THE K-505 6000 SERIES

Clinton OUTBOARD

OWNERS MANUAL AND PARTS LIST FOR 5.5 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. 137-776

REFER TO BACK OF PAGE FOR WARRANTY REGISTRATION.

Form No. OB-2418

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 permissable. 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-leaded gasoline. The use of premium gasolines will shorten plug life. In a clean container thoroughly mix 3 ounces (50 to 1) of a High Quality Outboard Motor Oil (or its equivalent of SAE 30 or 40 viscosity oil) 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 part number 951-247 grease.
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.

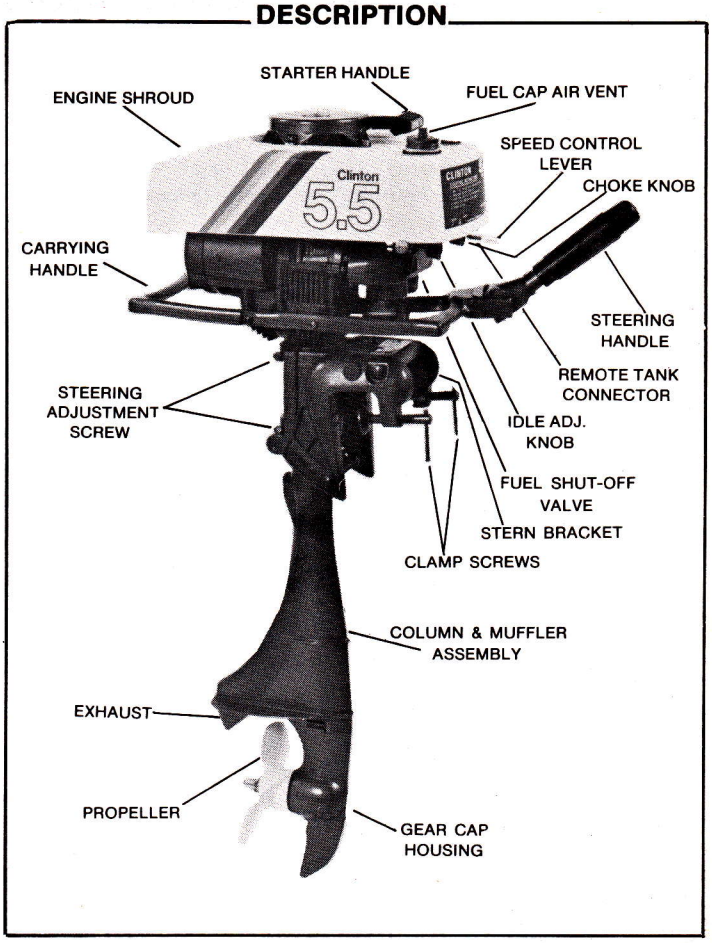
STEERING ADJUSTMENTS

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.

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 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.

DESCRIPTION



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 engine with integral tank:

1. Open air vent on fuel tank.
2. Position speed control lever to "Start" mid range.
3. Open fuel shut-off valve on starboard side of motor.
4. Pull choke knob to full "Choke" position.
5. **IMPORTANT:** Pull starter handle slowly until you feel starter engage, then pull rapid motion and allow the starter cord to retract slowly.
6. After engine starts, push choke to about center position and leave at this position until engine warms up sufficiently, then push choke all the way in.

REMEMBER: Do not accelerate engine to full speed until completing "Break-In" Period.

STARTING PROCEDURE CONTINUED

To start engine with optional remote fuel tank:

1. Insert fuel coupling into remote connector located on side of motor.
2. Since fuel is supplied to the carburetor by means of a 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 carburetor. When sufficient fuel is in the system, it will be noted that it becomes more difficult to squeeze primer. This is your signal that sufficient fuel is in the system.
3. Follow instructions as above except Number 3. IMPORTANT: Close fuel shut-off valve located on side of motor. The fuel pump with the shut-off valve left open will by-pass carburetor and force fuel into integral tank.

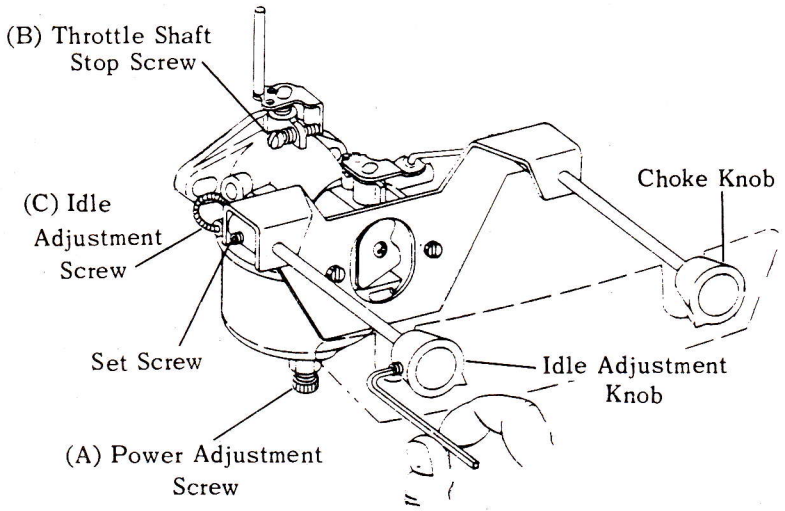
STOPPING PROCEDURE

To stop outboard move speed control lever to slow position and pull choke knob to "Choke" position. 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 all the way in to "Run" position and that the speed control lever 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:

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. After carburetor is adjusted retighten set screw at horizontal position as shown. Loosen idle adjustment knob and place pointer at mid-range position and re-tighten.

CARBURETOR ADJUSTMENT CONTINUED

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 the 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 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 a authorized Service Center. The setting for breaker points is .020 and spark plug gap 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 fresh water tank.

To store your outboard drain all water from lower umn and drain gas line and carburetor. Place motor on side, remove spark plug and pour about 1/4 cup of oil 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.**

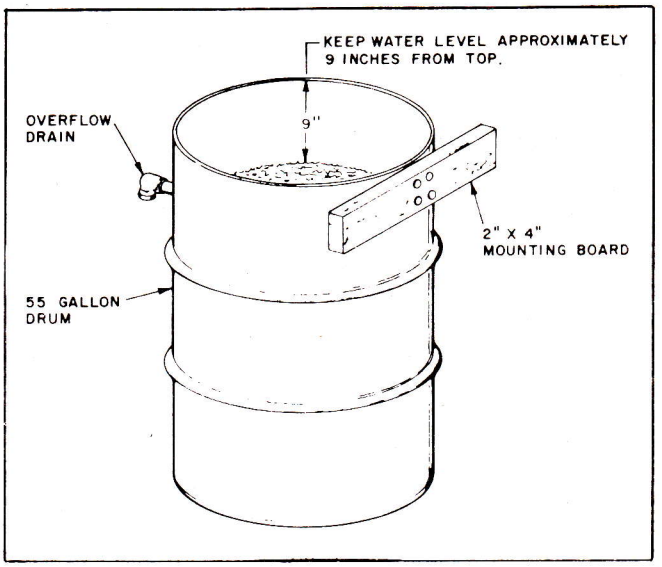
3. **Run outboard motor in fresh water tank for approximately 5 minutes to flush out salt deposits and to avoid possible corrosion** (see illustration).

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

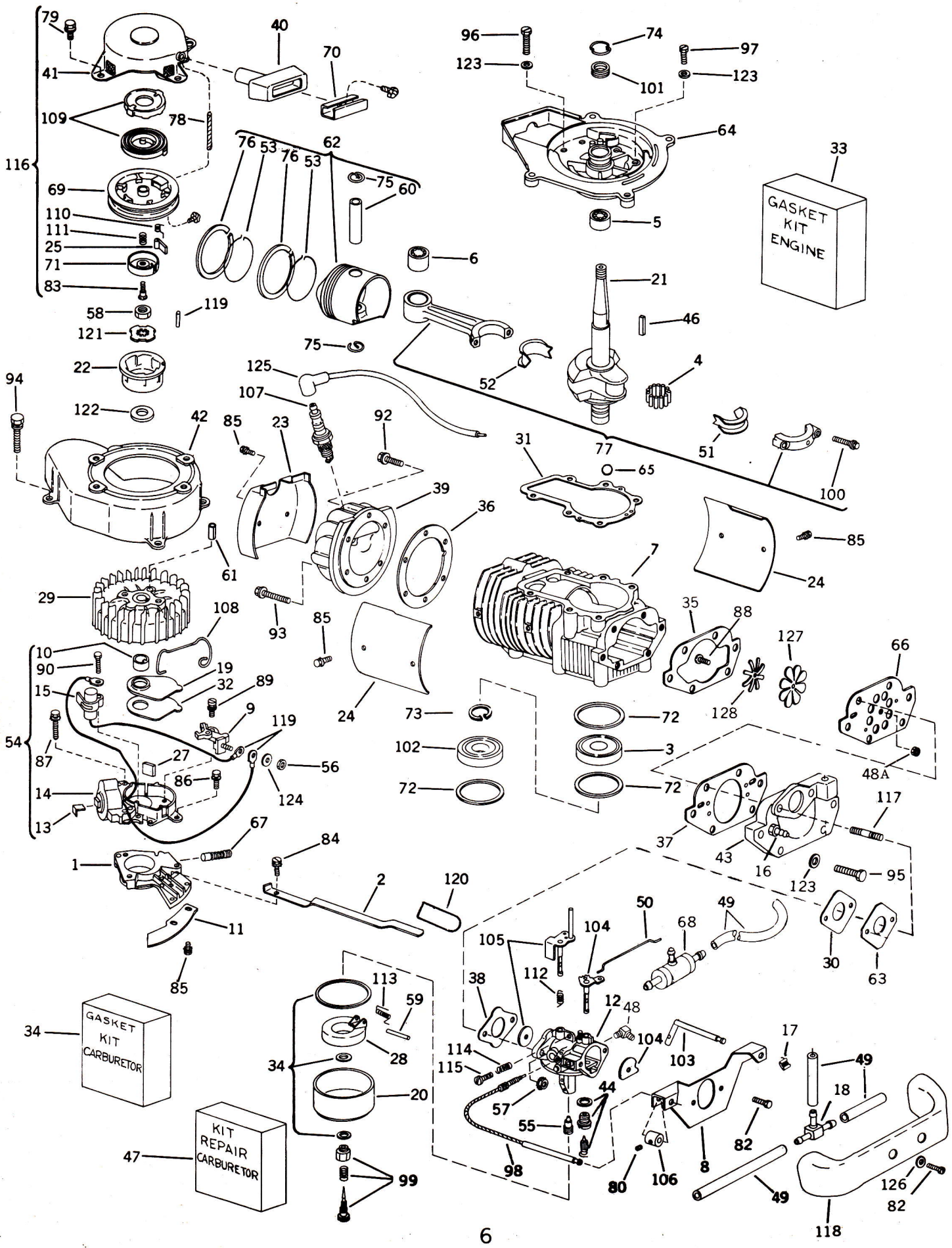
Do not run your outboard motor out of water because it will damage the cooling system and engine.

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.

TROUBLE SHOOTING CHECK LIST

Engine Does Not Start	Starts But Does Not Run	Engine Misses	Does Not Idle	Does Not Develop Full Power	
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

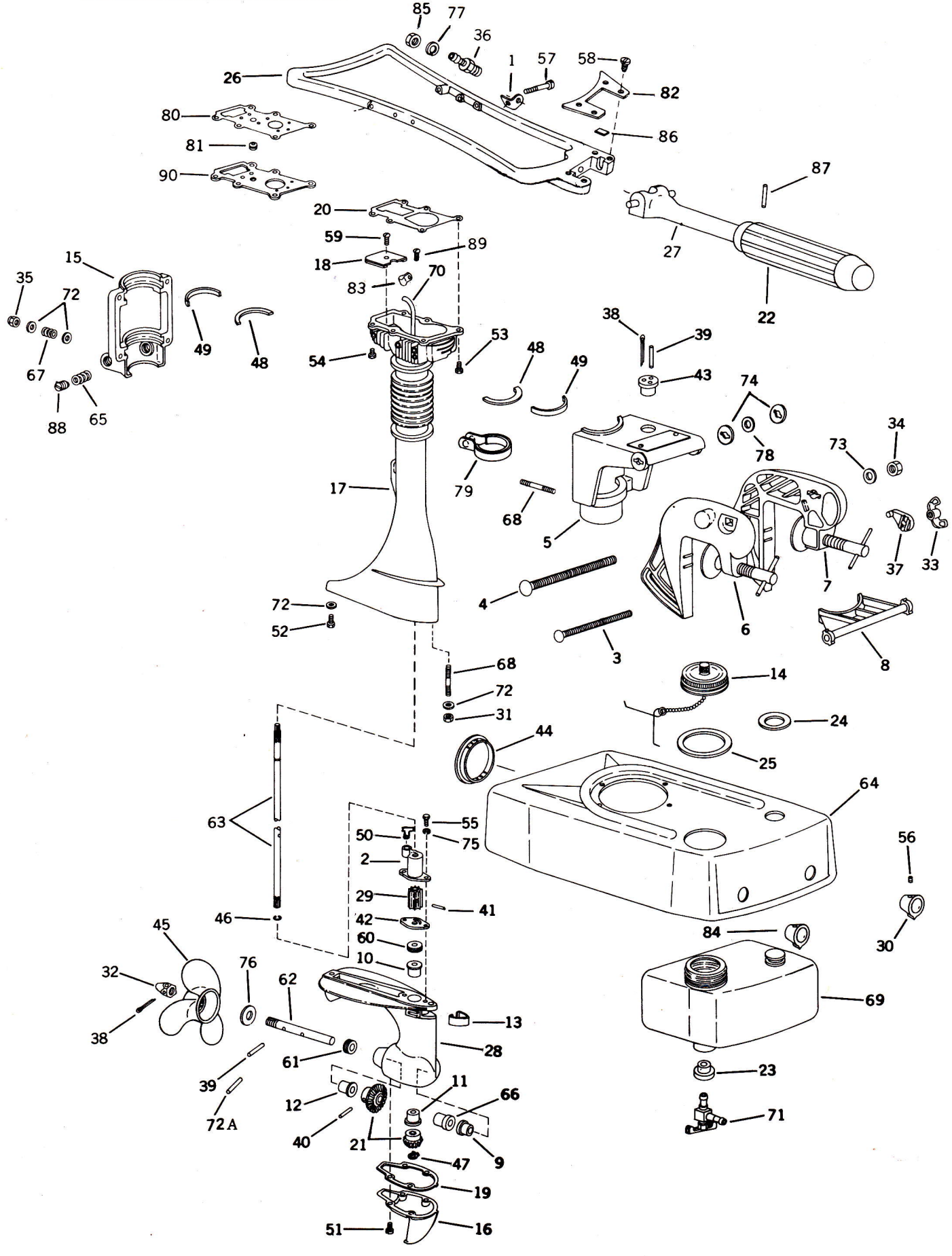


POWERHEAD PARTS LIST

Ref. No.	Part No.	Description	Qty.
1	1-227	ADAPTOR	1
2	157-513	ARM-Throttle	1
3	20-4	BEARING-Block Ball	1
4	20-197-500	BEARING-Conn. Rod Needle	1
5	20-198-990	BEARING-Bearing Plate Needle	1
6	20-226	BEARING-Wrist Pin Needle	1
7	22-889	BLOCK ASS'Y-Cylinder	1
8	26-807	BRACKET-Control Idle Choke	1
9	135-7-500	BREAKER POINT ASS'Y	1
10	157-29	CAM-Breaker Points	1
11	157-339	CAM-Throttle	1
12	39-1035-500	CARBURETOR ASS'Y-Complete	1
13	81-20	CLIP-Coil Core	1
14	135-13-990	COIL ASS'Y-Ignition	1
15	135-29-990	CONDENSER-Ignition	1
16	69-5	CONNECTOR-Hose	1
17	81-226	CLIP-Tinnerman-Choke	1
18	69-346	CONNECTOR-Tee	1
19	45-15	COVER-Breaker Box	1
20	25-50-500	COVER-Float Bowl	1
21	46-939	CRANKSHAFT	1
22	265-282	CUP-Starter	1
23	45-511	DEFLECTOR-Cylinder Head	1
24	259-411	DEFLECTOR-Cylinder Air	2
25	157-505	DOG-Starter	1
27	94-181-990	FELT-Cam Wiper	1
28	82-22-500	FLOAT & LEVER ASS'Y	1
29	83-127-500	FLYWHEEL ASS'Y	1
30	94-713	GASKET-Carb. to Adaptor Plate	1
31	94-671	GASKET-Bearing Plate	1
32	94-241	GASKET-Breaker Box Cover	1
33	94-778	GASKET KIT	1
34	39-928	GASKET KIT-Carburetor	1
35	94-360	GASKET-Induction Bracket	1
36	94-745	GASKET-Cylinder Head	1
37	94-438	GASKET-Reed at Ind. Bracket	1
38	94-714	GASKET-Carb. to Adaptor	1
39	122-44	HEAD-Cylinder	1
40	121-6-500	HANDLE-Recoil	1
41	124-210-500	HOUSING ASS'Y-Recoil	1
42	259-923	HOUSING-Blower	1
43	26-818-500	INDUCTION BRACKET	1
44	293-201-500	INLET NEEDLE & SEAT ASS'Y	1
46	148-4	KEY-Flywheel	1
47	39-979	KIT-Carburetor Repair	1
48	69-24	CONNECTOR-Carburetor	1
48A	183-141	NUT-Reed Screw	1
49	158-25	LINE-Fuel	4
50	159-210	LINK-Choke	1
51	136-77	LINER-Connecting Rod Cap	1
52	136-147	LINER-Connecting Rod Shank	1
53	148-49	LOCK-Piston Ring	2
54	268-6-500	MAGNETO ASS'Y	1
55	182-37	NOZZLE-Main	1
56	183-21	NUT-Hex., Terminal	1
57	183-29-500	NUT-Carb. to Ind. Bracket	2
58	183-32	NUT-Flywheel	1
59	6-195	PIN-Float Lever	1
60	203-257	PIN-Wrist	1
61	203-21	PIN-Flywheel	1
62	204-95-500	PISTON ASS'Y-(Incl. Ref. Nos. 6, 53, 60, 75 & 76)	1
63	215-563	PLATE-Carb. Adaptor	1
64	215-578-500	PLATE-Bearing (Incl. Ref. Nos. 5 & 101)	1
65	232-137	RING-"O" Crankshaft	1
66	215-496-500	PLATE-Reed	1
67	135-243-500	PLUG ASS'Y-Friction	1
68	220-192-500	PUMP-Fuel	1
69	219-186-500	PULLEY ASS'Y-Recoil	1
70	136-141	REINFORCEMENT-Str. Handle	1
71	232-213	RETAINER-Dog Starter	1
72	232-148	RETAINER-Bearing	3
73	232-73	RETAINER-Crankshaft	1
74	232-141	RETAINER-Brg. Plate Oil Seal	1
75	232-164	RETAINER-Wrist Pin	2
76	233-160-990	RING PISTON-Std.	2
77	245-120	ROD ASS'Y-(Incl. Ref. Nos. 4, 6, 51, 52 & 100)	1
78	246-7	ROPE-Starter 58" Long	1
79	258-1116-500	SCREW-Recoil to Housing	4
80	258-839	SCREW-Set Throttle Bracket	2
82	258-1119-500	SCREW-Throttle Bracket	2
83	258-1103	SCREW-Recoil	1
84	258-40-500	SCREW-Throttle Control Arm	1
85	258-936-500	SCREW-8-Air Deflector to Block, 4-Adaptor	12
86	258-123	SCREW-Magneto to Adaptor	1
87	258-108-500	SCREW-Magneto	2
88	258-516	SCREW-Reed	1
89	258-297-500	SCREW-Breaker Points	1
90	258-299	SCREW-Condenser	1
92	258-1055	SCREW-Head	2
93	258-1056	SCREW-Head	4
94	258-829	SCREW-Housing to Brg. Plate	4
95	258-873-500	SCREW-Induction Bracket	6
96	258-864	SCREW-Bearing Plt. to Block	2
97	258-865	SCREW-Bearing Plt. to Block	4
98	6-606-500	SCREW-Idle Adj.	1
99	181-5-500	SCREW-High Speed Adj.	1
100	258-901	SCREW-Conn. Rod	2
101	94-257	SEAL-Bearing Plate Oil	1
102	94-301	SEAL-Lower Block	1
103	6-605	SHAFT ASS'Y-Choke	1
104	6-612-500	SHAFT ASS'Y-Choke Carb.	1
105	6-576-500	SHAFT ASS'Y-Throttle Carb.	1
106	304-722	SPACER-Throttle Bracket	2
107	267-90-500	SPARK PLUG-J13Y Champion	1
108	263-10	SPRING-Breaker Box Cover	1
109	265-278-500	SPRING & CUP ASS'Y-Recoil	1
110	263-459	SPRING-Dog Starter	1
111	263-456	SPRING-Brake Starter	1
112	263-460	SPRING-Throttle Shaft Return	1
113	263-416	SPRING-Carb. Float	1
114	263-82	SPRING-Carb. Adj. Screw	1
115	258-60	SCREW-Throttle Stop	1
116	265-283-500	STARTER & SCREEN ASS'Y	1
117	24-11	STUD-Carb. to Ind. Bracket	2
118	2-236	SILENCER-Air Intake	1
119	203-295	PIN-Roll Recoil	1
120	121-305	SLEEVE-Throttle	1
121	304-5	WASHER-Starter Cup	1
122	304-132	WASHER-Flat Starter Cup	1
123	304-134	WASHER-Induction & Bearing Plate	12
124	304-290	WASHER-Terminal	1
125	307-301-500	WIRE-High Tension Lead	1
126	304-485	WASHER-Flat	2
127	293-96	VALVE-Reed	1
128	293-97	STOP-Reed	1

ORDER BY PART NUMBER, NOT REFERENCE NUMBER.

LOWER COLUMN & SHROUD ASSEMBLY PARTS LIST



LOWER COLUMN & SHROUD ASSEMBLY PARTS LIST

Ref. No.	Part No.	Description	Qty.
1	26-827	BRACKET-Hose Connector	1
2	20-142	BODY-Water Pump	1
3	24-78	BOLT-Thrust Bracket Adj.	1
4	24-84	BOLT-Stern Bracket	1
5	26-508	BRACKET ASS'Y-Swivel	1
6	26-519-500	BRACKET ASS'Y-Starboard Stern	1
7	26-520-500	BRACKET ASS'Y-Port Stern	1
8	26-521-500	BRACKET ASS'Y-Thrust	1
9	20-167	BUSHING-Rear Propeller	1
10	28-53	BUSHING-Upper Drive Shaft	1
11	28-54	BUSHING-Lower Drive Shaft	1
12	28-55	BUSHING-Front Propeller Shaft	1
13	45-324	CAP-Cavity Nut	1
14	45-401-500	CAP-Fuel Tank	1
15	45-472	CAP-Swivel Bracket	1
16	900-287	CAP-Gear Housing	1
17	124-211	COLUMN ASS'Y	1
18	259-918-500	DEFLECTOR-Water Plate	1
19	94-386	GASKET-Gear Housing Cap	1
20	94-429	GASKET-Column to Block	1
21	106-425	GEAR PINION & BEVEL-Matched Set	1
22	121-320	GRIP-Steering Handle	1
23	28-86	GROMMET-Fuel Shut-Off Fuel Tank	1
24	94-731	GROMMET-Fuel Tank (Small)	1
25	94-732	GROMMET-Fuel Tank (Large)	1
26	121-348	HANDLE-Carrying	1
27	121-319	HANDLE-Steering	1
28	124-136-500	HOUSING ASS'Y-Gear (Incl. Ref. Nos. 9, 10, 11, 12, 60 & 61)	1
29	220-136-500	IMPELLER ASS'Y-Water Pump	1
30	121-343	KNOB-Choke	1
31	183-34	NUT-Gear Housing to Column	1
32	183-209	NUT-Propeller	1
33	183-210	NUT-Wing Thrust Bracket	1
34	183-211	NUT-Stern Bracket Lock	1
35	183-226	NUT-Swivel Bracket Cap	4
36	69-331-500	CONNECTOR-Male Fuel Line	1
37	900-267	PAWL-Thrust Bracket Guide	1
38	203-165	PIN-Cotter (1-Spare)	1
39	203-242	PIN-Shear (2-Spare) #24 SHEAR PIN	1
40	203-167	PIN-Roll (Bevel Gear) Large	1
41	203-197	PIN-Roll Impeller	1
42	900-288	PLATE-Water Pump	1
43	216-94	PLUG-Spare Shear Pin Holder	1
44	216-126	PLUG-Shroud	1
45	217-11-500	PROPELLER	1
46	232-133	RETAINER-Drive Shaft	1
47	232-134	RETAINER-Pinion Gear	1
48	44-82	RING-Friction	4
49	232-121	RING-Bearing	4
50	70-62	GROMMET-Pump Body	1
51	258-825	SCREW-Gear Housing Cap	4
52	258-832	SCREW-Gear Housing to Column	1
53	258-833	SCREW-Column to Power Head	4
54	258-834	SCREW-Column to Power Head	2
55	258-857	SCREW-Water Pump	2
56	258-839	SCREW SET-Knobs	4
57	258-828	SCREW-Carrying Handle	4
58	258-1104	SCREW-Steering Handle Plate	4
59	258-849	SCREW-Water Deflector	1
60	94-400	SEAL-Oil Drive Shaft	1
61	94-401	SEAL-Oil Propeller Shaft	1
62	6-577	SHAFT-Propeller	1
63	6-302	SHAFT-Drive	1
64	259-915	SHROUD-Decorative	1
65	263-296	SPRING-Friction Clamp	2
66	304-517	SPACER-Propeller Shaft	1
67	263-293	SPRING-Compression	4
68	24-76	STUD-4-Swivel Bracket, 1-Column	5
69	277-545-500	TANK ASS'Y-Fuel	1
70	158-481	TUBE-Water	1
71	293-213	VALVE-Fuel Shut-Off	1
72	304-134	WASHER-Flat	10
72A	203-295	PIN-Roll (Bevel Gear) (Small)	1
73	304-337	WASHER-Mounting Bracket	1
74	304-521	WASHER-Swivel Bracket	4
75	304-532	WASHER-Water Pump Screw	2
76	304-541	WASHER-Propeller Shaft	1
77	304-704	WASHER-Fuel Line Connector	1
78	304-522	WASHER-Swivel Bracket	2
79	30-1-500	FRICTION-Clamp	1
80	94-709	GASKET-Water Deflec. to Block	1
81	70-59	GROMMET-Water Tube	1
82	215-557	PLATE-Handle Hold Down	1
83	81-219	CLAMP-Water Tube	1
84	121-341	KNOB-Idle	1
85	183-311	NUT-Fuel Line Connector	1
86	94-674	PAD-Friction Handle	2
87	203-239	PIN-Handle Grip	1
88	258-907	SCREW-Pivot Adjusting	2
89	258-875-500	SCREW-Water Tube	1
90	259-894-500	PLATE-Deflector Water	1

Order By Part Number, Not Reference Number.

SPECIFICATIONS

BORE AND STROKE ---------- 2-3/8 x 1-7/8
DISPLACEMENT (Cu. In.) ---------- 8.3
IGNITION ---------- High Tension Magneto
MAGNETO POINT SETTING ---------- .020
SPARK PLUG -------- Champion Type J13Y or equivalent.
SPARK PLUG SETTING ---------- .025
CARBURETOR ---------- Float
CRANKSHAFT ---------- Forged
BEARINGS (Engine) ----------Needle and Ball
BEARINGS (Gear Housing) ---------- Bronze
STARTER ---------- Recoil
FUEL SYSTEM ---------- Fuel Pump
FUEL TANK CAPACITY (Integral) ----------1 1/4 Qt.

REMOTE FUEL TANK ---------- Optional
GEAR RATIO ---------- 14-21
PROPELLER TYPE ----------Shear Pin - Semi Weedless
PROPELLER DIA. & PITCH ---------- 6 3/4 - 6 3/8
STEERING ---------- 180° Pivot-Reverse
LUBRICANT (Gear Housing) ----------Part No. #951-247
FUEL MIXTURE ----------3 oz. Motor Oil to one Gallon of Regular Gasoline
IDLE SPEED ----------900 R. P. M.
RECOMMENDED FULL THROTTLE OPERATION RANGE ---------- 4000 - 5000 R.P.M.
PEAK HORSEPOWER----------At 6000 R.P.M. Sea Level Barometer at 60° F.

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.

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.