

OWER'S MANUAL

Corse



This manual must be considered as an integral part of your outboard motor and has to be kept with it, also if the motor is resold. **Selva joint-stock CO.** reserve the right to change its product at any moment, except for the essential specifications, which will be kept as they are.

Any reference to products or details of a third party has only an informative purpose and it doesn't represent an obligation.

Selva joint-stock CO. doesn't take on any responsibility concerning the performance or the employment of these products.

We are glad that you have chosen a **SELVA MARINE** product, which means quality, technology and careful research. Your choice will give you many advantages, which you will soon learn to appreciate. Our dealers, our after-sales service and the guarantee, which you have signed, together with the observance of the information contained in this owner's manual are the essential conditions to give your recent purchase a long life.

Your holiday, your favorite sport, your job, which has from today the name **SELVA MARINE**, will be a further moment of satisfaction.

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INTRODUCTION

Before operating this outboard motor, read this Owner's Manual carefully and completely, pay attention especially to the safety measures and rules.

Your safety and other people's safety do not depend only on your ability at using the motor, but they depend also on your knowledge and on the efficiency of the motor as well as on the respect of the laws and regulations relating to the use of outboard motors.

We suggest you improve your knowledge of the motor so that you can sail with mastery and confidence.

If any kind of repair on the motor should not have been clearly described in this manual or if you want to order spare parts or accessories, or if you have any question about the operation or maintenance of your outboard motor, please consult an authorized **SELVA MARINE** service station or **SELVA MARINE** dealer

ATTENTION

Pay attention to all the particularly important information that in this manual are distinguished in the following ways:



Safety measures and rules, which protect the machine operator and other people from serious accidents or risks.



Directions or special precautions that must be taken to avoid damage to the outboard motor or personal accidents.



Directions that make procedures easier or clearer. Technical information.

OUTBOARD MOTOR IDENTIFICATION DATA

This data is stamped on the label attached on the clamp bracket, as shown on the picture 1.

When you receive your new SELVA outboard motor write down the serial number, it will be useful to you in case you will have to order spare parts or for reference if your outboard motor should be stolen.



**Make sure that the data on the label is the same as the data written in your registration book.
Picture No.1**



Do not install an outboard motor with more horsepower than shown in the certification of your boat.

SERIAL NUMBER RECORD

Write down the identification number and the model of your outboard motor in the spaces below.

MODEL

SERIAL NUMBER

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DIRECTIONS FOR USE



BASIC SAFETY MEASURES

To use the outboard motor you must have all requisites provided by law (physical suitability, insurance, government duties, registration, and so on). We suggest you become familiar with your boat equipped with SELVA motor in places, which are not too crowded.

Taking some medicines, alcoholic drinks or drugs increase considerably the risk of accidents.

Make sure that you are in a physical condition suitable for driving. Pay attention to tiredness and sleepiness.

The engine operator should not let his mind wander, or be distracted or influenced by other people, things or actions, (do not smoke, eat, read, and so on.) while steering the boat.

Use fuels and oils suitable for the engine, which are listed in the "greasing chart".

Check every so often the oil level and the fuel level.

Stop the motor before every kind of maintenance or cleaning procedures, and in case of complicated maintenance take the spark-plug cap out.

Picture No. 2.

Before opening the top cowling, wait till the engine has cooled down.

Do not open the top cowling, when the engine is running.

Picture No. 3.

PAY ATTENTION TO THE PROPELLER

The propeller is certainly the least protected part of your motor. It is therefore forbidden to get near the propeller when this is in rotating. You must leave bathers, skiers and other boat users enough space to move, in order to avoid any contact with the propeller.

Picture No. 4.

The engine operator must attach the engine stop switch lanyard to his wrist when the motor is on.

Picture No. 5.

Never sit on the motor.

Picture No. 6.

Never change the inclination angle of your motor using the steering rod, but use the proper handle.

Picture No. 7.

The motor must always have its top cowling on, when it is operating

Picture-No. 8.

When you connect the fuel joint, check the proper connection.

Picture No. 9.

When starting there must be nobody within the engine operator's action radius.

10.

Picture No.

There must be nobody within the motor steering radius.

Picture No. 11.

Never tilt-up the motor out of the water, while it is in motion.

Picture No. 12.

Never pull the recoil starter handle, while the motor is running.

Picture No. 13.

To transport the motor use only the proper handle.

Before transporting the motor you have to tilt-up the steering rod properly and the event valve on the fuel tank must be closed.

Picture No. 14.

When starting or operating the engine, do not touch electrical parts and particularly the ignition-coil, the high voltage wire, the spark-plug cap and the spark-plug itself.

When opening the safety valve of the fuel tank, highly flammable vapors come out. Do not smoke, inhale or use open flames close to it.

If the motor has had an accident, you should have it fully checked, before you use it again. If necessary let the **SELVA MARINE** authorized skilled staff have a look at it.

Do not use the motor, if the damage could have compromised the sailing safety.

Any alteration attempted on your motor or the removal of any of its basic elements, can compromise its safety and it is besides against the law, and anyway it means the immediate loss of your guarantee.

Observe the laws in force.

Pay great attention to the weather conditions. Listen to the weather forecast and take the warnings to the sailors into consideration.

Keep your boat and equipment on board in a perfect state of efficiency.

Keep enough spare parts on board.

Inform somebody of your route, before sailing.

Prevent fires and explosions.

Before operating an outboard motor, you must know the laws and regulations relating to navigation.

Avoid sudden and dangerous manoeuvres

SELVA motors are only meant as propulsion for pleasure craft. **SELVA joint-stock CO.** declines all responsibility for any damage to items or harm done to any person, which is due to an improper use of the motor.

TECHNICAL DATA

MODEL	CORSE	CORSE
POWER	3.5 HP/2.6 Kw	4 HP/2.9 Kw
FULL THROTTLE OPERATING RANGE	4500	5000
PISTON DISPLACEMENT	85	85
BORE X STROKE	49 x 45	49 x 45
NUMBER OF CYLINDER	1	1
ENGINE TYPE	Cycle eight – two stroke	
FUEL PUMP	N° 1 membrane pump	
AVERAGE CONSUMPTION	1,3 liters/hour	1,4 liters/hour
FUEL	Mixture of petrol and "SELVA OUTBOARD MOTOR OIL" (TC-WII)	
FUEL TANK	Incorporated lt. 1.8	
RECOMMENDED ENGINE-OIL	"SELVA OUTBOARD MOTOR OIL" oil mixed with petrol at 2%	
IGNITION	electronic nautical with capacitive discharge	
SPARK LEAD	electronic automatic programmed with the engine revolutions	
STARTING	manual with rope, which returns automatically on the pulley	
SPARK PLUGS	Bosch W7BC + Champion L87Y - Lodge H - heat range 175	
EXHAUST	submarine	
COOLING	water cooling with forced circulation caused by a pump	
PROPELLER REDUCTION RATIO	13/24	
GEAR SHIFT LEVER	360° rotation	
RECOMMENDED GEARBOX-OIL	"SELVA OUTBOARD MOTOR GEARBOX OIL" (API GL-5 SAE 80W/90)	
GEARBOX-OIL QUANTITY	95 cc. / 90 gr.	
PROPELLER TYPE	anti-weed with three blades	
TRIM ANGLE ADJUSTING	4 positions, which you can select through pin	
SUSPENSIONS	anti vibrations annular shock-absorbers	
RECOMMENDED HEIGHT OF THE TRANSOMS(mm.)	normal shaft 380 - long shaft 510	
WEIGHT (Kg.)	normal shaft 17 - long shaft 17.5	

Selva joint-stock CO reserve the right to change weight, construction, materials and characteristics without warning and without therefore having to change the motors, which were built previously. **See Picture No. 15 for the dimensions of your motor.**

LOCATION OF MAIN COMPONENTS

See picture No. 16

N°	DESCRIPTION
1	Tilt-up handle and air intake
2	Back cowling lock lever
3	Transport handle
4	Cooling system warning lamp
5	Steering adjustment
6	Trim angle adjusting-rod
7	Anti-cavitation plate
8	Propeller nut
9	Propeller
10	Oil drain plug hole
11	Cooling water inlet
12	Oil level plug hole
13	Anode
14	Swivel bracket
15	Clamp-screws
16	Security stop rope
17	Security stop / stop switch
18	Starting handle
19	Accelerator grip
20	Throttle control adjustment
21	Choke knob
22	Front cowling lock lever
23	Fuel tank cap
24	Event valve on the fuel tank
25	Motor lift cam

CONTROL FUNCTIONS

Security switch / Push-button to stop the motor.

Pressing the stop button (red) the ignition circuit is broken and the engine stops immediately. **Picture No. 17.**

Choke knob.

Pulling this knob supplies a rich mixture required to start a cold engine. **Picture No. 18.**

Fuel joint

Connecting the fast fuel joint, you connect the fuel hose to the fuel tank. **Picture No. 19.**

Recoil starter handle.

Pulling this handle starts the engine.

Picture No. 20.

Throttle-control adjustment.

Device which permit to have a constant speed.

Picture No. 21.

Accelerator-grip/steering-handle.

Turn the grip to operate the accelerator, and move it sideways to adjust the steering angle. **Picture No. 22.**

Cowling lock lever.

Moving this two levers upwards locks the top cowling. To remove the top cowling push the cowling lock levers downwards **Picture No. 23**

Motor tilt cam

You use this to bloc and unblock the engine in the tilt position **Picture No. 24.**

Clamp-screws.

Use them to clamp the outboard motor on the transom **Picture No. 25.**

Steering adjustment grip.

With it you can adjust the resistance to steering movement. Screw it to increase resistance. **Picture No. 26.**

Trim angle adjusting-rod.

It can be positioned in different holes in order to obtain the appropriate trim angle. **Picture No. 27.**

Wiring diagram.

Legend

1. Flywheel
2. Ignition-coil
3. Sparking plug.
4. Security stop. Button to stop the motor

Picture No. 28.

SYMBOLS see picture No. 29.

1. A serious risk is present. The machine operator must read and follow the instructions in the manual.
2. Pull the choke knob.
3. Position of the gear-shift lever.
4. Warning against fire hazard.
5. Starter-switch for engine.
6. Button to stop the motor

THE USE OF OUTBOARD MOTOR

PRELIMINARY CONTROLS CHART

DETAIL	CHECK DESCRIPTION	PAGE
Complete supply	Check that the motor supply includes all the components, that are in the detailed list	13
Right installation	Check the proper installation of your motor (the center of the transom).	13
	Check the proper mounting height of your motor.	13
	Check the tightness of the clamp screws.	13
Fuel	Check the conformity of the fuel to the detailed list.	15
Fuel hose connection	Check the proper connection of the fuel hose.	15
Check of the equipment on board	Check that you have on board everything necessary to face a possible emergency.	



Before leaving always check your motor to make sure that it is in a perfect state of efficiency, check its proper and safe functionality. Failure to check as shown in the chart could result in severe injury to people or damage to the boat.



If you ever have a question about the operation of your outboard motor, or if you should find any kind of anomaly, please consult a SELVA MARINE dealer. The time which is needed to check your motor is very modest, but the safety, that you obtain from it is enormous

Check of the supply.

When you receive your motor, check that:

- the packing is integral
- the supply corresponds to the detailed list:
 1. the entire motor
 2. tool-bag
 3. use and maintenance manual
 4. certificate of guarantee
 5. list of our dealers and our after-sales service
 6. registration book (only for the Italian market)
 7. CE declaration of conformity
- that there is no evident damage. If there is a damage or if parts are missing, you must inform immediately and in detail the forwarding- agent, SELVA joint-stock CO. or its area agents.



Check that the registration book, the certificate of guarantee and the CE declaration conformity are duly filled in and signed, and that the data written in them correspond to the data printed on the engine's label.

Picture No. 30.

Outboard motor mounting



A good position of the motor on the transom is very important to have an appropriate trim angle and therefore to obtain a good performance from your boat

To have the optimum mounting height of the outboard motor, you must mount it so that the anti-cavitation plate is between the bottom of the boat and a level of 2 cm below it and it is parallel to it.



If the mounting-height is too high, cavitation tends to occur and consequently there will be a falling-off in the performance and a probable overheating of the motor. If the mounting-height is too low, the water-resistance will increase and thereby reduce engine efficiency.

Picture No. 31.



The motor must be vertical to the water surface and the bracket mounted on a flat even surface and should be fully supported by the top edge of the transom.

If the bracket is not fully supported or, if the transom height is too low, a hard wood block should be securely fitted between the bracket and the transom

Picture No. 32.

Fix the engine in the correct position locking the clamp screws.

Picture No. 33.

Trim angle adjusting

The trim angle is the inclination angle, that should be given to the motor in order to obtain an optimal performance from your boat.



An improper trim angle does not only affect the performance of your boat, but can also cause loss of control, which means danger for the people on board.



While sailing the motor should be perpendicular to the water surface, but the trim angle can be 3 degrees to 5 degrees.

If the trim angle is made too great, the buoyancy center of the boat will shift towards the stern. In this condition, and if the stability moment at the bow is large, the boat will tend to "porpoise". If the trim angle is insufficient, the bow may "plough", making the boat unstable.

When the boat is in stable trim it remains parallel to the water.

To adjust the trim angle proceed as follows:

- close the safety valve of the fuel tank;

- tilt up the motor;
- bloc the engine in the tilt position turning downwards the engine tilt cam;
- remove the adjusting-rod and reposition the rod in the desired hole, which allows the appropriate trim angle;
- lift the engine, unlock the tilt support bar and bring again the motor in the vertical position, so that it leans on the adjustment pin;



Improperly distributed load on boat or in different positions, can alter the ideal trim conditions.



You must adjust the trim angle when the engine is switched off.

Picture No. 34



Ensure the transom clamp screws are tightened securely

FUEL



Fuel

The fuel used for the propulsion of internal combustion engines is highly flammable and, in certain cases can become explosive.

Refueling and maintenance operations must be done in a well-ventilated area and with the engine stopped. Do not smoke while refueling, keep away from sparks, flames, or other sources of ignition, which could cause fire or explosion.

Do not spill gasoline. If gasoline spills, wipe it immediately with dry rags, before starting the motor .

Do not overfill the fuel tank, because gasoline expands with the heat and the sun radiation.

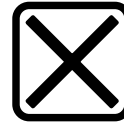
Tighten the filler cap securely after refueling.

Do not let gasoline get into your eyes or onto your skin. Avoid swallowing gasoline or inhaling its vapor.

Do not pour fuel off using a pipe.

KEEP OUT OF THE REACH OF CHILDREN

Preparation of the fuel



Use only petrol with an octane number higher than 95 N.O. Research and that does not contain alcohol, with the addition of 2% of oil proper for mixture (see the detailed list)

For the motors with incorporated fuel tank it is preferable to use already prepared mixture or you should remove the top cowling and mix the fuel thoroughly by shaking. In this case at the end of this operation, you must check the proper connection of the fast fuel joint, before replacing the cowling.

Picture No. 35



It is a good practice, if you use the motor after a break longer than one day, to shake the fuel tank in order to mix oil and petrol thoroughly.

Fuel pipe connection

To connect the fuel pipe to the incorporated fuel tank you need to link the connection of the pipe to the connection on the fuel tank placed inside the top cowling. **Picture No. 36.**

At this point check the connection by pulling the connection (don't pull the pipe). **Picture No. 37.**

To disconnect pull back the knurled outer ring of the fuel connector which releases the pipe.



The pipe's connection must be made when the engine is OFF. Never remove the top cowling when the engine's running.

STARTING

Verifications when the engine is OFF



check that the top cowling is locked.

Picture No. 38.

Make sure that the lock plate is installed on the engine stop switch.

Picture No. 39.

Starting procedures

Loose the safety valve on the fuel tank

If your engine is cold, you have to pull the choke knob.

Picture No. 40.

Place the throttle-grip in the "start" position. **Picture No. 41.**

Pull the starter-handle slowly so that the starter pinion engages with the flywheel.

Then give a strong pull, but not too strong, and repeat if necessary the procedure. **Picture No. 42.**

Set the choke knob to home position. **Picture No. 43.**

Pull the starter-handle powerfully until the engine starts.

Picture No. 44.



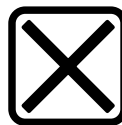
You don't need to use the choke-knob, if the engine is warm.



If the motor doesn't start after several attempts, you should refer to the troubleshooting section.

Verifications when the motor is on

Just after starting the motor, you should make sure that :



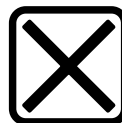
- after 5/10 seconds, water runs out from the cooling-water pilot-holes. The indicator at the entrance of the circuit, provides only for the proper operation of the pump and not for the circulation of water in the head and in the cylinder.

If water does not flow from the pilot-holes check to see if the water-inlets are blocked. **Picture No. 45**

- that you do not hear any strange noise;
- that the throttle-grip operates in a proper way;
- that the engine stop switch operates properly;

RUNNING-IN PROCEDURE

A SELVA outboard motor is tested completely in our workshop and it is partially run in a tank. A second test is done by the concessionaire It is always advisable to complete the running in procedure in the following way:



During the first 15 running hours you must use a fuel with oil at 3%.

c

During the first 3 running hours do not accelerate too much, and during the following navigation hours you can accelerate properly but only for short periods. After about 20 hours you have to change entirely the gearbox-oil (see the greasing sectioning this manual).



A good running in will allow you to obtain a good performance from your motor and a longer endurance of it.

STOPPING PROCEDURE

Emergency stopping procedures.



In an emergency you must stop your motor by pulling the engine stop switch lanyard.



To start the motor again you have to install the lock plate again on the engine stop switch.

Picture No. 46.

Stopping in normal conditions

Place the gear-shift lever in the neutral position " N " (neutral gear); accelerate lightly in order to avoid flooding, run the engine again at idling speed and then push the stop button.

Picture No. 47.

Stopping for a long period of storage.

If you will not be using the motor for several days, you should stop the engine in the following way:

Run the engine at idling speed, place the gear-shift lever in the neutral position " N " and keep the choke knob pulled until the engine stops.

OPERATING IN REVERSE GEAR

To run in reverse gear you need to turn the engine through 180° compared to the normal position.

When the engine is in reverse position, the motor's lift is automatically prevented by a mechanism.



Use the engine in the reverse position only in manoeuvre operations and at low r.p.m.

Removal of the motor from the boat



Each time that you remove the motor from your boat, you must let it cool down and then carry out the following operations :

- close the air vent valve on the fuel tank
- release the clamp screws.
- lift up the motor vertically and keep it in this position till all the water has run out from the cooling-water passages (about 1 minute)
- tilt up the steering tiller
- transport the motor using the proper handle.
- lay down the motor only on its back side.

Picture No. 48.

CLEANING

Cleaning outside

SELVA motors do not need much cleaning, to clean the painted parts use a cloth soaked with water



Do not use flammable solvents.

Cleaning cooling-water passages

Every now and then after using, clean the cooling-water passages, in order to remove mud and salt, so that they do not affect the performance of your motor.

You can carry out this cleaning operation in the following way: Immerse the outboard motor without the propeller in a vessel filled up with fresh-water, make sure that the water level is over the height of the water inlets, so that no irreparable damage could be caused to the motor. Shift the gear-shift lever into neutral " N ". Start the engine and run at low speed for a few minutes.



when you start the engine, the propeller shaft turns. Operate carefully to avoid wounding. Never approach the hands or other objects to the propeller shaft.



While cleaning the cooling water passages make sure that water always circulates in the passages, checking its running out of the pilot hole.

Picture No. 49.

MAINTENANCE

Before doing any kind of maintenance or check operation, switch off the engine and wait till it has cooled down, then remove the spark plug cap, in order to avoid an accidental starting.

Pay attention to the motor parts, which are still hot, so that you do not burn yourself.

Some maintenance operations must be carried out by qualified staff.

Contact **SELVA MARINE** after-sale service.

The following chart lists the periodic maintenance operations to do on your motor.



The pointed out operations must be done by qualified staff.

PERIODIC INSPECTIONS AND ADJUSTMENTS (Running hours)					
OPERATIONS TO PERFORM	INITIAL			THEREAFTER EVERY	
	10	50	100	100	Out of season
Inspection of the conditions of the fuel hoses. If necessary replace them.	■		■	■	■
Check the fuel hose joints for leaks If necessary replace them.	■		■	■	■
Check the proper working of the carburetor. If necessary adjust it.	■		■	■	■
Check, clean and adjust the spark-plugs. If necessary replace them.	■		■	■	■
Check the ignition.	■	■	■	■	■
Check the head screws and the adjustment to the correct torque.	■	■	■	■	■
Check the efficiency of the water pump and of the cooling system	■	■	■	■	■
Check the gearbox-oil level	■	■		■	
Check the wear of the anode. If necessary replace it.	■	■	■	■	■
Check the condition of the propeller. If necessary replace it.	■	■	■	■	■

GREASING CHART			
GREASE POINTS	GREASE THAT MUST BE USED	GREASING FREQUENCY	
		FRESH-WATER	SALT WATER
Gearbox	API GL-5 SAE 80 W 90 MIL -L 2105 C	Check the level after the first 10 running hours. Afterwards every 50 hours. If necessary add till the marked point. Change the gearbox-oil after the first 20 running hours and afterwards every 100 running hours; and anyway each season.	
Bushes of the screw bracket / swivel	SPRAY LUBRICANT	60 days	30 days
Cowling lock levers pins	SPRAY LUBRICANT	60 days	30 days
Tie rod carburetor levers	WATER-REPELLENT MARINE GREASE	60 days	30 days
Propeller shaft	WATER-REPELLENT MARINE GREASE	60 days	30 days
Clamp screws	WATER-REPELLENT MARINE GREASE	60 days	30 days

Greasing and additions

The only part, which must be filled with oil, is the gearbox. Selva supply the motor already with the oil, which the user will have to change completely after the first 20 cruising hours. After this change you must check its level every 50 hours and change it every 100 hours, and anyway each season.

Gearbox-oil change

To change the oil do as follows:

Keep the motor in vertical position.

Place a container to collect the used oil under the gearbox.

Take out the oil-level plug and the oil drain-plug.



They have a different size and after the oil change they must be replaced in their proper seat.

Wait until the oil has drained completely, (during this operation you must check, if water or other foreign bodies are to be found in the drained oil. They are signs of anomalies which must be identified and repaired by qualified staff, before using the motor again).

Protecting the leaning parts, put the motor horizontally, with the oil-level plug and the oil drain-plug holes upwards.

Inject the oil into the oil drain-plug hole.



The oil must agree with the characteristics listed in the greasing chart, and must comply with the quantity pointed out in the technical detailed list.

Insert and tighten the oil-level plug and the oil drain plug.

Picture No. 50.



The used oil must be given to the proper collecting centers or to a SELVA service point.

Spark-plug

The spark-plug must be often inspected because heat and deposits affect its efficiency so that the performance of the motor will be affected too.



The inspection of the spark-plug must be done when the engine is not running and it has cooled down.

It is very important to check, that the part made of porcelain is not damaged because this could allow external sparks, which could lead to explosion or fire.

To remove the spark-plug use the supplied spanner; using an abrasive brush, remove any deposits, then check the wear condition and the spark-plug gap (the gap must be 0,6 mm, to measure it use a thickness gauge).

If the spark-plug is too badly worn you must replace it with a new one which must agree with the characteristics listed in the specifications chart.



The spark-plug torque is 20 Nm (~ 2. kgm). If a torque-wrench is not available, you can obtain a good estimate of the correct torque turning the spark-plug completely by hand and then turning it with the spanner, a new spark-plug must be turned ~ 90° and an old one 15° ÷ 20°.

Replace the spark-plug cap, checking that it is correctly fitted and then replace the top cowling.

Picture No. 51.

Sacrificial anode.

To protect the motor against electrochemical corrosion, due to the presence in its structure of many different materials, a sacrificial anode has been applied.

The anode will be subject to a strong corrosion, so you have to remove the scales from the surfaces of the anode periodically.



Failure to clean it, will affect its effectiveness.



Do not paint the anode, for this would render it ineffective.

When the corrosion compromise its functionality, you have to replace it.

Picture No.52

Replacement of the propeller.

The propeller is one of the components, which have a great influence upon the performance of the motor. An unsuitable or damaged propeller can cause serious damages to the motor besides reduce the performance.

To replace the propeller do as follows:

- wait until the motor has cooled down and remove the top cowling;



- remove the spark-plug cap, to avoid an accidental start during the operations of replacement of the propeller;

protect your hands using strong gloves and insert a wooden lump between the propeller blades and the anti-cavitation plate, to keep the propeller still.

remove the self stopping nut, the washer and the propeller;

spread the propeller shaft with water-repellent grease;

make sure, that the drive propeller pin is centered on the shaft;

by hand insert the propeller making sure that it gets correctly into the drive pin;

insert the washer and by hand screw the self-locking nut;

insert a wooden lump between the propeller blades and the anti-cavitation plate.

keep the propeller pressed against the pin and screw tight the nut.

Picture No. 53.

Storage



To help the endurance of your motor, you must carry out properly the following storage operations:

Clean the motor and the cooling-water passages.

Switch off the engine as shown in the section "stopping for a long period of storage ".

Remove the fuel-line connections from the motor.

Empty the float chamber.

Remove the spark-plug and pour engine-oil into the hole; turn the flywheel by hand to distribute the oil in the cylinder; replace the spark-plug.

Change the gearbox-oil.

Check the screws torque.

Grease all the components as shown in the greasing chart.

Inspect the anode.

Empty the fuel tank.

Store the motor in the vertical position and in a dry, not too cold place.



The storage operations must be carried out by qualified staff.

TROUBLESHOOTING



A regular maintenance can help you prevent many problems with your outboard motor.

The following chart lists some common difficulties and their possible causes.



If you still have difficulties, after investigating these, please contact your **SELVA MARINE** dealer.

A - The engine will not start.

B - The engine runs irregularly or stalls.

C - The engine idles unevenly.

D - Engine speed will not increase.

E - The engine is overheating.

F - Engine speed is higher than normal.

G - Engine speed is lower than normal.

H - Boat speed is too low.

I - The boat will suddenly slow.

A	B	C	D	E	F	G	H	I	Possible cause
■	■							■	Fuel tank is empty
■	■		■						Fuel hose is incorrectly connected
■	■	■	■			■			Fuel hose is flattened or kinked
■	■	■	■					■	Fuel pump is malfunctioning
	■	■		■		■			Improper oil in the fuel
	■	■	■	■		■			Improper petrol
■	■	■							Carburetor has a wrong adjustment
■									Incorrect starting procedure
■	■	■	■			■		■	Sparks -plugs are fouled.
■	■	■		■		■			Improper spark-plugs
	■	■				■			Incorrect spark-plug gap.
■									Spark-plug cap incorrectly fitted
■									Electric circuit is defective

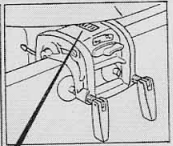
A	B	C	D	E	F	G	H	I	Possible cause
■	■	■	■			■		■	Ignition-coil is defective
				■		■		■	Clogged water passages
				■		■		■	Faulty water-pump
					■		■	■	Cavitation is occurring
					■		■	■	Propeller is damaged
			■	■	■		■		Incorrect trim-angle
			■	■			■		Load on boat is improperly distributed
					■				Transom is too high
			■						Transom is too low

CORSE
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MATR.0000
MAX.RPM.0000

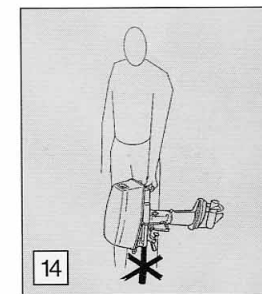
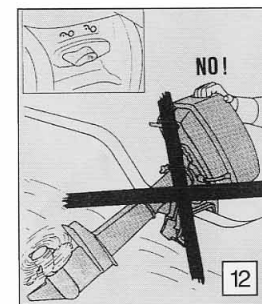
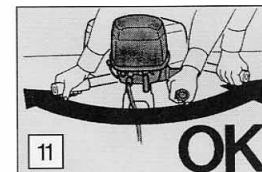
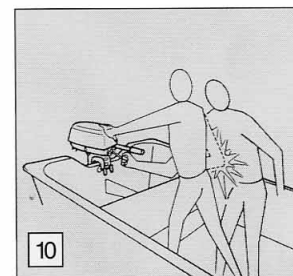
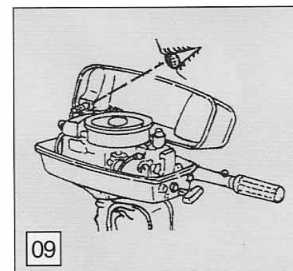
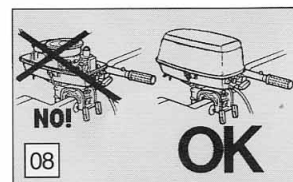
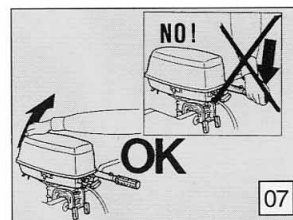
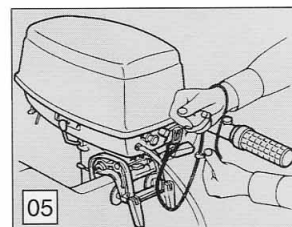
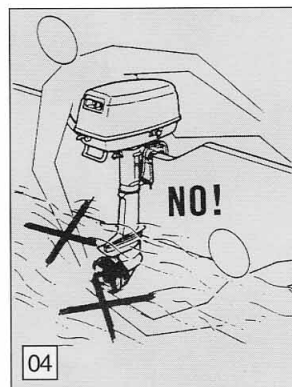
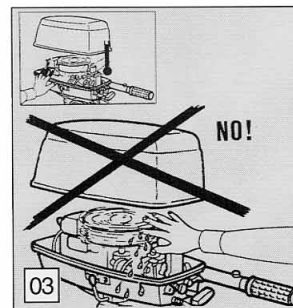
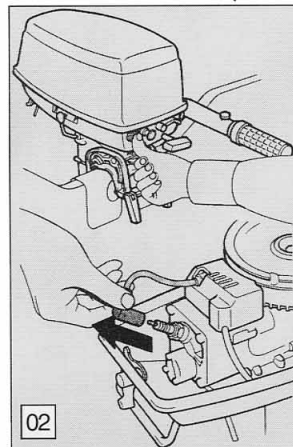
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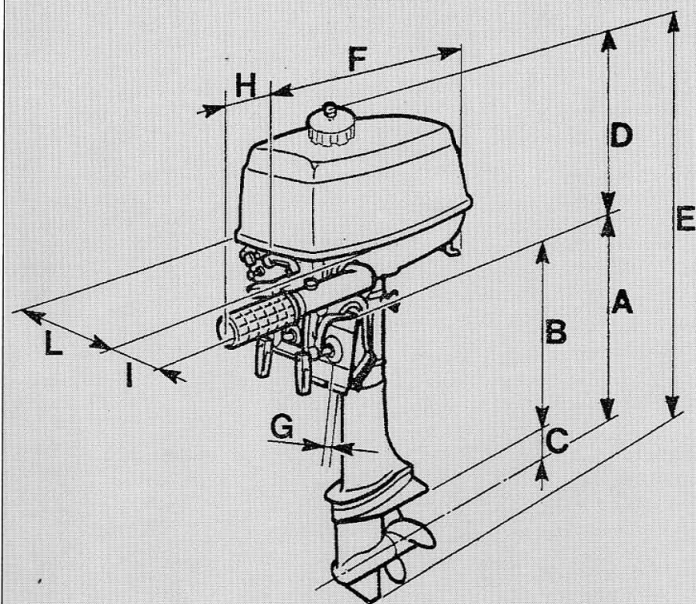
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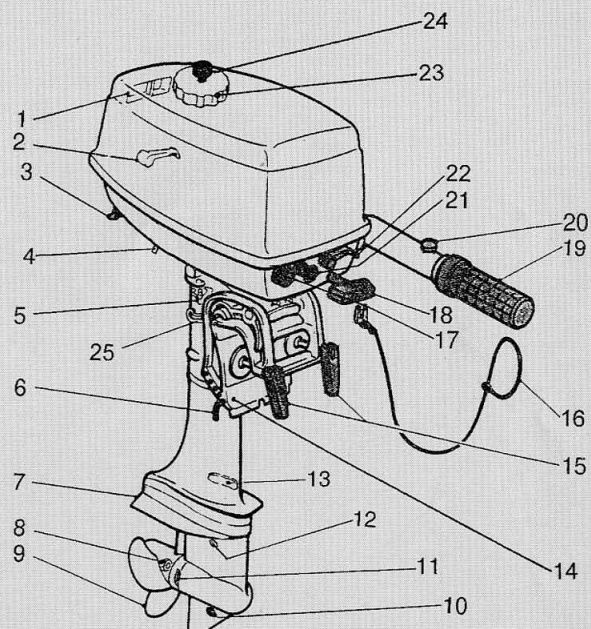
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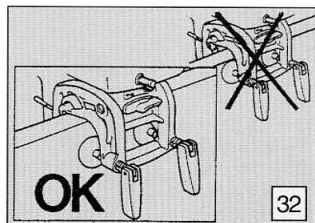
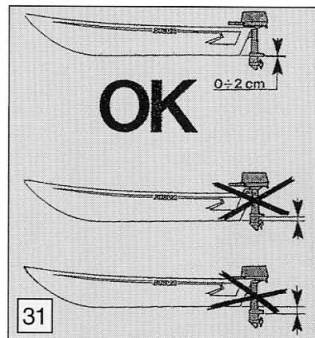
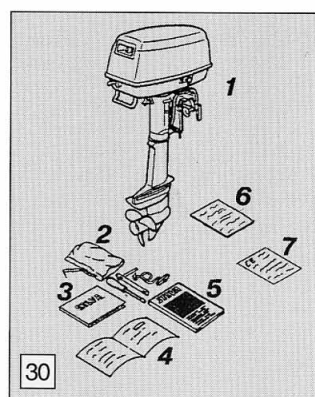
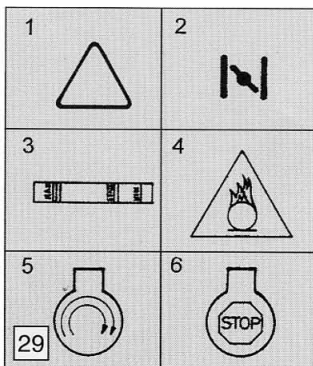
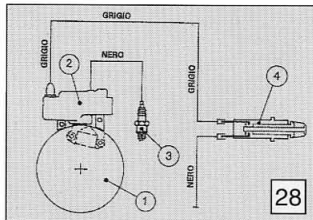
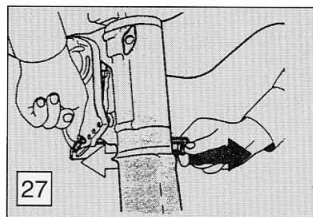
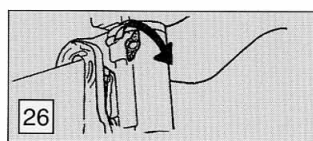
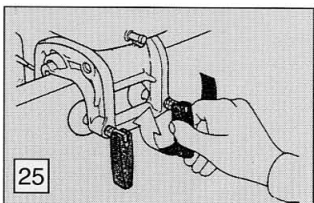
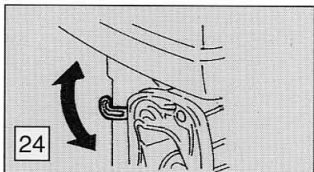
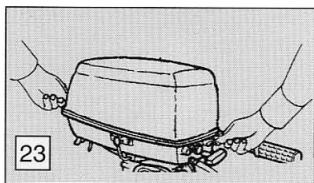
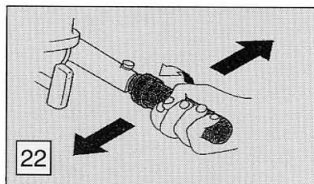
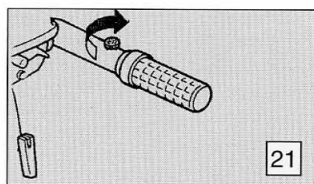
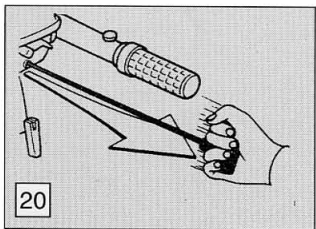
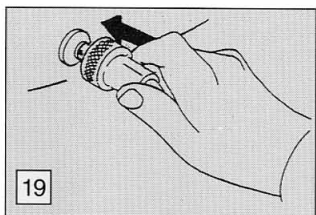
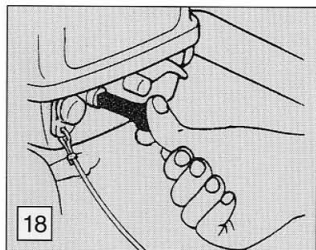
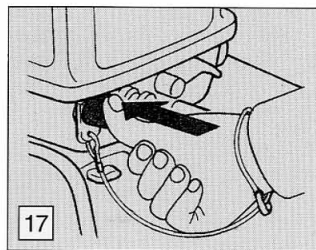


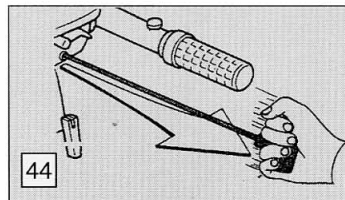
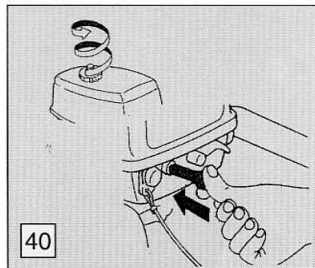
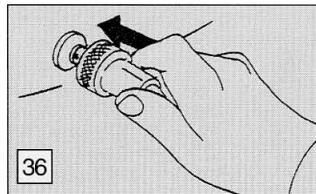
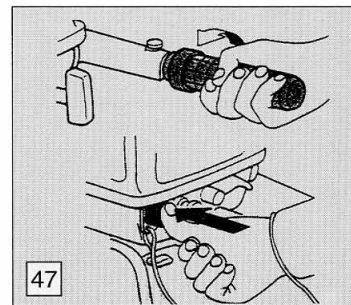
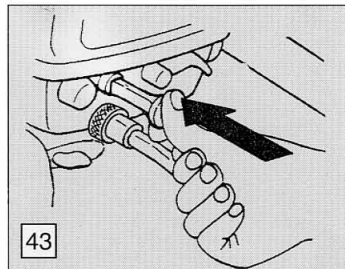
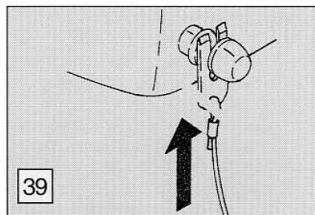
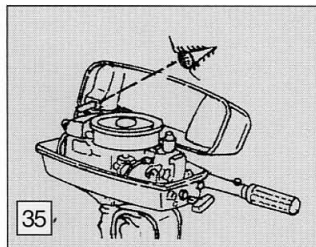
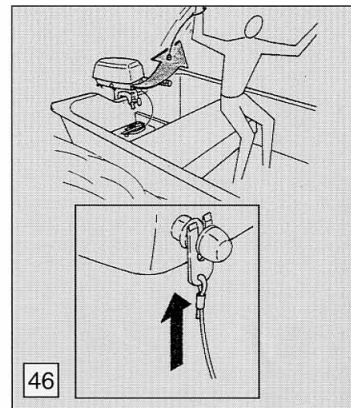
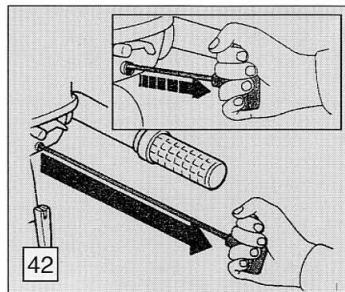
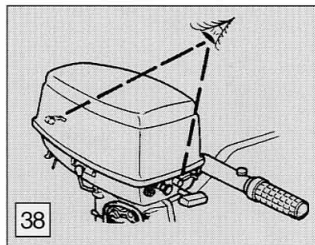
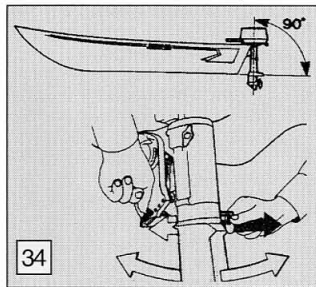
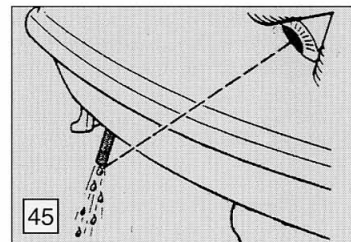
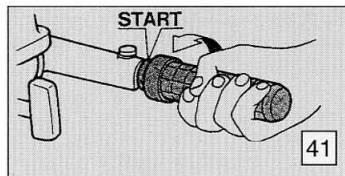
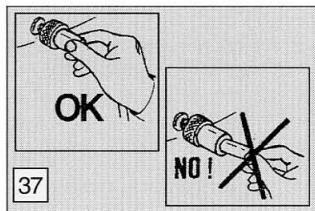
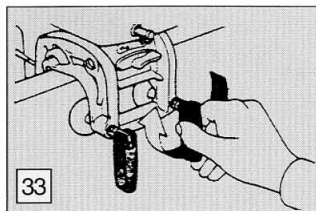
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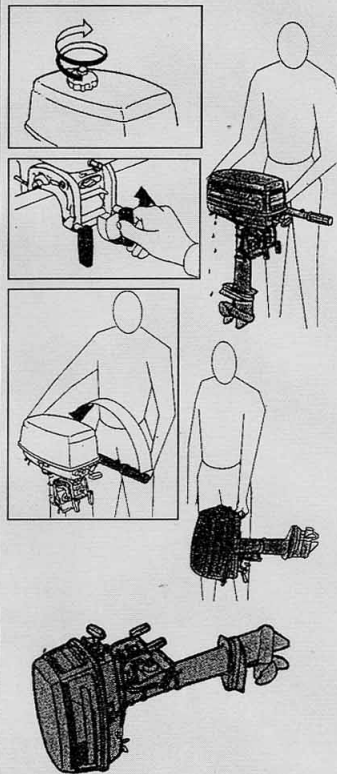
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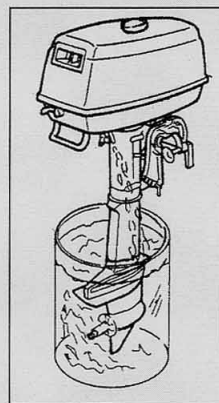
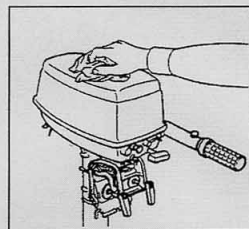
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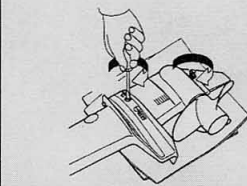
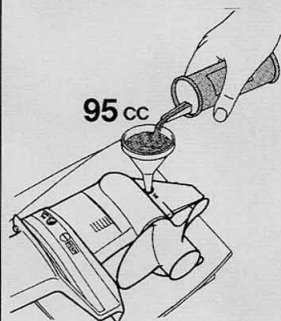
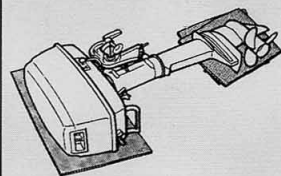
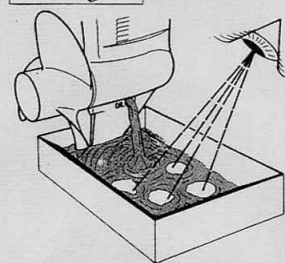
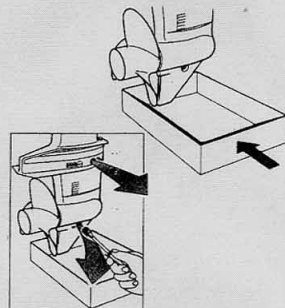
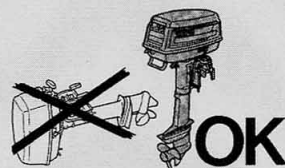




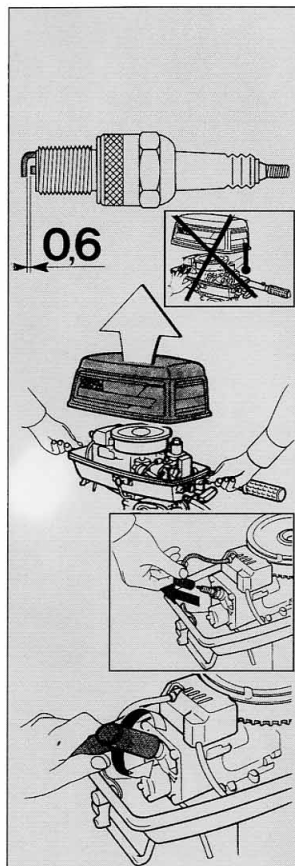
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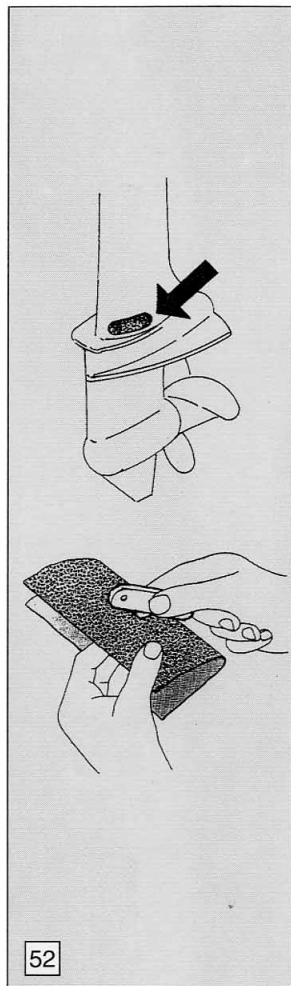
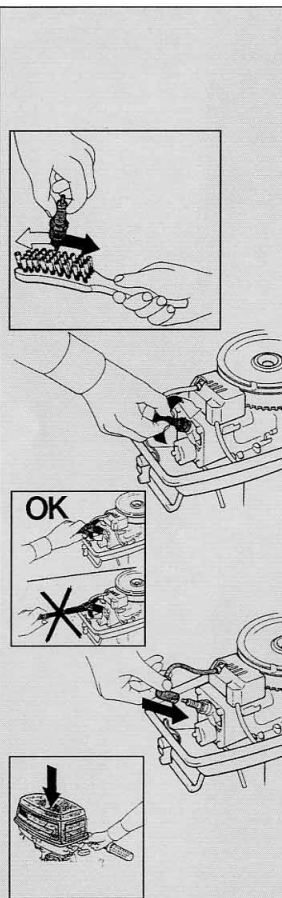
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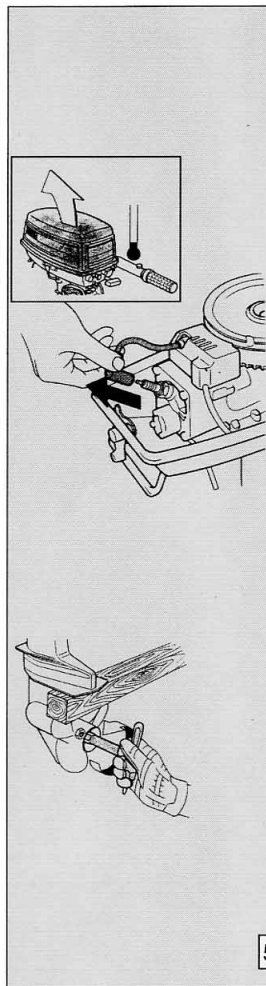
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