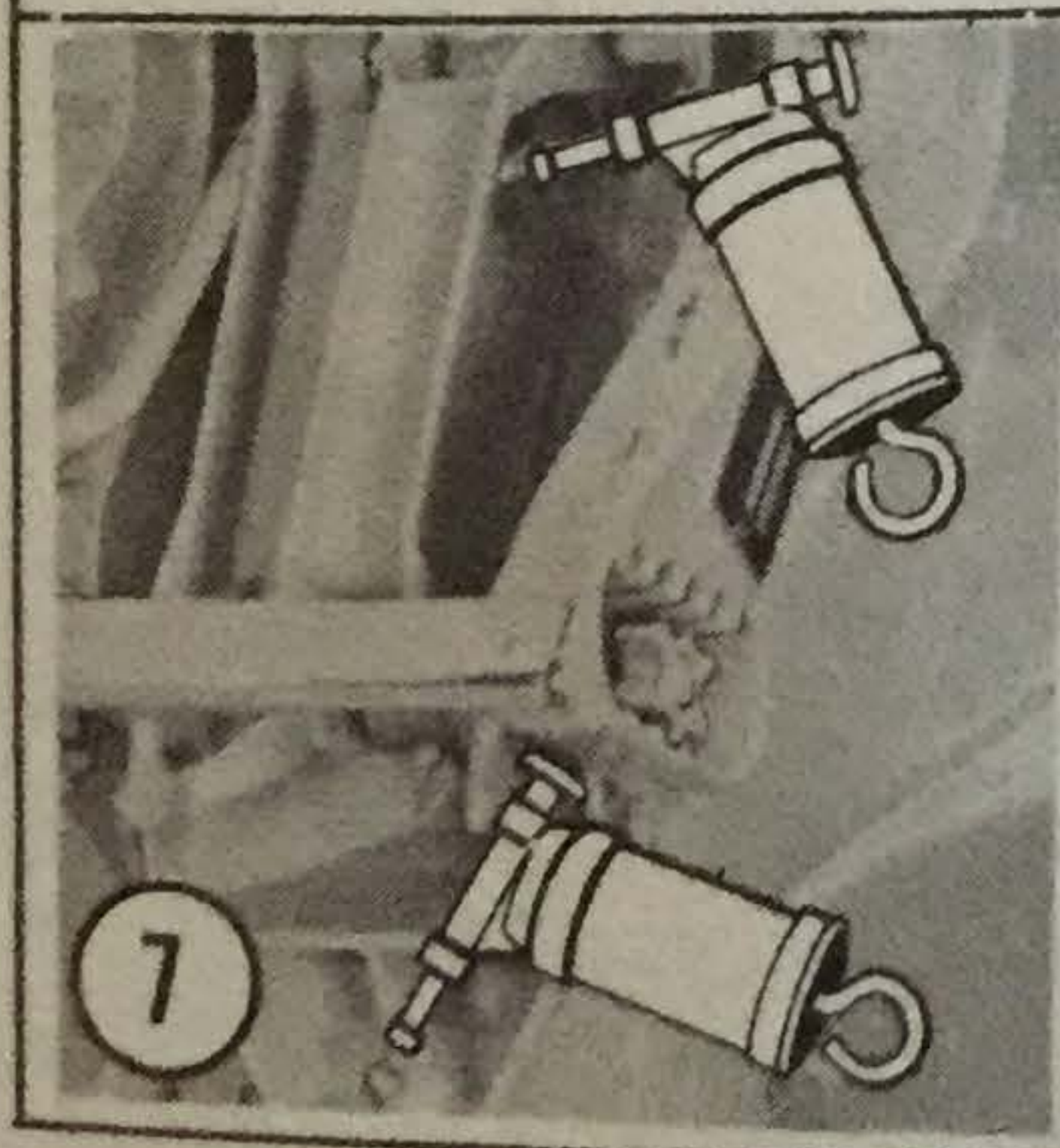
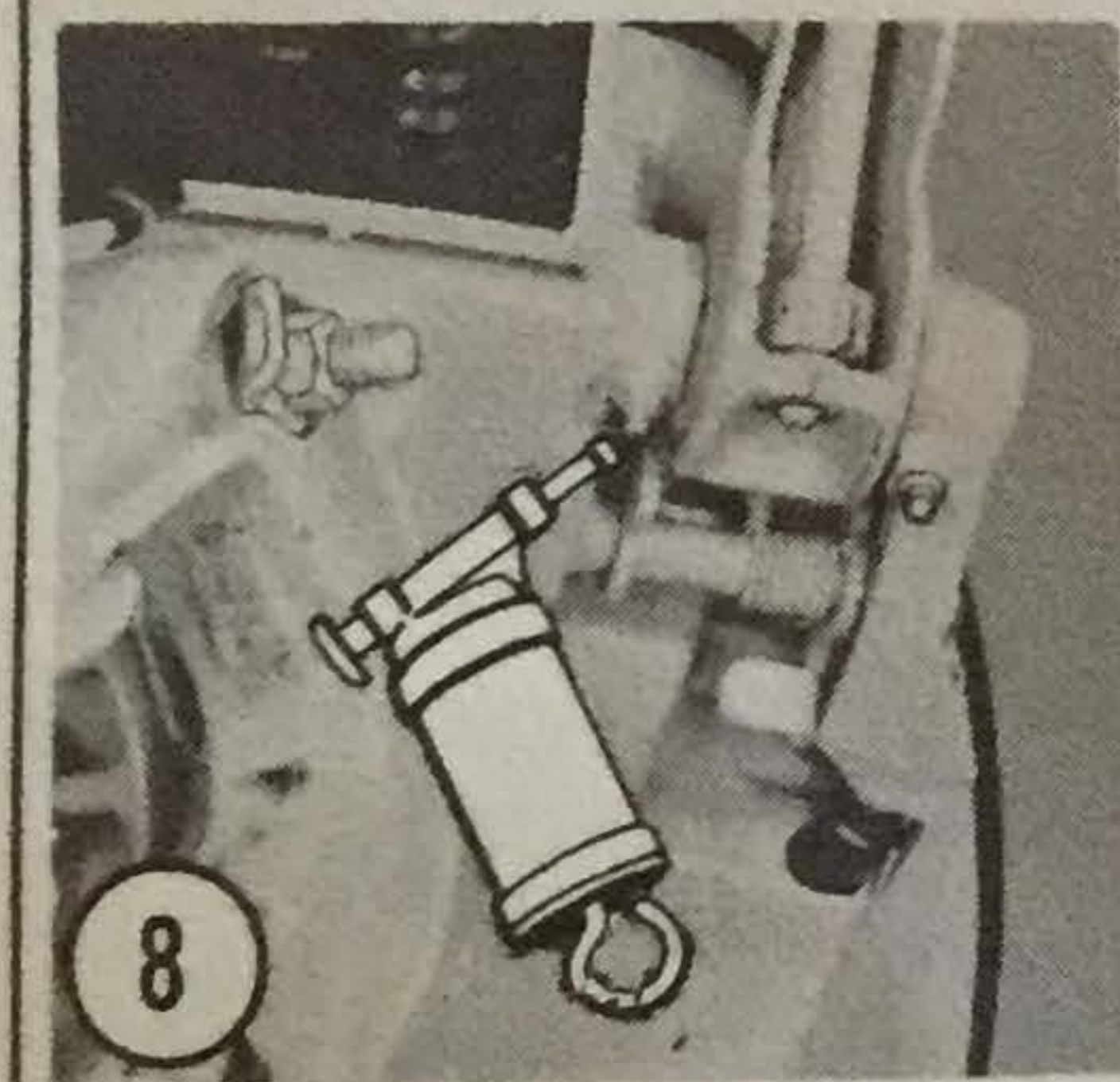
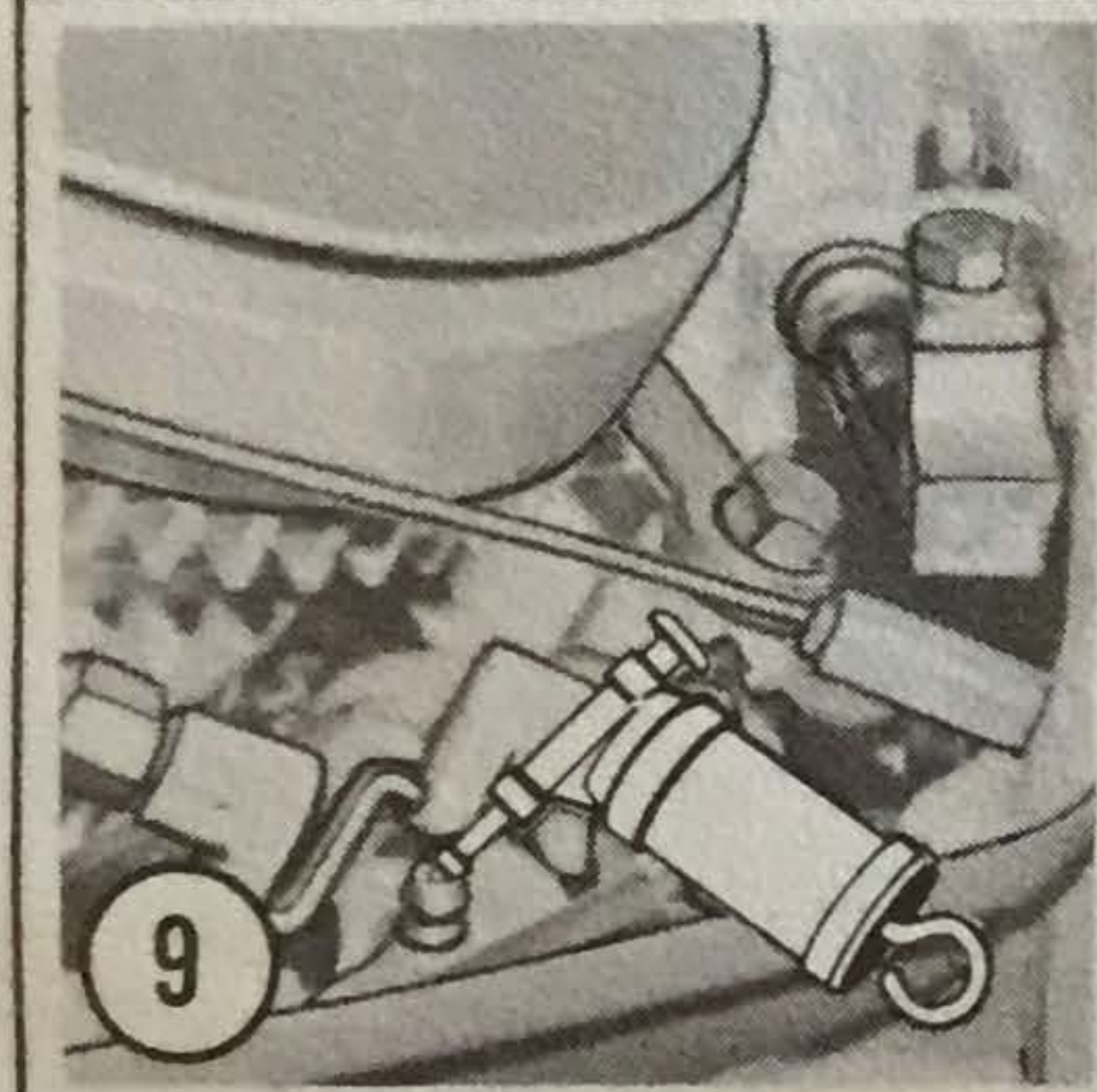
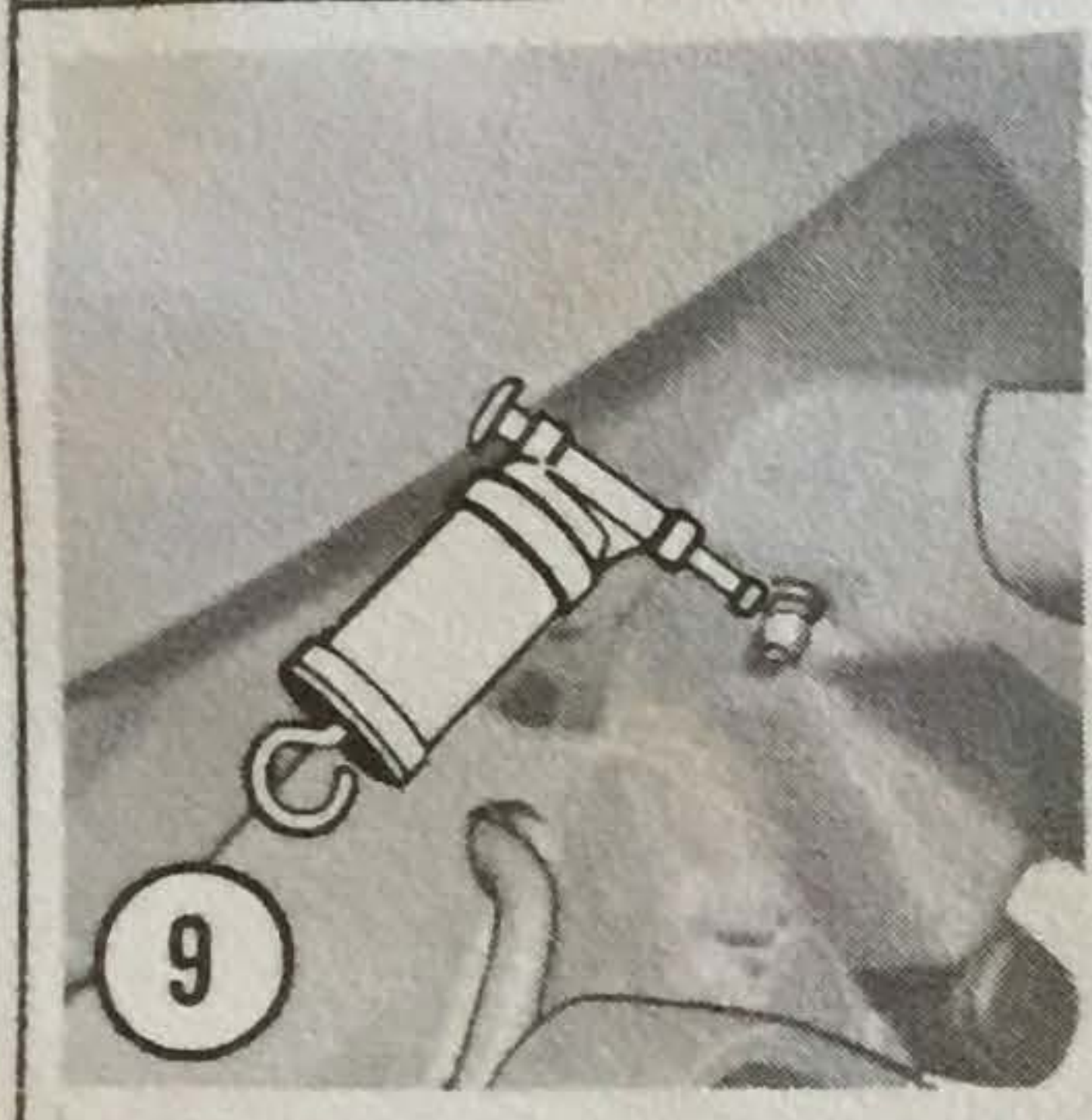
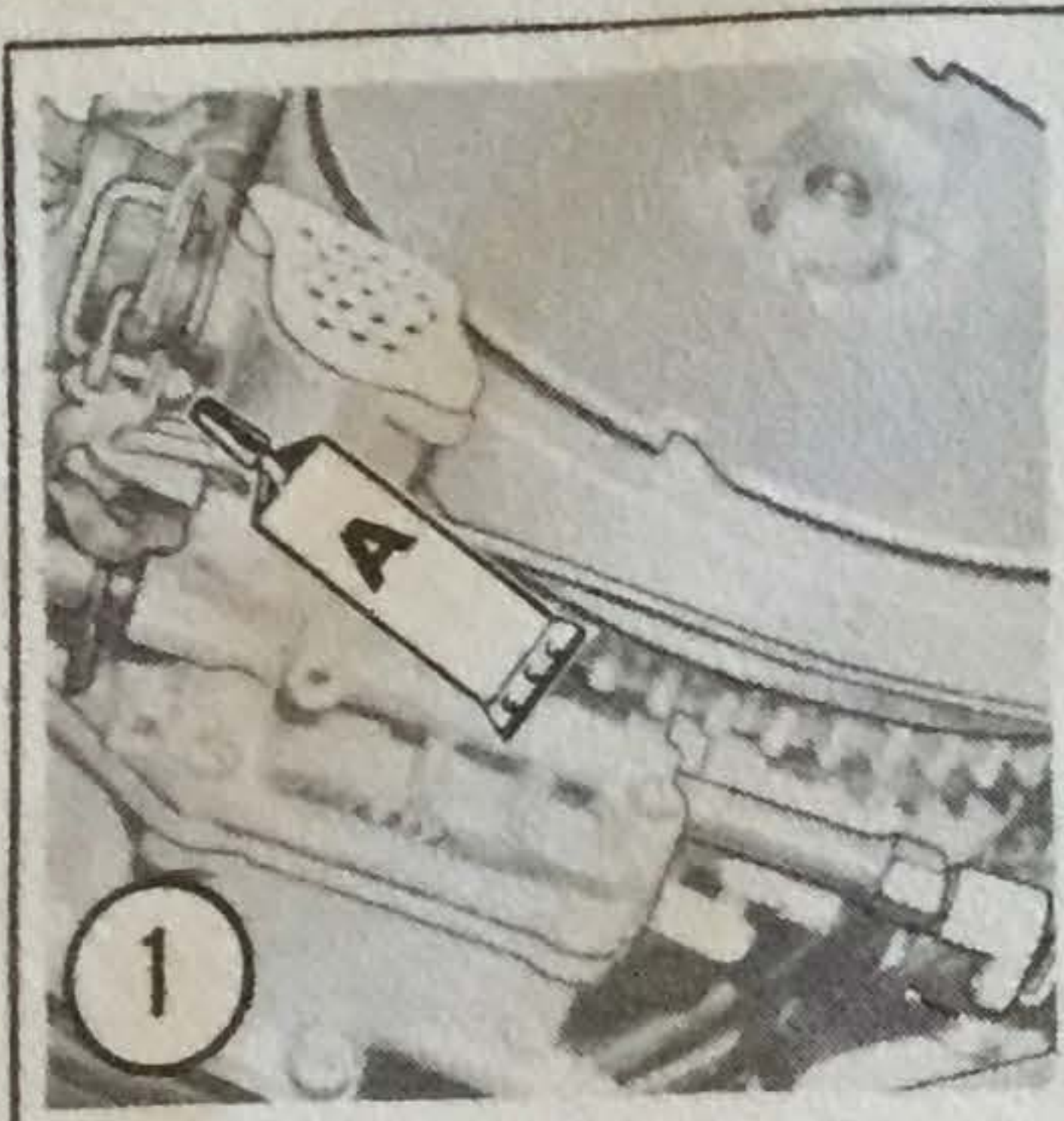
OMC TYPE "A"



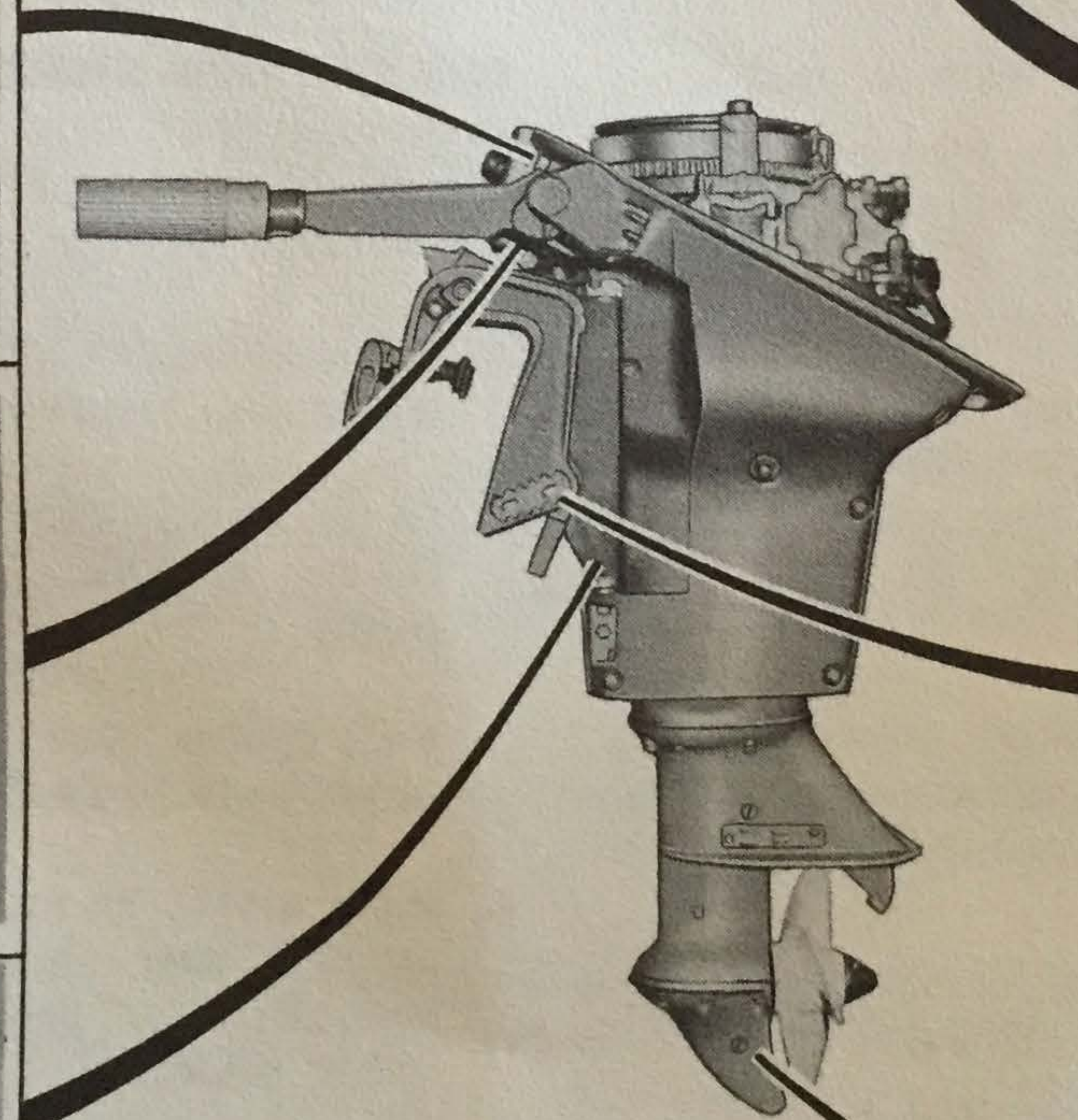
OMC TYPE "C"



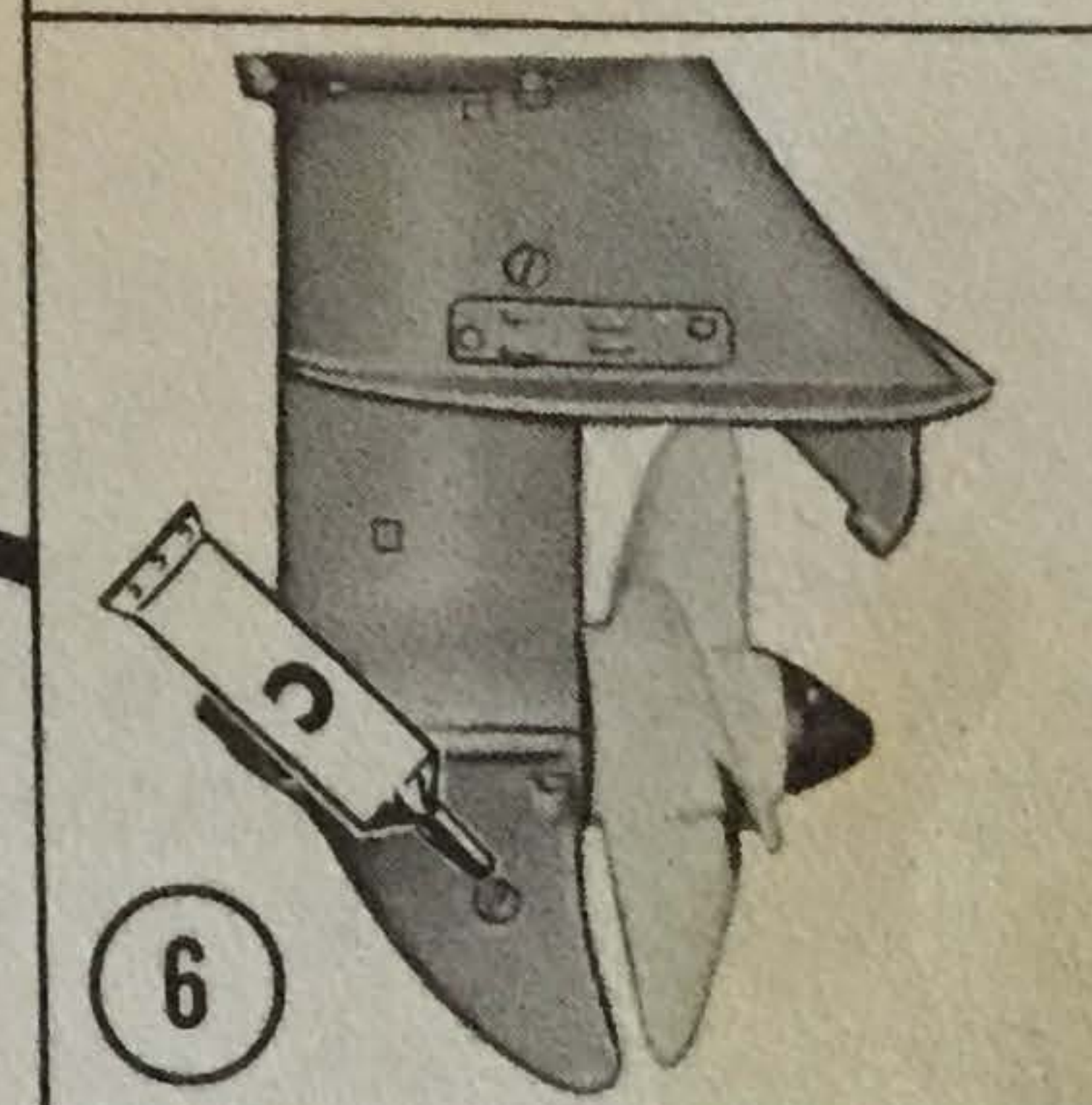
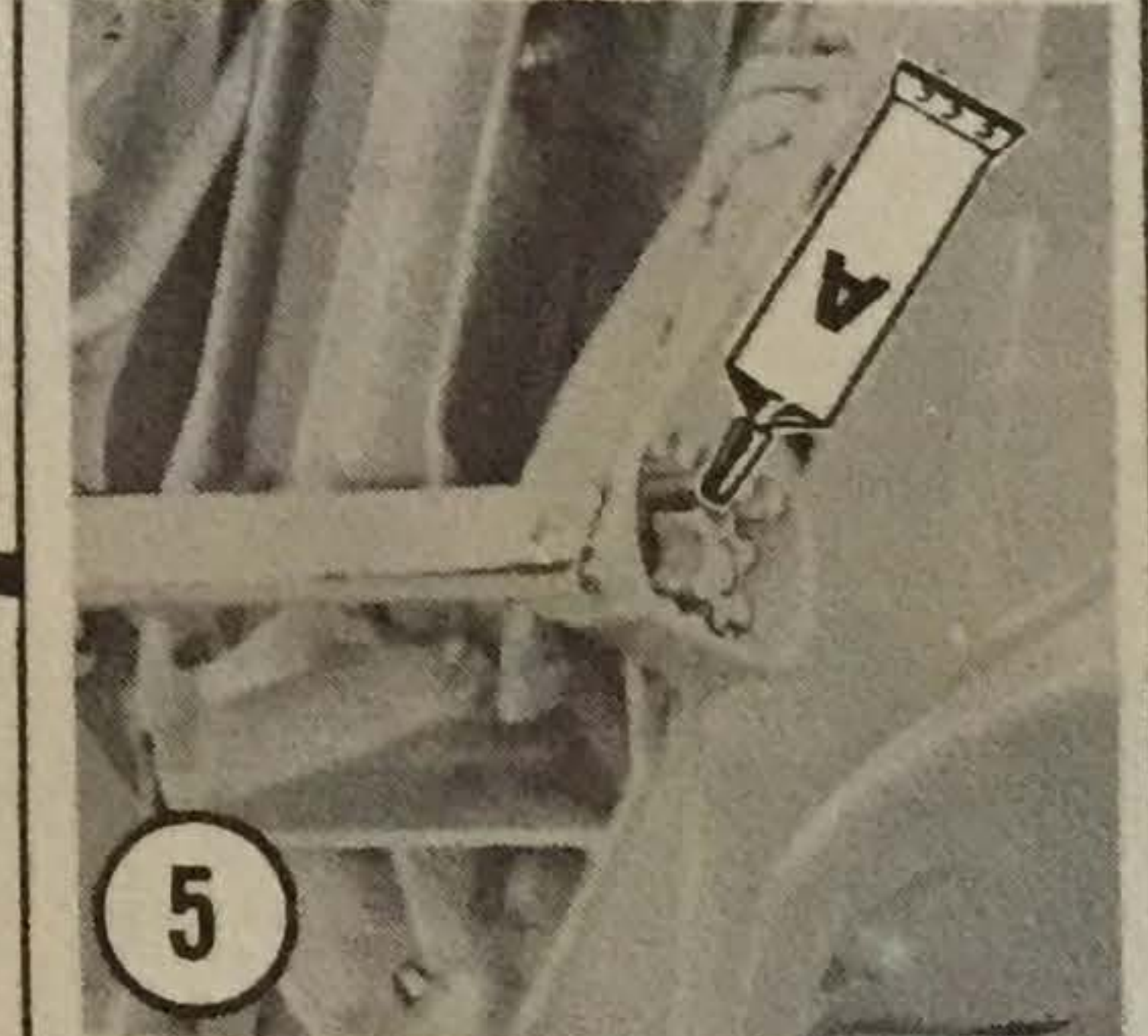
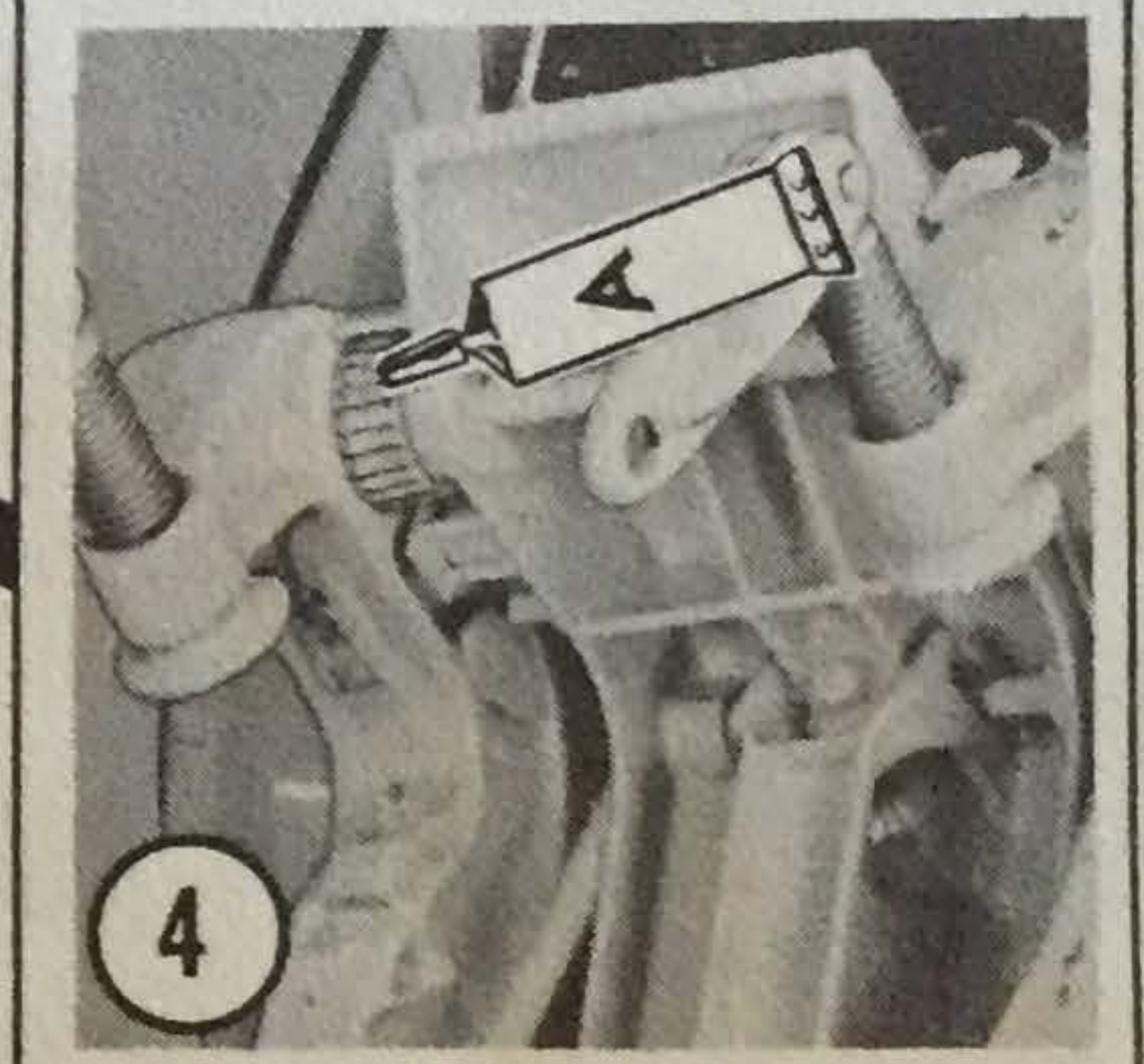
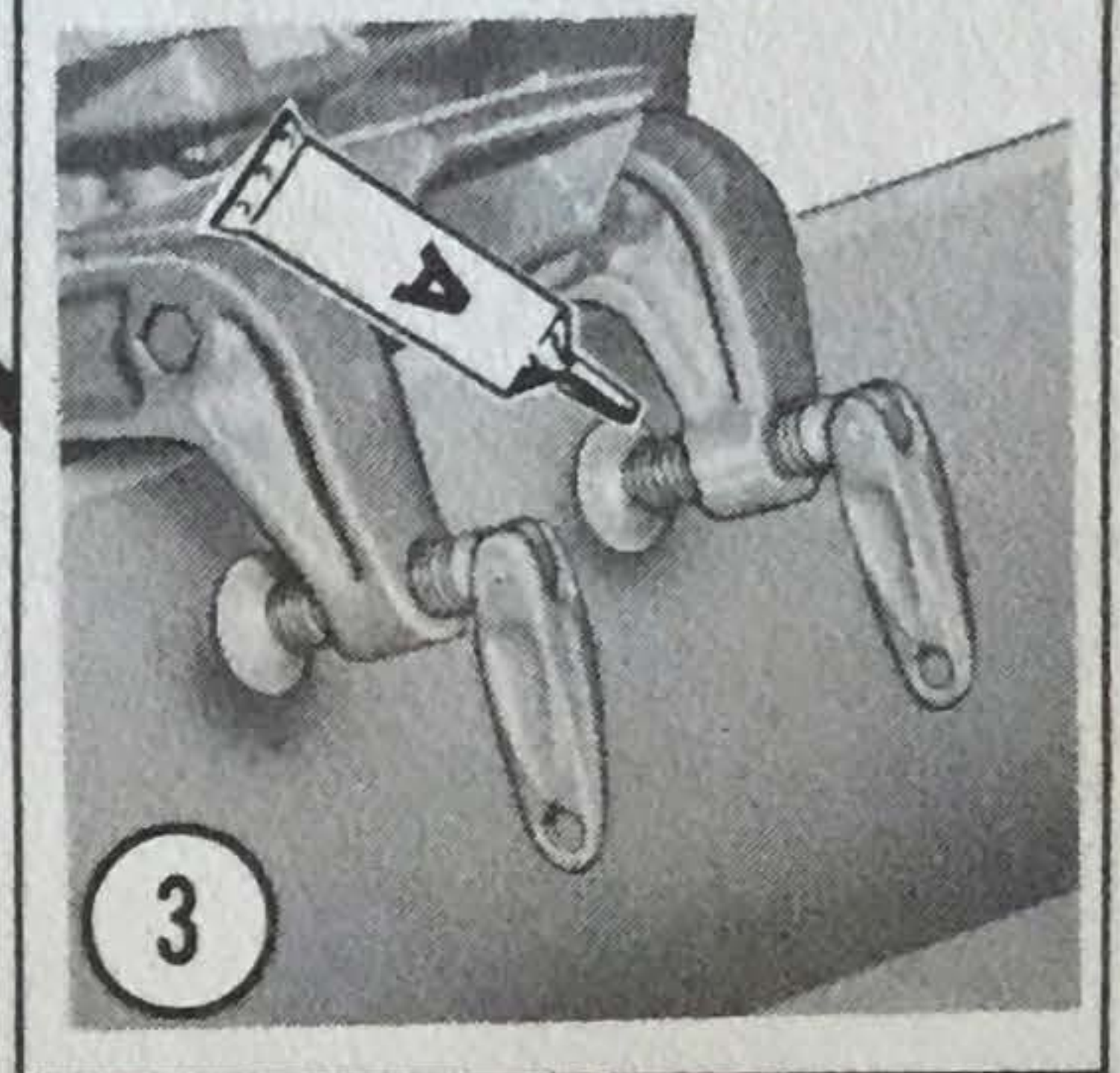
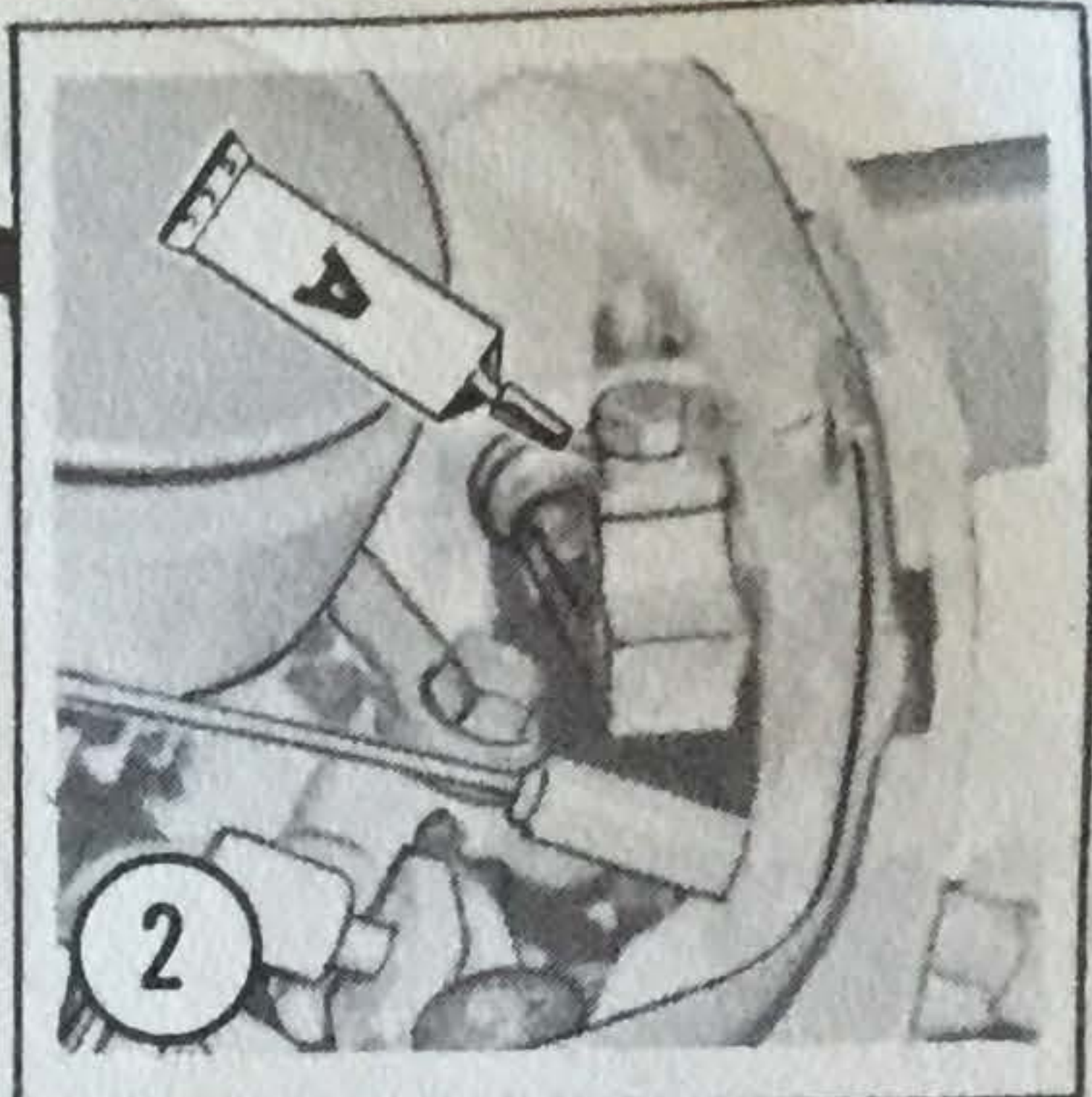
GREASE GUN
OMC TYPE "A"



STARBOARD SIDE



PORT SIDE



OFF SEASON STORAGE-- Your warranty does not cover engine failures caused by neglect or abnormal use. Therefore, it is important that you protect your engine with a well planned quality maintenance program. The off season storage of your Evinrude is an important consideration toward its long and trouble free operation. Temperature and humidity fluctuations while in storage can produce rust on piston rings, cylinder walls, and bearing surfaces that are not properly protected. While a rusted engine may be started, the extreme wear caused under these conditions can lead to an early overhaul.

Many dealers throughout the country offer pre-storage care at a nominal cost. However, if you desire to prepare your own engine, proceed as follows:

(CAUTION - Never run a motor out of water.)

1. Run the motor until warm in fresh water.
2. With engine running at fast idle, inject rust preventative oil into the carburetor until engine stops. See your Evinrude Dealer for OMC approved "Rust Preventative" oil.
3. Remove motor from tank, place upright, retard throttle, and pull starter through slowly to drain any residual water from water pump.
4. Drain and refill gearcase. (See Lubrication Chart.)

EXTERNAL FINISH-- The finish on your Evinrude motor is a baked enamel designed for use in either fresh or salt water. The only care necessary when used in fresh water is an occasional wipe down with a dry cloth to maintain the lustre. It is advisable, after use in salt water, to wash the entire motor with fresh water, wipe dry and then apply a coating of automotive wax. No internal flushing is required after use in salt water.



5. Remove propeller. Clean and lubricate shaft.
6. Drain fuel tank and clean filter.
7. Wipe motor with a clean cloth and then apply a coating of automotive wax. Store in an upright position in a dry and well ventilated area.

REMOVAL FROM STORAGE FOR USE-- When removing your Evinrude from storage, it is a good policy to clean your motor and make the following preparations:

1. Remove spark plugs. Clean, regap and re-install to proper tightness (20 ft. lbs).
2. Give motor thorough visual check for loose screws or damaged and worn parts.
3. Pull motor over slowly and determine if powerhead is unobstructed.
4. With motor in water, start to run at half throttle and observe for coolant pump operation by discharge of water from water outlet.

SPORTWIN SPECIFICATIONS

Model Numbers	9422 - Standard Length (15" Transom)
	9423 - 5" Longer (20" Transom)
Horsepower	9.5 O.B.C. Certified Brake Horsepower at 4500 RPM
Operating Range	500 to 5000 RPM
Engine Type	2 Cylinders, 2 Cycle
Bore and Stroke	2-5/16 x 1-13/16
Displacement	15.2 Cubic Inches
Propeller 3 Blade, Rubber-Floated aluminum	8-1/4" Dia. x 8-1/2" Pitch
Spark Plug	Ch. J4J, AC-M42K, Auto-Lite A21X
Spark Plug Gap030 inch
Spark Plug Torque	20 to 20-1/2 ft/lbs
Breaker Point Gap020 inch
Fuel Capacity	6 Gallons, suction type tank
Weight Model 9422	57 lbs. without fuel tank
Weight Model 9423	58 lbs. without fuel tank
	Fuel tank weight - 12 lbs. net
Gear Ratio	13:23
Fly Wheel Nut Torque	40 to 45 ft/lbs

OWNERS IDENTIFICATION CARD-- Your dealer will supply you with an "Owner's Identification Card" for your motor at the time of purchase. THIS CARD MUST BE FILLED OUT COMPLETELY BY THE DEALER AND CUSTOMER AT TIME SALE IS COMPLETED. The owner may present this card to any Evinrude dealer when making claim for warranty.

REPLACEMENT PARTS-- Be sure that only factory approved parts designed for your motor are used as replacements. Your Evinrude dealer can be relied on as a source of genuine Evinrude parts. Replacement parts not of our manufacture have not been approved for use on Evinrude motors.

Your warranty will be void as to failures traced to the use of parts not manufactured by OMC.

REPAIR SERVICE-- Dealers usually carry a complete stock of spare parts. If you need parts, or repair service, consult your dealer, whose name and address can be found in your Evinrude Service Station Listing or the yellow pages of your telephone directory under "Outboard Motors."

INSURE YOUR MOTOR-- Many insurance companies offer insurance for your boat and/or motor. This insurance can be obtained on nearly the same basis as automobile insurance, covering your own equipment against damage, theft, etc., and also liability for property damage and personal injury to others. If you desire more information, see your insurance agent.

CHECK CHART

TROUBLE SHOOTING

MOTOR WILL NOT START--

1. Fuel connections not made properly
2. Fuel line pinched
3. Lack of fuel supply
4. Cold motor, engine not primed and choked sufficiently
5. Warm motor, engine over-choked and flooded (correct by removing fuel connector from engine and cranking until cleared)
6. Fuel filter or line obstructed
7. Water in fuel system
8. Recheck starting instructions

MOTOR WILL NOT IDLE PROPERLY--

1. Low speed carburetor adjustment improperly set (see page 7)
2. Defective spark plugs
3. Improper fuel mixture

MOTOR LOSES POWER--

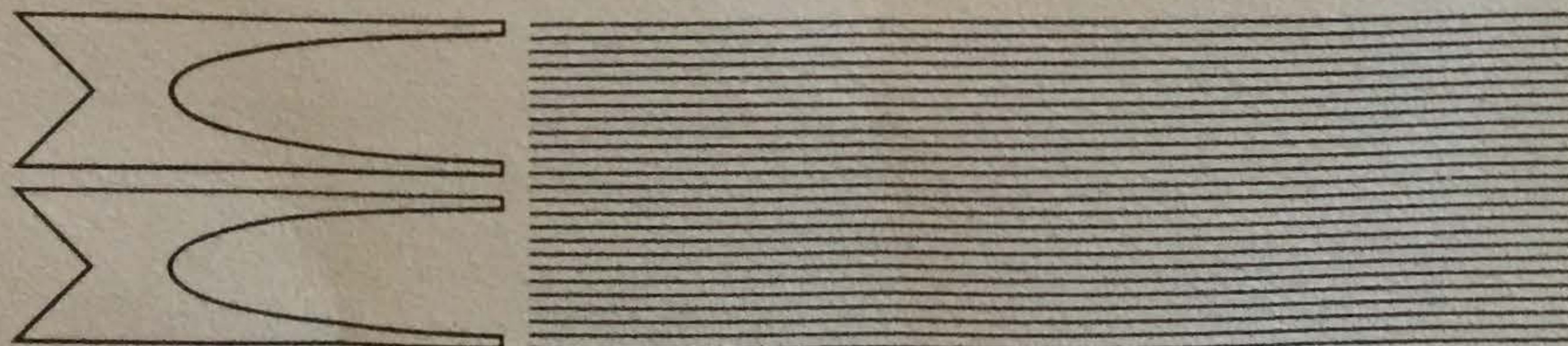
1. Defective spark plugs
2. Fuel system partially restricted or fuel contaminated
3. Coolant system not operating properly (check for water discharge from outlet)
4. Internal accumulation of varnish, carbon, etc. (see your local authorized Evinrude Dealer for OMC recommended "Engine Cleaner")

MOTOR VIBRATES EXCESSIVELY--

1. Bent or broken propeller
2. Weeds or other foreign material on propeller or gearcase
3. Carburetor low speed adjustment improperly set (see page 7)

MOTOR RUNS, BUT BOAT MAKES LITTLE OR NO PROGRESS--

1. Weeds or other foreign matter on propeller or gearcase
2. Drive pin sheared
3. Bent or broken propeller



BUOYS YOUR WATERWAY SIGNPOSTS



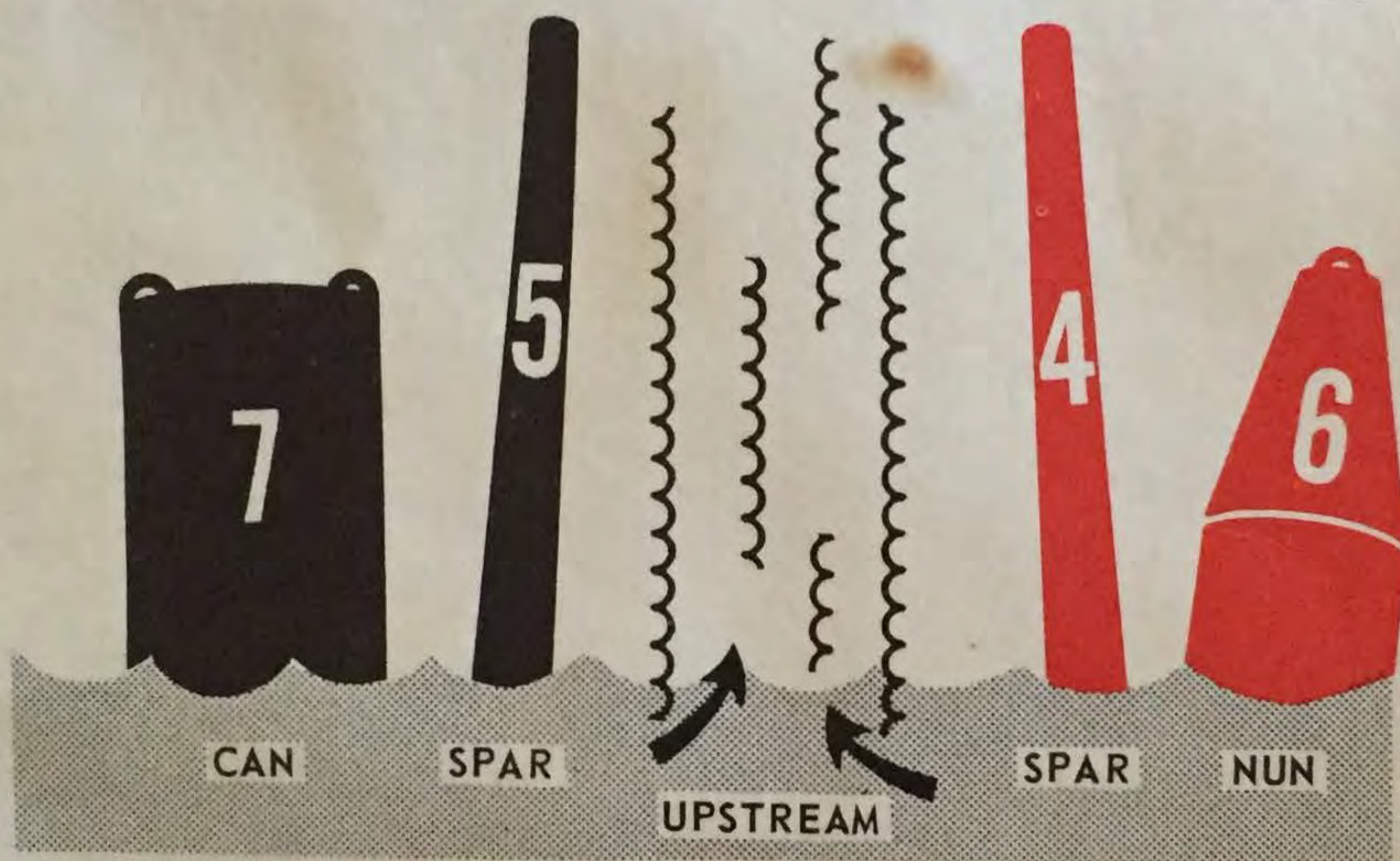
There are three basic types of buoys:

- NUN (cone shaped)
- SPAR (spar shaped)
- CAN (cylindrical shaped)

Going upstream, the RIGHT (Starboard) side of the channel is marked with even numbered RED buoys, nuns or spars: the LEFT (Port) side of the channel is marked with odd numbered BLACK buoys, cans or spars.

BLACK and WHITE vertically striped buoys indicate the middle of a channel. Always pass close to these buoys.









BLACK and RED horizontally striped buoys are obstruction markers, wrecks, channel junctions, etc., areas where caution is necessary. A red band at the top means the channel is to the left of the buoy; a black band, to the right. Various other buoys are used, such as YELLOW for quarantine, and buoys with lights and audible signals for night or during poor visibility. These buoys and other navigational aids are given in the "Light Lists," available from the Superintendent of Documents, Washington, D. C. These lists are prepared for different sections of the country.

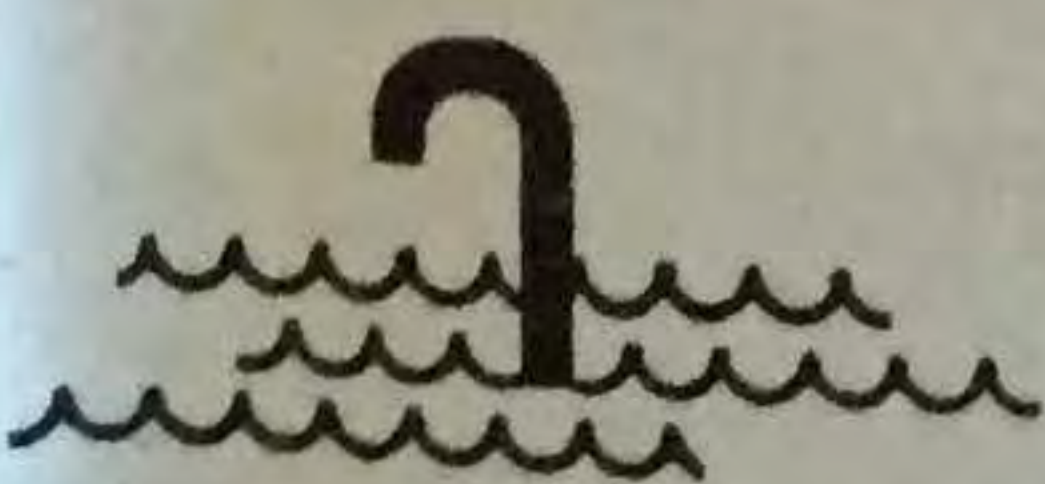


COASTAL WARNING DISPLAY SYSTEM

The United States Weather Bureau displays coastal warning signals (RED and BLACK flags by day, RED and WHITE lights by night) whenever winds dangerous to navigation are forecast. Learn these signals and heed them. Ignoring them can be dangerous to you and also to the Coast Guard, who may be called upon for rescue operations.



◀ DAY SIGNALS	NIGHT SIGNALS ▶
 <p>SMALL CRAFT WARNING - Winds up to 38 miles an hour (33 knots) and/or sea conditions dangerous to small craft operations forecast for area.</p>	
 <p>GALE WARNING - Winds from 39 to 54 miles an hour (34 to 48 knots) forecast for area.</p>	
 <p>WHOLE GALE WARNING - Winds from 55 to 73 miles an hour (48 to 63 knots) forecast for area.</p>	
 <p>HURRICANE WARNING - Winds 74 miles an hour (64 knots) and above forecast for area.</p>	



WARRANTY

We warrant, to the original purchaser, each new outboard motor of our manufacture to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at the factory any part or parts thereof which shall, within two years from date of original purchase, be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties and representations expressed or implied and of all other liabilities in connection with the sale or use of any motors.

This warranty shall not apply to any motor which shall have been repaired or altered outside the factory in any way so as to affect its stability, nor which has been subject to misuse, negligence or accident, or operated for racing purposes or operated in any other way than in accordance with our operating and maintenance instructions. Nor does the warranty extend to repairs made necessary by the use of inferior parts or accessories, or by the use of types of accessories not recommended by Evinrude Motors, nor does it apply to normal wear and tear.

We make no warranty in respect to trade accessories not of our manufacture, inasmuch as they are usually warranted separately by their respective manufacturers.

To make a claim under this warranty, contact the authorized Evinrude dealer from whom motor was originally purchased or the nearest authorized Evinrude dealer. Motors or parts thereof shipped to the factory for our inspection must show model and serial numbers, and must be shipped transportation charges prepaid.

This warranty applies to all motors sold in the United States, Canada, Belgium and Australia.

Motors sold elsewhere are warranted by Outboard Marine International, S.A., Nassau, Bahamas.

EVINRUDE MOTORS

MILWAUKEE · WISCONSIN

In Canada: Evinrude Motors, Peterborough