



OWNER'S MANUAL

ZSF6/ZSF8/ZSF9.9



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. Manufacturer 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. CHONGQING ZONGSHEN-SELVA MARINE CO., LTD. doesn't take on any responsibility concerning the performance or the employment of these products.

We are glad that you have chosen a ZONGSHEN 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 favourite sport, your job, which has from today the name ZONGSHEN, 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 authorised **ZONGSHEN-SELVA MARINE** service station or 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.

OUTBOARE 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 ZONGSHEN 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:

CONTENTS

<u>GENERAL INFORMATION</u>	1	Navigation	27
Introduction	2	Responsibility during the navigation	27
Outboard motor identification data	3	Shallow water cruising	27
Serial number record	3	Tilt-up the motor	27
Directions for use. Basic safety measures	5	Stopping procedure	28
Specifications	8	Emergency stopping procedures	28
Location of main components	10	Stopping in normal conditions	28
Remote control box	12	Stopping for a long period of storage	28
Control functions	13	Removal of the motor from the boat	28
Wiring diagram	15	Cleaning	29
Symbols	15	Cleaning outside	29
<u>THE USE OF OUTBOARD MOTOR</u>	16	Cleaning cooling-water passages	29
Preliminary controls chart	16	<u>MAINTENANCE</u>	29
Check of the supply	17	Introduction	29
Outboard motor mounting	17	Periodic inspections and adjustments chart	30
Remote control box installation	18	Greasing chart	30
Battery mounting	20	Greasing and additions	31
Trim angle adjusting	21	Motor oil	31
Fuel	22	Motor oil change	31
Fuel	22	Gearbox oil	31
Type of fuel	22	Gearbox-oil change	31
Fuel tank clamping and pipes connection	22	Motor oil filter replacement	32
Use of the remote control box	23	Spark-plug	32
Starting	24	Sacrificial anode	33
Verifications before starting the motor	24	Replacement of the propeller	33
Starting procedures	24	Storage	33
Verifications when the motor is on	25	<u>TROUBLE SHOOTING</u>	34
Emergency starting procedures	26	Trouble shooting chart	34
Running-in procedure	26	EXPLANATORY PICTURES	36

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 ZONGSHEN 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 give 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. **Picture No. 10.**

There must be nobody within the motor steering radius. **Picture No. 11.**

The free lock lever must always be engaged while the motor is in motion.

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.(model with manual start). **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.

The fuel tank is also provided with a handle to use for the transport. **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 vapours 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 authorized **ZONGSHEN-SELVA MARINE** skilled staff have a look at it.

Do not use the motor, as 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 besides it is against the law. It also 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

ZONGSHEN motors are only meant as propulsion for pleasure craft.

CHONGQING ZONGSHEN-SELVA MARINE CO., LTD. declines all responsibility for any damage to items or harm done to any person, which is due to an improper use of the motor.

SPECIFICATIONS

MODEL	ZSF6 – F135 B	ZSF8 – F165B
POWER	6HP / 4,4 kW	8 HP/5,9 kW
FULL THROTTLE OPERATING RANGE	5500/6000	5500/6000
PISTON DISPLACEMENT	135 c.c.	165 c.c.
BORE X STROKE (mm)	57x53	63x53
NUMBER OF CYLINDER	1	
ENGINE TYPE	cycle eight - 4 stroke	
FUEL PUMP	N° 1 Mechanical pump	
AVERAGE CONSUMPTION	1,5 liter/hour	2,1 liters/hour
FUEL	Petrol min 95 octane RON	
FUEL TANK	Separatated It 12 (built in It. 1.8)	
RECOMMENDED ENGINE-OIL	4 Stroke Motor oil API SE, SF,SG,SH,SJ - SAE 10W-30;10W-40; 15W-40	
OIL QUANTITY	0.6L	
IGNITION	Digital CDI	
SPARK LEAD	electronic automatic programmed with the engine revolutions	
MANUAL STARTING	manual with rope, which returns automatically on the pulley	
ELECTRIC STARTING	standard with a generator 12V/ 70W and current rectifier to recharge the battery	
SPARK PLUGS	Champion RAX96C – Bosch XR 5 DC – NGK DPR6EA-9	
EXHAUST	submarine depression-working through the propeller-hub	
COOLING	water cooling with forced circulation caused by a pump	
PROPELLER REDUCTION RATIO	13/30	
GEAR SHIFT LEVER	forward gear - neutral gear - reverse gear (shaft rotation of 360°)	
RECOMMENDED GEARBOX-OIL	OUTBOARD MOTOR GEARBOX OIL - API GL-5 SAE 80W/90	
GEARBOX-OIL QUANTITY	220 cc / 200 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 390 - long shaft 520	
WEIGHT (Kg.)	normal shaft 27 - long shaft 28	

CHONGQING ZONGSHEN-SELVA MARINE CO., LTD. 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.

MODEL	ZSF6 – F135B	ZSF8 -F165B	ZSF9.9 - F181A
POWER	6 HP/4,4 kW	8 HP/5,9 kW	9,9 HP/7,3 kW
FULL THROTTLE OPERATING RANGE	5500/6000	5500/6000 rpm	5500/6000 rpm
PISTON DISPLACEMENT	135 c.c.	165 c.c.	181 c.c.
BORE X STROKE (mm)	57x53	63x53	66x53
NUMBER OF CYLINDER	1		
ENGINE TYPE	cycle eight - 4 stroke		
FUEL PUMP	N° 1 Mechanical pump		
AVERAGE CONSUMPTION	1,5 litres/hour	2,1 litres/hour	2,5 litres/hour
FUEL	Petrol min 95 octans RON		
FUEL TANK	Separated It 12		
RECOMMENDED ENGINE-OIL	4 Stroke Motor oil API SE, SF,SG,SH,SJ - SAE 10W-30;10W-40; 15W-40		
OIL QUANTITY	0.6L		
IGNITION	Digital CDI		
SPARK LEAD	electronic automatic programmed with the engine revolutions		
MANUAL STARTING	manual with rope, which returns automatically on the pulley		
ELECTRIC STARTING	standard with a generator 12V / 70W and current rectifier to recharge the battery		
SPARK PLUGS	Champion RAX96C – Bosch XR 5 DC – NGK DPR6EA-9		
EXHAUST	submarine depression-working through the propeller-hub		
COOLING	water cooling with forced circulation caused by a pump		
PROPELLER REDUCTION RATIO	13/27		
GEAR SHIFT LEVER	forward gear - neutral gear - reverse gear (shaft rotation of 360°)		
RECOMMENDED GEARBOX-OIL	OUTBOARD MOTOR GEARBOX OIL - API GL-5 SAE 80W/90		
GEARBOX-OIL QUANTITY	155 cc / 140 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 390 - long shaft 520		
WEIGHT (Kg.)	normal shaft 30.5 - long shaft 31.5		

CHONGQING ZONGSHEN-SELVA MARINE CO., LTD. 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. 17 for the dimensions.**

LOCATION OF MAIN COMPONENTS

See picture No.16

VERSIONS: Oyster 6HP , Black Bass 8HP

NO.	DESCRIPTION	NO.	DESCRIPTION
1	Tilt-up handle and air intake	16	Hole for the engine cleaning joint plug
2	Back cowling lock lever	17	Oil-level plug hole
3	Cooling system warning lamp	18	Motor support
4	Blowoff / inspection plug engine oil level	19	Impugnatura acceleratore
5	Transport handle	20	Accelerator grip
6	Engine oil drain plug	21	Clamp-screws
7	Stop button	22	Tilt support bar
8	Steering adjustment	23	Engine stop switch
9	Trim angle adjusting-rod	24	Fuel joint
10	Anode	25	Choke knob
11	Anti-cavitation plate	26	Gear-shift lever (R = reverse gear ; N = neutral gear ; F = forward gear)
12	Water inlet	27	Recoil starter handle (Model with manual start)
13	Propeller nut	28	Fuel tank cap (Model with built in fuel tank only)
14	Propeller	29	Fuel tank cap (Model with built in fuel tank only)
15	Oil drain-plug hole	30	Start button (Model with electric start)

LOCATION OF MAIN COMPONENTS

See picture No. 18

Version: Oyster “BIG FOOT” 6HP, Black Bass “BIG FOOT” 8HP - Piranha 9,9 HP

NO.	DESCRIPTION	NO.	DESCRIPTION
1	Tilt-up handle and air intake	15	Water inlet
2	Back cowling lock lever	16	Hole for the engine cleaning joint plug
3	Cooling system warning lamp	17	Oil-level plug hole
4	Blow off / inspection plug engine oil level	18	Anode
5	Transport handle	19	Accelerator grip
6	Engine oil drain plug	20	Throttle-control adjustment
7	Stop button	21	Clamp-screws
8	Steering adjustment	22	Tilt support bar
9	Tilt-up lever	23	Fuel joint
10	Trim angle adjusting-rod	24	Engine stop switch
11	Anti-cavitation plate	25	Choke knob
12	Propeller nut	26	Gear-shift lever (R = reverse gear ; N = neutral gear ; F = forward gear)
13	Propeller	27	Recoil starter handle (Model with manual start)
14	Oil drain-plug hole	28	Start button (Model with electric start)

REMOTE CONTROL BOX

(Only for remote control box models)

MAIN COMPONENTS

1	CONTROL LEVER
2	NEUTRAL LEVER FIXING ROD
3	NEUTRAL GEAR ACCELERATOR CONTROL LEVER
4	STARTING KEY
5	ELECTROCHOKE
6	SECURITY SWITCH
7	TACHOMETER CONNECTOR
8	ELECTRIC MOTOR WIRING
9	GAS CONTROL FLEXIBLE WIRES
10	GEAR CONTROL FLEXIBLE WIRES
11	SCREW REGULATING CLUTCH AND ACCELERATOR
	Picture No. 19

CONTROL FUNCTIONS

(remote control box)

Control lever

It controls the selection of the forward gear, of the reverse gear and of the acceleration

Neutral lever fixing rod

It fixes the control lever in the neutral position end has to be pulled up to select the forward gear or the reverse gear.

Neutral gear accelerator control lever

It allows to control the accelerator when the clutch is in the neutral position, to increase the number of r.p.m. you must pull it up.

Starting key

Turning it in a clockwise direction till the position ON the electric circuit operates, continuing with the rotation till the START position the motor starts. If you release the key from the START position, it returns automatically to the ON position. To switch of the motor put the key in the OFF position.

Electrochoke

Pushing up the switch you activate the cold motor start device. leaving the switch it comes back automatically in the original position.

Security switch

Insert the nippers of the wire to be bound around the pulse. In case of necessity give a blow to the wire and the motor stops.

Tachometer connector

To be used to connect the tachometer.

Wiring connector

To be engaged with the motor connector to get the electrical connection.

CONTROL FUNCTIONS

Gear-shift lever

(Tiller handle VERSIONS)

Starting out from the position of neutral gear (N), turn the lever in boat direction and you engage the clutch with the forward gear. Turning it in the opposite direction, you engage the reverse gear (R).

Picture No. 20.

Push-button to stop the motor.

(Tiller handle VERSIONS)

Pressing the stop button (red) the ignition circuit is broken and the engine stops immediately.

Picture No. 21.

Choke knob.

(Tiller handle VERSIONS)

Pulling out this knob provides a richer mixture which is required to start a cold engine.

Picture No. 22.

Fuel cock. (Integrated tank)

Turning the cock you open or close the fuel connection to the carburator.

Picture No. 23.

Fuel joint. (Separated tank)

(Tiller handle VERSIONS)

Connecting the fast fuel joint, you connect the fuel hose to the fuel tank.

Picture No. 24.

Recoil starter handle (Model with manual start)

(Tiller handle VERSIONS)

Pulling this handle starts the engine.

Picture No. 25.

Start button. (Model with electric start)

(Tiller handle VERSIONS)

Starting engine switch.

Picture No. 26.

Emergency engine stop switch.

(Tiller handle VERSIONS)

Switch to stop the engine in an emergency.

Picture No. 27.

Throttle-control adjustment.

(Tiller handle VERSIONS)

A device that allows the throttle to be fixed to give a constant speed.

Picture No. 28.

Accelerator-grip/steering-handle.

(Tiller handle VERSIONS)

Turn the grip to operate the accelerator, and move it sideways to adjust the steering angle.

Picture No. 29.

Cowling lock hook. (Tiller handle VERSIONS)

Cowling locking device. To remove the top cowling pull the lever upwards. When replacing the cowl, ensure that it is correctly fitted over the tray and that the front hook is inserted correctly, locate the rear locking lever over the cowl's hook and push down to lock in place.

Picture No. 30.

**Free-lock lever to control the tilting arrangement.
(VERSIONS: ZSF6/F8)**

This lever controls/locks the engine's tilting hook assembly to prevent the engine tilting when in reverse gear due to the propeller thrust.

Picture No. 31.

**Clamp-screws.
(VERSIONS: ZSF6/F8)**

Use them to clamp the outboard motor on the transom.

Picture No. 32.

**Steering adjustment grip.
(VERSIONS: ZSF6/F8)**

With it you can adjust the resistance to steering movement. Screw it to increase resistance.

Picture No. 33.

**Shallow water lever.
(VERSIONS: ZSF6/F8)**

It's used to release the tilt support bar.

Picture No. 34.

**Trim angle adjusting-rod.
(VERSIONS: ZSF6/F8)**

It can be positioned in different holes in order to obtain the appropriate trim angle.

Picture No. 35.

**Free-lock lever to control the tilting arrangement.
(VERSIONS: ZSF8/9.9)**

This lever controls/locks the engine's tilting hook assembly to prevent the engine tilting when in reverse gear due to the propeller thrust.

Picture No. 36.

**Clamp-screws.
(VERSIONS: ZSF8/9.9)**

Use them to clamp the outboard motor on the transom.

Picture No. 37.

**Steering adjustment grip.
(VERSIONS: ZSF8/9.9)**

With it you can adjust the resistance to steering movement. Screw it to increase resistance.

Picture No. 38.

**Tilt-up lever.
(VERSIONS: ZSF8/9.9)**

Using it you lock or unlock the motor in the tilted up position.

Picture No. 39.

**Trim angle adjusting-rod.
(VERSIONS: ZSF8/9.9)**

It can be positioned in different holes in order to obtain the appropriate trim angle.

Picture No. 40.

WIRING DIAGRAM

Model with manual start

Picture No. 41.

Legend

- 1.Flywheel
- 2.Ignition-coil
- 3.Sparking plug.
- 4.Emergency engine stop switch / Stop button

WIRING DIAGRAM

Model with electric start

Picture No. 42.

Legend

- 1.Generator
- 2.Ignition-coil
- 3.Sparking plug.
- 4.Emergency engine stop switch / Stop button
5. Start button
6. Solenoid
7. Starter motor
8. Rectifier
9. Micro-switch
- 10.Starting bloc control cable
11. Battery

Wiring colour scheme

Red = Re
Black = Ba
Blue = Bu
Brown = Br
Black / Light blue = Ba / Az
Light blue = Az
Grey = Gr
Orange = Or
White = Wh

SYMBOLS

Picture No. 43.

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. Outboard motor free lock.
5. Opening level of the throttle.
6. Warning against fire hazard.
7. Starter-switch for engine.
8. Button to stop the motor.
9. Indication fuel cock positioning.
- 10.Electric starting button. (Mod. with electric start).

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.	17
Right installation	Check the proper installation of your motor (the centre of the transom).	17
	Check the proper mounting height of your motor.	17
	Check the tightness of the clamp screws.	21
	Check the conformity of the fuel to the detailed list.	22
Fuel hose connection	Check the proper connection of the fuel hose. .	22
Oil filling	Check the motor oil level in the oil sump with the appropriate dipstick	30
Battery and fuel tank	Check the position of the battery and fuel tank from detailed list.	20-22
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 **ZONGSHEN-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. Remote control box (only for remote control box version)
3. Fuel tank supplied complete with the fuel hose and fast fuel joint (for the motors with separate fuel tank).
4. Tool-bag.
5. Use and maintenance manual.
6. Certificate of guarantee.
7. Declaration of conformity E.E.C.

-Check that there is no evidence of damage. If there is any damage or if parts are missing , you must inform immediately and in detail the forwarding- agent,
CHONGQING ZONGSHEN-SELVA MARINE CO., LTD. or its area agents.

Picture No. 44.

OUTBOARD MOTOR MOUNTING



your boat.

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

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. 45.



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.

(VERSIONS: ZSF6/8) Picture No. 46.

(VERSIONS: ZSF8/9.9)Picture No. 47.

REMOTE CONTROL BOX INSTALLATION



To install the remote control box and the cables we suggest you contact an official dealer **ZONGSHEN-SELVA MARINE**.

We suggest you contact this dealer also for the control device installation.



An improper installation of a remote control box may cause a sudden and unexpected loss of control, of the boat. In case or doubts about the remote control installation, ask

ZONGSHEN-SELVA MARINE dealer.

Position of the remote control box



Normally the remote control box is supplied to be in positioned on the right.

If you need to have it on the opposite side, ask your dealer.

When positioning the remote control box pay attention that the control lever can be gripped and operated comfortably and without obstacles. Even the cables must be put in order not to have any obstacle on their patch and must not get in the way of the passengers. Be sure that the cables are long enough and that they can't get entangled when the

steering-wheel is operating.

Picture No. 48



If the cables aren't correctly installed, they can get entangled causing the loss of control of the boat.



Never bind or entangle the cables of the remote control box. They mustn't be bound with a bending ray inferior to 300 mm. (1 feet).



The cables must be of the type **C-8**.

CONNECTION OF THE CABLES OF CONTROL

To connect the remote control cables please use the K50 kit (supplied with the motor) which is composed by:

- Na. 4 Cable end connections
- Na. 2 Sheath retainer support
- Na. 4 Screw TC Phillips M5x14
- Na. 2 Clips
- Na. 2 Grower washer M5
- Na. 2 Seeger rings
- Na. 3 Screw TSPTC M6x100
- Na. 3 Washer M6
- Na. 3 Selflocking nut M6

Side of the remote control box

To connect the control cables to the box you have to follow the following instructions:

- Remove the lower cover (6) of the remote control box by unscrewing the two screws.
- Put the control lever (1) in neutral position.
- Screw completely the gear to connect the remote control box(9) to the threaded extremity of the cables and fix them with the counter-nut, paying attention not to tighten it too much.
- Put the head of the gear-control lever in the pawl of the gear lever (10) and insert the retaining ring (8).
- Insert the head of the gas-control cable in the pawl of the accelerator lever (11) and insert the retaining ring.
- Fix the sheathing of the cables inserting the sheathing-retainer in its housing.
- Screw the lower cover .

Picture No. 49

Remote control box fixation

After having connected the remote control cables, put the box in the foreseen position and fix it with the screws.

Picture No. 50

Connection from the side of the motor

To connect the control cables to the motor follow the following instructions:

- Put the remote control lever in the neutral position. Lower

completely the gas control lever in neutral position.

- Insert the cables in the tray, letting them pass through the holes made on the right side of the fuel connector.
- Screw the remote control heads at the end of the two cables.
- Insert the heads in the pawls of the gears and accelerator levers, paying attention not to muddle the cables.
- Fix the sheath of the accelerator control cable putting the sheath retainer in correspondence of the groove of the sheath and screwing it (using the two screws TC Phillips M5x14 and the two self-locking nuts of the K 50 kit) in the holes made on the support of the remote control box sheath retainers, side A.
- Fix the heads on the pawls using the clips.
- Make again the same operation for the gears control cable screwing the bolt in correspondence of the holes made on the support, side B.
- The sheath retainer support must be fixed in two different positions according to the length of the control cables. Another adjustment can be made unscrewing the remote control box heads. When you've finished the adjustment fix the heads with the counter nuts.

Picture No. 51



Control at the end of the operations the correct functioning of the remote control box.

STEERING CONTROL DEVICE MOUNTING

The steering control device is not supplied with the engine and can be different on depending from the boat type. For the mounting instructions, please refer to the installation manual of the steering control kit.

BATTERY MOUNTING

Connecting the battery



Before connecting or disconnecting the battery leads remove the emergency cut-off, to avoid risks of electric shock, fire or explosion.



It is important to install with the battery the battery disconnect switch. (not included)
Mount the battery in a dry, well-ventilated, vibration-free location in the boat.



Recommended battery type: 12V 40 AH (144 kC)

Connect the red lead to the **positive terminal (+)** first; then connect the black lead to the **negative terminal (-)**.

1. Red lead
2. Black lead
3. Battery
4. Battery disconnect switch

Picture No. 52.

To disconnect the battery, disconnect the black lead first.



It is important to disconnect the battery connection with the battery disconnect switch only when the engine is stopped. The disconnection of the battery when the engine is running can make serious damages to the engine.



Battery electrolytic fluid is dangerous; it contains dilute sulphuric acid and therefore is poisonous and highly caustic. Always follow these preventive measures:

- Avoid bodily contact with electrolytic fluid as it can cause severe burns or permanent eye injury.
- Wear protective eye gear when handling or working near batteries.
- If any battery electrolytic fluid spills onto your skin, flush with water.
- If you should get battery electrolytic fluid in your eyes flush with water for 15 minutes and get immediate medical attention.
- If you should swallow battery electrolytic fluid, drink large quantities of water or milk followed by milk of magnesia, beaten eggs or vegetable oil. Get immediate medical attention.

Batteries also generate explosive hydrogen gas. Therefore avoid operating in areas which are not well-ventilated or near fire, spark, or open flames. **DO NOT SMOKE** when charging or handling batteries.

KEEP BATTERIES AND ELECTROLYTIC FLUID OUT OF REACH OF CHILDREN.

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 centre 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:

VERSIONS: Oyster 6HP , Black Bass 8HP)

- close the safety valve of the fuel tank (for motors with built in fuel tank);
- push down the free-lock lever and tilt up the motor ;
- remove the adjusting-rod and reposition the rod in the desired hole, which allows the appropriate trim angle;
- unlock the tilt support bar and bring again the motor in the vertical position, so that it leans on the adjustment pin;

- set the free-lock lever to the lock position.

To adjust the trim angle proceed as follows:

(Version: Black Bass "BIG FOOT" 8HP)

- push down the free-lock lever and tilt up the motor till first automatic stop;
- lock the motor in the tilted up position, pushing down the tilt-up lever;
- remove the adjusting-rod and reposition the rod in the desired hole, which allows the appropriate trim angle;
- slightly tilt up the motor, unlock the tilt up lever, pushing it upwards and bring the motor back to the vertical position, so that it leans on the adjustment pin;
- set the free-lock lever to the lock position.



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.

(VERSIONS: ZSF6/F8) Picture No. 53.

(VERSIONS: ZSF8/9.9) Picture No. 54.



Ensure the transom clamp screws are tightened securely

(VERSIONS: ZSF6/F8) Picture No. 55.

(VERSIONS: ZSF8/9.9) Picture No. 56.

FUEL



Fuel

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

Refuelling and maintenance operations must be done in a well-ventilated area and with the engine stopped.

Do not smoke while refuelling, 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 refuelling.

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

Do not pour fuel off using a pipe.

KEEP OUT OF CHILDREN REACH

Preparation of the fuel



Use only petrol with a octane number higher than 95 N.O. Research and that they not contain alcohol. (see the detailed list)

Fuel tank clamping and pipes connection

Put the fuel tank horizontally in the hull, anchored to the bottom, in a place where it does not hinder your movements and so that the piping is long enough to reach the motor. Then connect the piping to the fuel joint.

Picture No. 57.

For this operation you have to insert the female fast fuel joint.

Picture No. 58.

Now you have to check the connection, pulling lightly the joint (do not pull grasping the hose).

Picture No. 59.

To release it is enough to pull the ring nut of the fast joint.

USE OF THE REMOTE CONTROL BOX

Leaving from the position **N** of the control lever, to position in forward gear you have to lift the retainer lever and to put the control lever in position **F**.

The insertion of the gear is indicated by a release of the movement. if the lever goes on in its travel, the accelerator begins to operate. At the end of the travel of the lever there is the maximum opening of the throttle valve.

To select the reverse gear you have to put the control lever in position **R**.

If, when the gear is selected, the lever goes on in its travel, the acceleration phase begins.

- N** Neutral position (neutral)
- F** Forward gear (forward)
- R** Reverse gear (reverse)
- a** Travel to select the forward gear
- b** Acceleration travel if forward gear is selected
- c** Travel to select reverse gear
- d** Acceleration travel if reverse gear is selected

Picture No. 60



The travel of the acceleration when the reverse gear is selected is mechanically limited on the motor.
To avoid damages not to force on the control lever.

Accelerating when neutral gear is selected

To open the throttle when the neutral gear is selected (gear lever in **N** position), you have to use the neutral gear lever and turn it up.

Picture No. 61



Before selecting the gear you always have to put the gas lever at the neutral position, in repose position (completely down).



The gas lever can be actionned only when the control lever is in position **N. The control lever can be actionned only when the gas neutral control lever is at repose position (completely down).**



The micro switch prevents the motor from starting when the gear is selected.

STARTING

Verifications before starting the motor



Check that the top cowling is locked, that the free-lock mechanism is in the lock position and that the gear-shift lever is in the neutral position (N).

Picture No. 62.



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

Picture No. 63.

Start-in-gear protection device

This feature permits the engine to be started only when it is in Neutral.

Starting procedures for motors with built in fuel tank (Model with manual start):

1. Open the fuel cock. If the engine is cold, pull out the choke knob. **Picture No. 64.**
2. Place the throttle-grip in the "start" position.
3. Pull the starter-handle slowly so that the starter pinion engages with the flywheel. **Picture No. 68.**
4. Set the choke knob to home position. **Picture No. 69.**
5. Pull the starter-handle powerfully until the engine starts. If necessary, repeat the procedure. **Picture No. 70.**

Starting procedures for motors with separated fuel tank (Model with manual start):

1. Loosen the air vent valve on the fuel tank filler cap. **Picture No. 65.**
2. Fill up the carburettor with fuel using the priming bulb in the fuel line. Keep pressing the priming bulb until it becomes firm. If the engine is cold, pull out the choke knob. **Picture No. 66.**
3. Place the throttle-grip in the "start" position. **Picture No. 67.**
4. Pull the starter-handle slowly so that the starter pinion engages with the flywheel. **Picture No. 68.**
5. Set the choke knob to home position. **Picture No. 69.**
6. Pull the starter-handle powerfully until the engine starts. If necessary, repeat the procedure. **Picture No. 70.**

Starting procedures for motors with separated fuel tank (Model with electrical start)

1. Loosen the air vent valve on the fuel tank filler cap. **Picture No. 65.**
2. Fill up the carburettor with fuel using the priming bulb in the fuel line. Keep pressing the priming bulb until it becomes firm. If the engine is cold, pull out the choke knob. **Picture No. 66.**
3. Place the throttle-grip in the "start" position. **Picture No. 67.**
4. Push the start switch for a maximum of 5 second. **Picture No. 71.**

5. Immediately when the engine starts, release the start switch. **Picture No. 72.**
6. Set the choke knob to home position. **Picture No. 69.**

Starting procedure

(Model with electrical start with remote control box)

- Loose the safety valve on the fuel tank. **Picture No. 65.**
- Using the hand-pump fill up the carburettor tank with the fuel (When the pump is hard, it means that you've achieved your aim).
- Place the control lever in the neutral position.
- Lift lightly the gas control in neutral lever.
- Push towards the high the choke lever.
- Turn the starting key till the start position, keeping it into this position not more than 5 seconds.
- When the motor starts release the key (that will be in position ON), the choke lever and the gas control in neutral lever. **Picture No. 72.**

ATTENTION



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.

When restarting an integral tank model, which has stopped because it has run out of fuel, after refuelling, even with a warm motor, we suggest the choke knob is pulled out, as this will ease refilling of the carburettor.



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.

Picture No. 74.

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. That means that possible shortages will not be indicated.

If water does not flow from the pilot-holes check to see if the water-inlets are blocked

- that you do not hear any strange noise;
- that the throttle-grip operates in a proper way;
- that the gear shift lever operates properly and that with the reverse gear selected the motor does not rise;
- that the engine stop switch operates properly.

Emergency starting procedures

If the starter does not operate, the engine may be started with an emergency starter rope.

Carry out the following operations:

- Remove the cowl; place the gear-shift lever in the neutral position "N", and the throttle-grip in the start position and check the installation of the lock-plate on the engine stop switch.
- Remove the screws blocking the starter and removing it (it is necessary to detach the block start system with inserted gear)
- Insert the knotted end of the emergency starter rope into the notch in the flywheel rotor, wind the rope two turns clockwise, and then pull strongly to start.

Repeat if necessary.



When starting the engine with the emergency starter rope, it is very important to make sure that nothing can get entangled in the engine. A rotating flywheel is very dangerous. never try to replace the top cowl when the engine is running. Proceed at once to the nearest port to get the engine repaired. Take care to prevent water splashing onto the flywheel.



While the emergency start, the starter block with inserted gear is disabled. Before to start the engine, make sure that the investor is in position "N".

RUNNING-IN PROCEDURE

An 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 hour let the motor run at 2000 rpm maximum (or at half acceleration). During the second hour maintain it at 3000 rpm and accelerate at max speed for 1 minute max each 10 min.

After this operation use the motor in a normal way. After 10 hours change the motor oil. After 20 hours change the gear oil (see the lubrication paragraph).



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

CRUISING

Responsibility during the navigation.

The operator is responsible for the proper running of the boat and for the safety of the people on board. Everybody must read this manual before cruising. Show all the passengers the location of the safety equipment and the way to use it. Teach one of your passengers , how to pilot the boating an emergency. Familiarise yourself with the laws and regulations in force where you want to sail.

Shallow water cruising

(VERSIONS: ZSF6/F8)

Picture No. 75.

A motor is equipped with device, which adjusts the trim angle so that you can sail in shallow water.



This operation must be carried out with the engine not in motion and paying very much attention.

Cruising in shallows, run the boat at the lowest possible speed.

- Release the free-lock lever;
- Close the safety valve of the fuel tank (for motors with built in fuel tank);
- Tilt up the engine till the first automatic stop using only the tilt up handle.
- To bring the engine to the home position:
- Tilt up slightly the engine (using always the proper handle);
- Release the tilt support bar, operating the shallow water

- levers and take the motor again to its vertical position;
- Then set the free lock lever to the lock position.

Tilt-up the motor (VERSIONS: ZSF8/9.9)

Picture No.76.

To tilt up the motor do as follows:

- Switch off the engine;
- Unlock the free-lock lever;
- Tilt the engine up using the proper handle;
- Push downwards the tilt-up lever.

To bring it back to the cruising position:

- You just have tilt up slightly the engine;
- Unlock the tilt-up lever pushing it upwards;
- Bring the motor back to the vertical position, so that it leans on the adjustment pin;
- -Set the free-lock lever to the lock position.

STOPPING PROCEDURE

Emergency stopping procedures



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



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

Picture No. 77.

Stopping in normal conditions

Place the gear-shift lever in the neutral position " N " (neutral gear); accelerate light in order to avoid floodings, run the engine again at idling speed and then push the stop button. (For tiller handle VERSIONS)

Picture No. 78.

Turn the switch key in the anti-clockwise direction (for remote control box VERSIONS).

Picture No. 79.

Stopping for a long period of storage

If you don't use the motor for many days, is preferable to stop the engine in the following way:

When engine is cold, take out the spark plugs and spray some c.c. of motor oil in the cylinder.

To spread the oil internally gently pull the recoil starter to turn the motor over, re-install the spark plugs.

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 you have to do the following operations :

- Close the fuel cock;
- Disconnect the fast fuel joint;
- 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 rod;
- Transport the motor using the proper handle;
- Lay down the motor only in the specific position.

Picture No. 80.



If the engine is placed in the wrong position, oil from the sump may leak through the breather resulting in mechanical damage to the engine when used.



Oil may come out from the engine.

CLEANING

Cleaning outside

ZONGSHEN 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 two different ways:

1. 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.
2. Connect a pipe of fresh-water to the hole for the engine cleaning joint plug (use the proper joint available in the fittings series). Stop the water inlets. Shift the gear-shift

lever into neutral. Start the engine and run at low speed for a few minutes.



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. 81.

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 **ZONGSHEN-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 1
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 oil filter, if necessary replace it	■	■	■	■	■
Check the proper working of the carburettor 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 valve clearance	■	■	■	■	■
Check the trasmission belt. if necessary replace it	■				■
Check the efficiency of the water pump and of the cooling system	■	■	■	■	■
Check the motor oil level	■	■		■	
Check the gearbox-oil leve	■	■		■	
Check the wear of the anode. If necessary replace it.	■	■	■	■	■
Check the condition of the propeller. If necessary replace it.	■	■	■	■	■

GREASING CHART			
GREASE POINTS	LUBRICANT THAT MUST BE USED	GREASING FREQUENCY	
		FRESH-WATER	SALT WATER
Motor block	API SE, SF, SG, SH SAE 10W-30 10W-40 15W-40	Check the oil level every 6 months. If necessary add till the marked point. Change the oil after the first 10 running hours; afterwards every 100 hours, anyway change the oil once per season	
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 clamps pipe	SPRAY LUBRICANT	60 days	30 days
Cowling lock levers pins	SPRAY LUBRICANT	60 days	30 days
Tie rod carburettor 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
Gear-shift lever	SPRAY LUBRICANT	60 days	30 days

GREASING AND ADDITIONS

Motor Oil

This engine is equipped with a forced lubrication system on the head block.

ZONGSHEN-SELVA MARINE deliver the engine with the oil sum empty.



Please pay the maximum attention before to start the engine that the oil sum will be filled with the specific oil and in the specific quantity as indicated in the technical table.

The user has to change the oil completely after the first 10 cruising hours.

After this change the level has to be checked every 50 hours using the appropriate graded deap stick, which is inserted in the level plug and replace it every 100 hours anyway at least once per season.

Motor oil change

To change the Motor oil do as follow:

- Keep the motor in vertical position ;
- Place a container to collect the used oil under the drain-oil hole ;
- Take out the oil-level plug and the oil drain-plug ;
- 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) ;

- Insert the oil drain plug and check the seal ;
- Throught the filling hole fill the oil.



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. 82.

Gearbox-oil

ZONGSHEN-SELVA MARINE supply the motor already with the oil in the gearbox, 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.
(VERSIONS: ZSF6/F8) **Picture No. 83.**
(VERSIONS: ZSF8/9.9) **Picture No. 84.**

Motor oil filter replacement

The motor is equipped with a filter placed in the lubrication lead.



The occlusion of the filter could compromise the function of the engine and compromise seriously the efficiency.

To replace the filter, motor must be switch off and without oil. Unscrew the filter and replace it with a new one.

Picture No. 85.



The used oil and the used filter oil (contain exhaust oil) must be given to the proper collecting centres or to a ZONGSHEN 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 N •m (~ 2. kgm). If a torque-wrench is not available, you can obtain a good estimate of the correct torque turning the sparkplug 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. 86.

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.

(VERSIONS: ZSF6/F8) Picture No. 87.

(VERSIONS: ZSF8/9.9) Picture No. 88.

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.



For a careful choice of the propeller consult a service **ZONGSHEN-SELVA MARINE** point.

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 ;



- Place the gear-shift lever in the neutral position "N" ;
- 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 centred 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. 89.

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 ;
- Change the motor oil ;
- Change the gearbox-oil ;
- Verify the valve clearance ;
- Verify the correct timing ;
- 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 to 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 **ZONGSHEN-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.

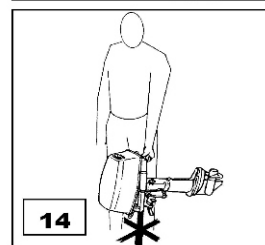
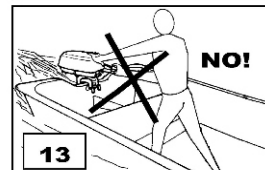
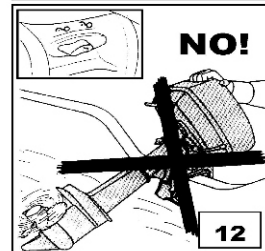
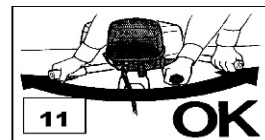
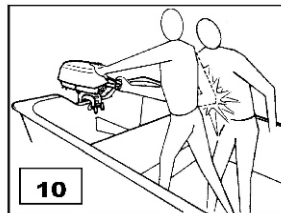
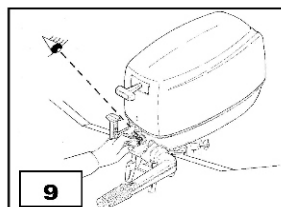
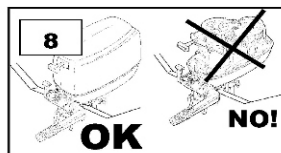
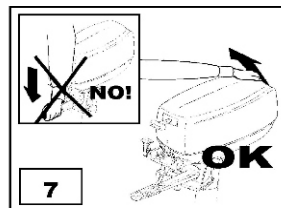
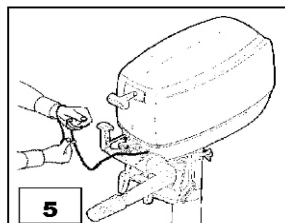
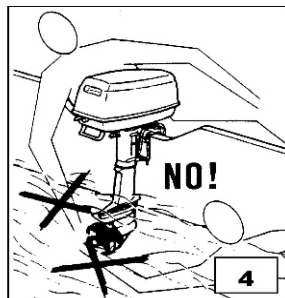
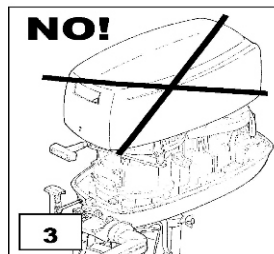
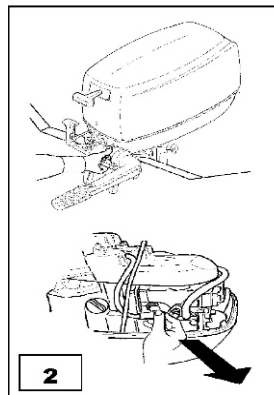
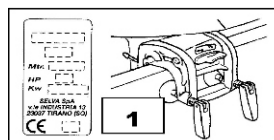
I. The boat will suddenly slow.

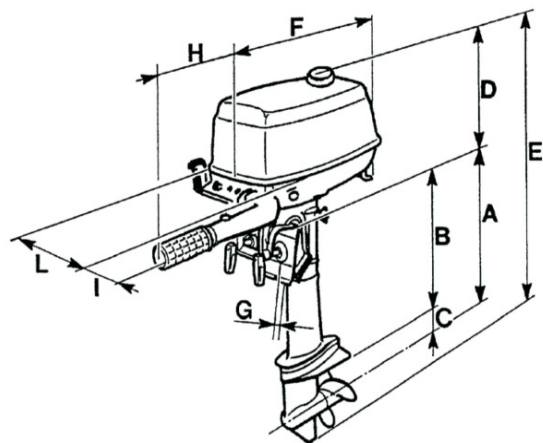
J. The starter-motor does not operate (Model with electric start)

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 fuel
	■	■	■			■			Improper motor oil
■	■	■							Carburettor has a wrong adjustment
■	■	■	■			■			Wrong timing
■									Incorrect starting procedure
■	■	■	■			■		■	Sparks -plugs are fouled.
■	■	■		■		■			Improper spark-plugs
	■	■				■			Incorrect spark-plug gap.
■									Spark-plug cap incorrectly fitted

A	B	C	D	E	F	G	H	I	Possible cause
■									Electric circuit is defective
■	■	■	■			■		■	Ignition-coil is defective
				■		■		■	Clogged water passages
				■		■		■	Faulty water-pump
	■			■		■		■	Thermostat faulty
					■		■	■	Cavitation is occurring
					■		■	■	Propeller is damaged
			■	■	■	■	■		Propeller has not the proper dimensions
			■	■	■		■		Incorrect trim-angle
			■	■			■		Load on boat is improperly distributed
					■				Transom is too high
			■						Transom is too low

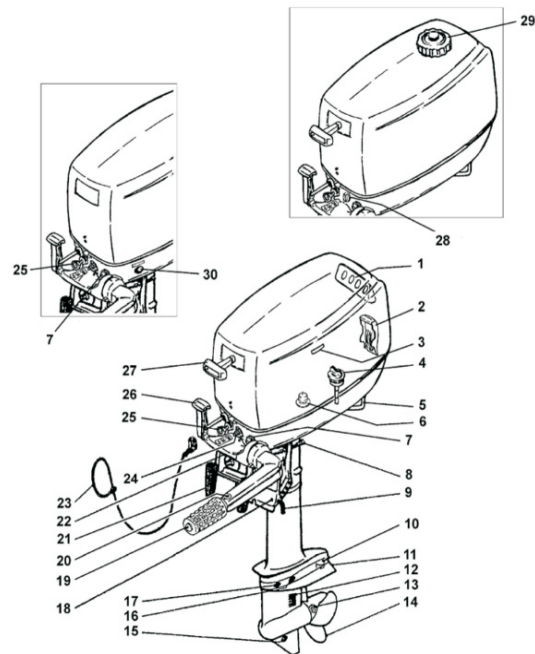
A	B	C	D	E	F	G	H	I	L	Possible cause
■									■	Starter-motor is defective
■									■	Start push button is defective
■									■	Battery is undercharged



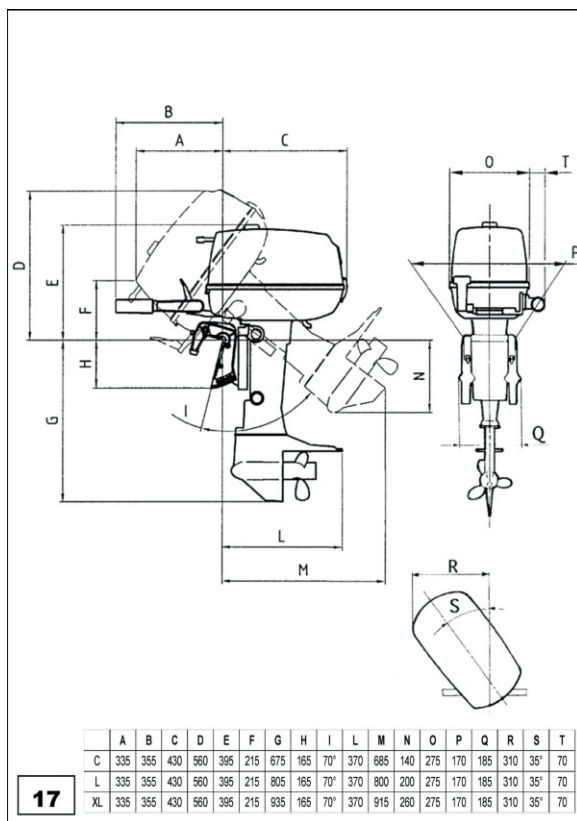


	A	B	C	D	E	F	G	H	I	L
N	555	430	125	370	1040	490	35/60	300	70	275
L	780	555	125	370	1165	490	35/60	300	70	275

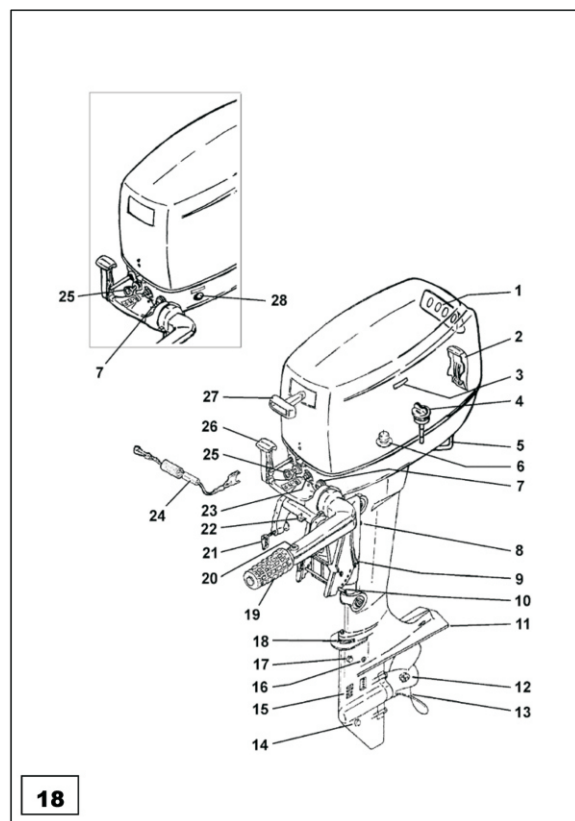
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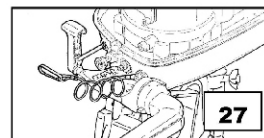
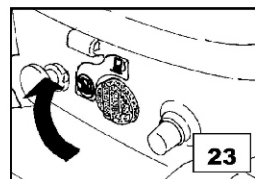
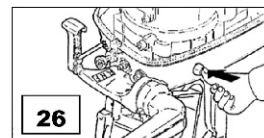
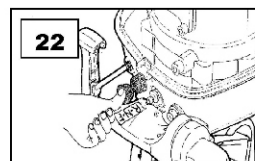
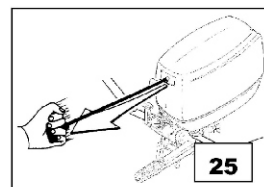
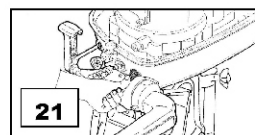
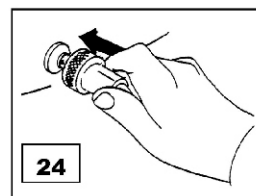
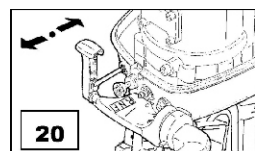
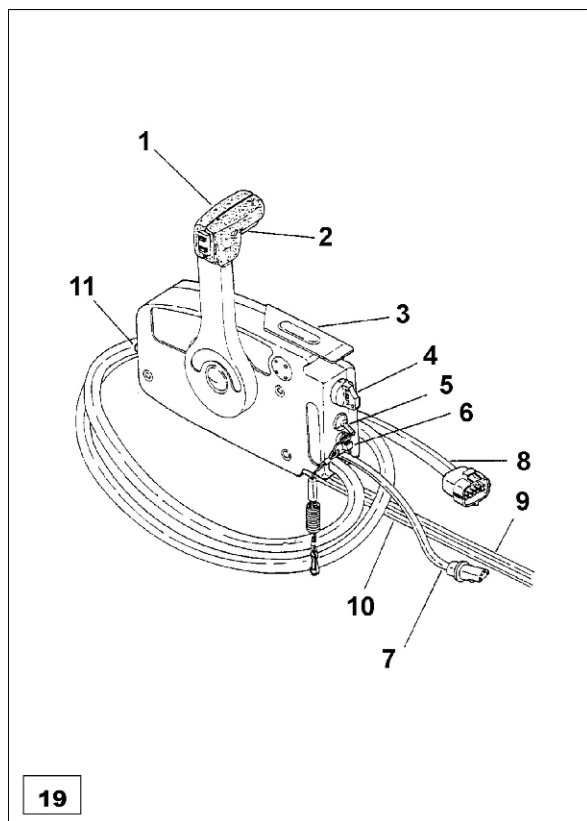
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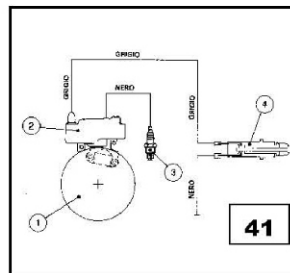
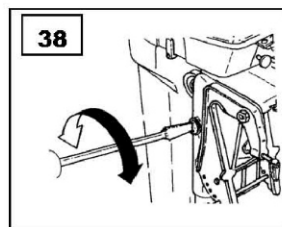
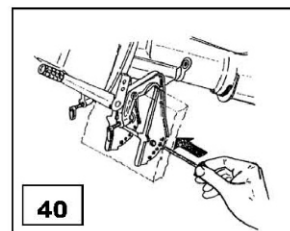
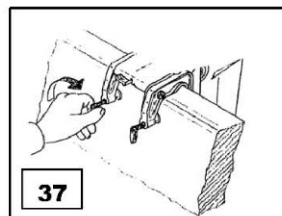
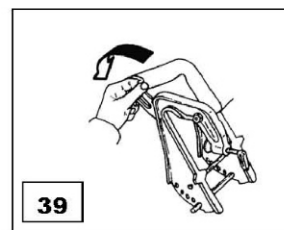
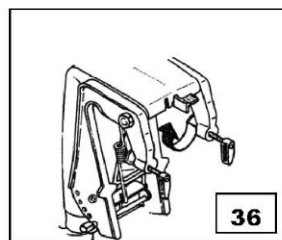
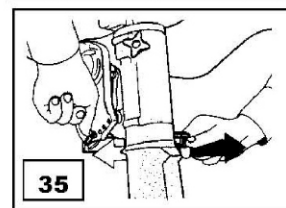
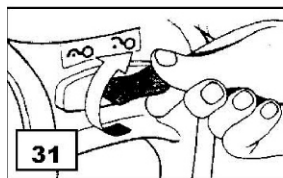
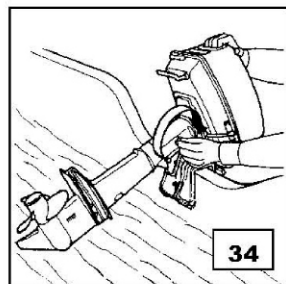
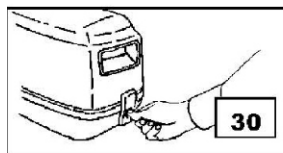
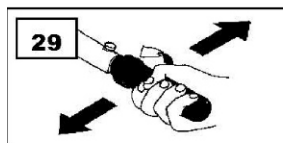
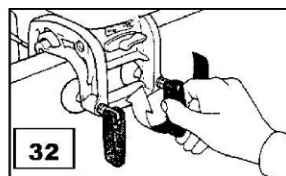
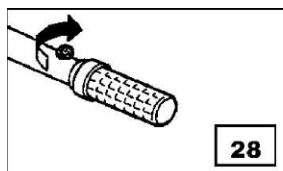


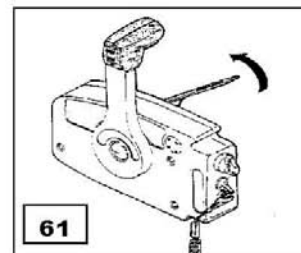
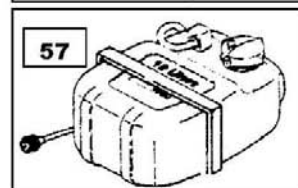
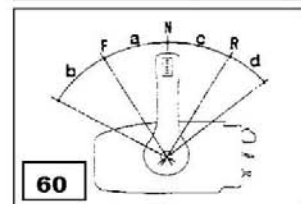
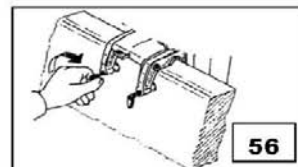
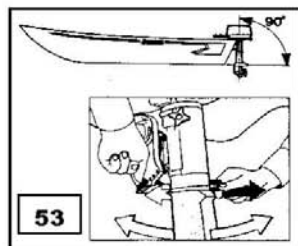
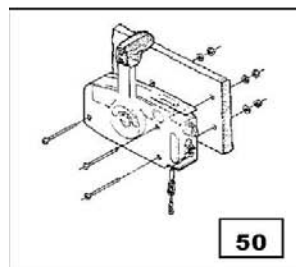
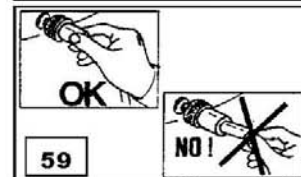
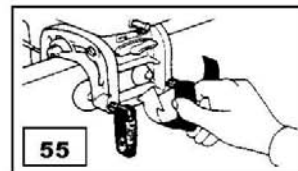
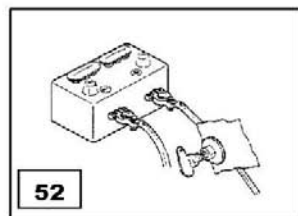
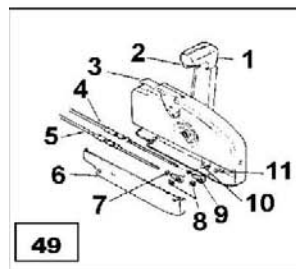
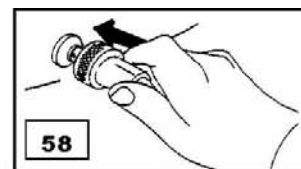
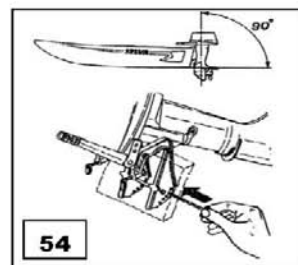
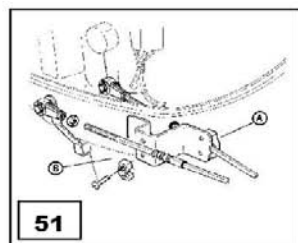
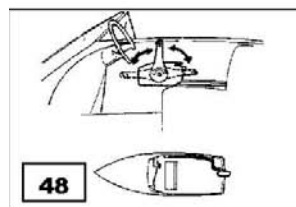
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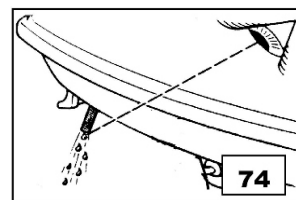
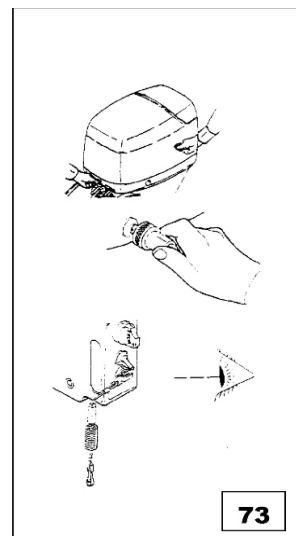
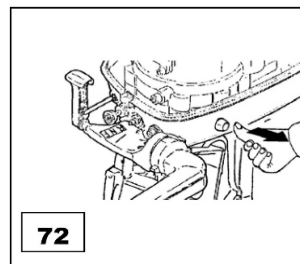
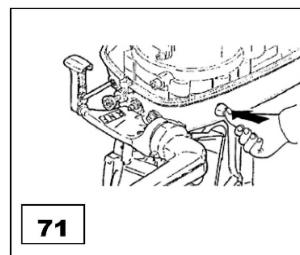
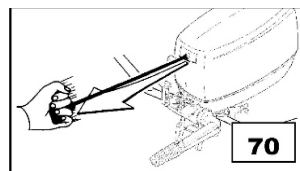
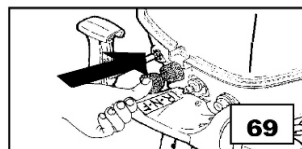
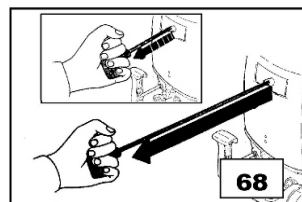
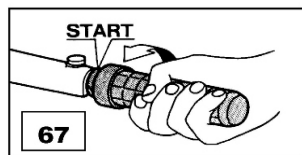
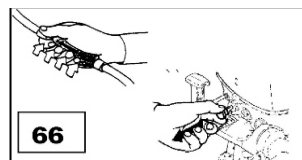
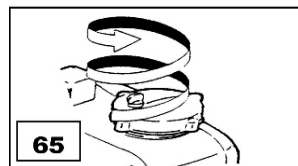
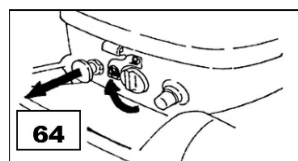
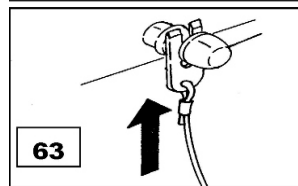
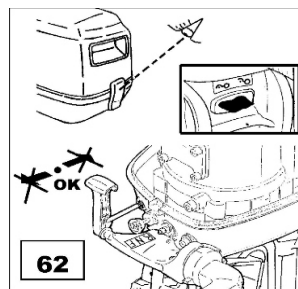


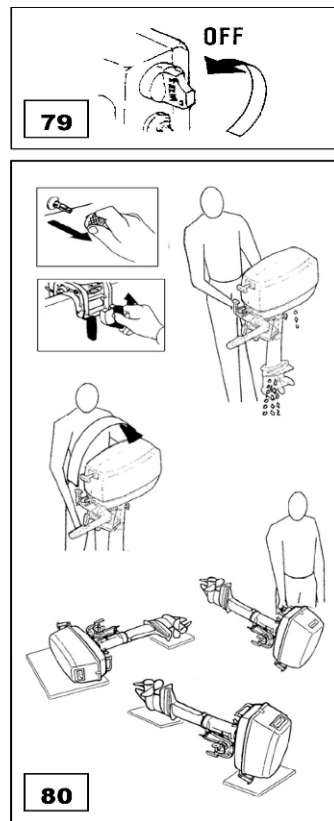
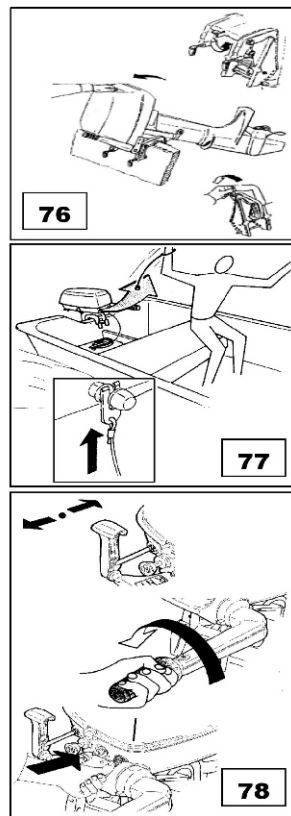
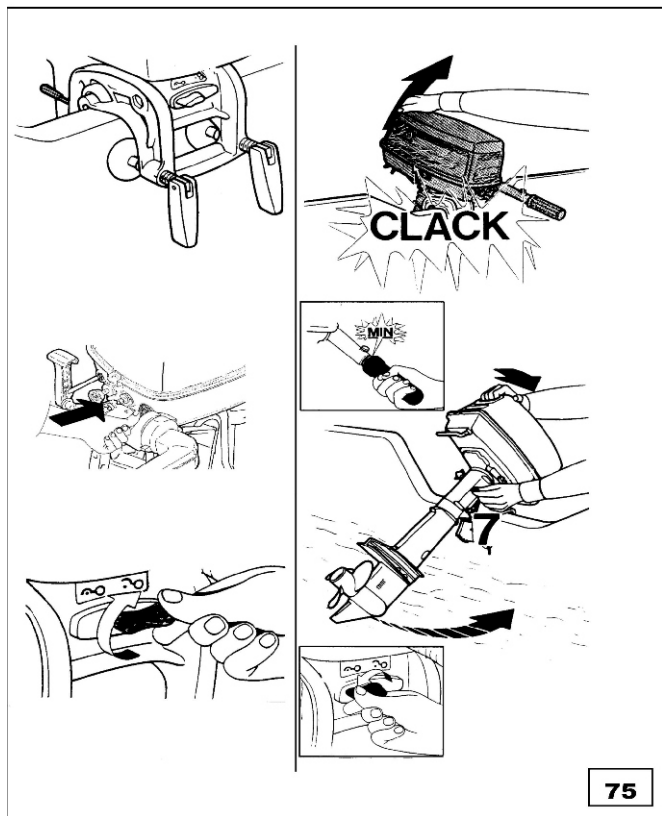
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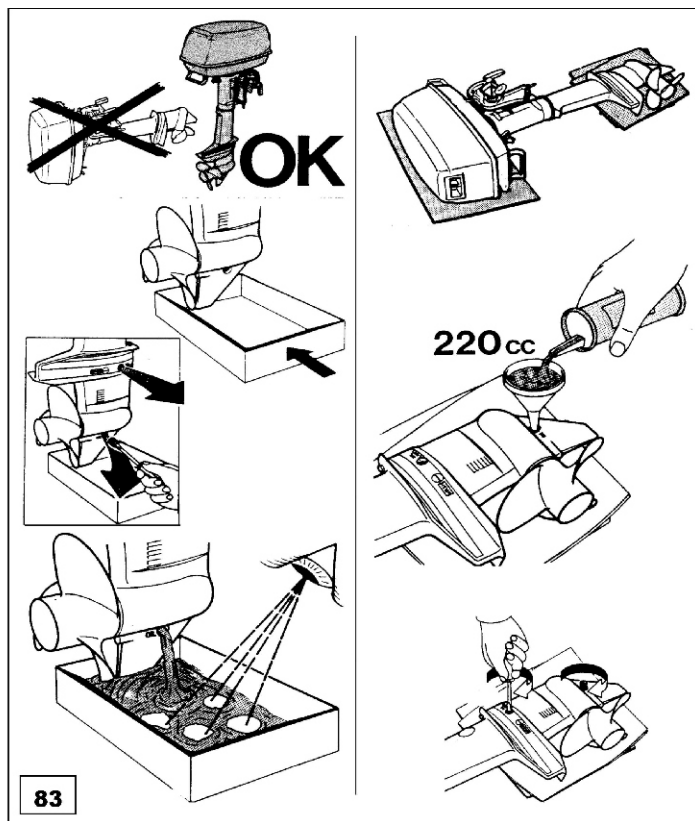
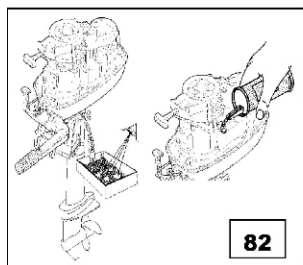
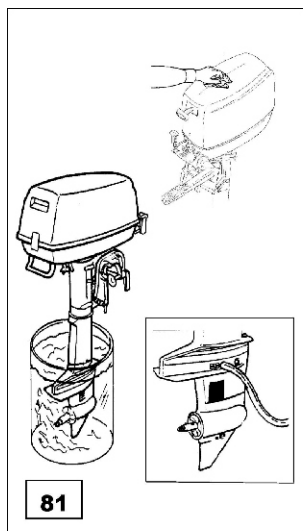


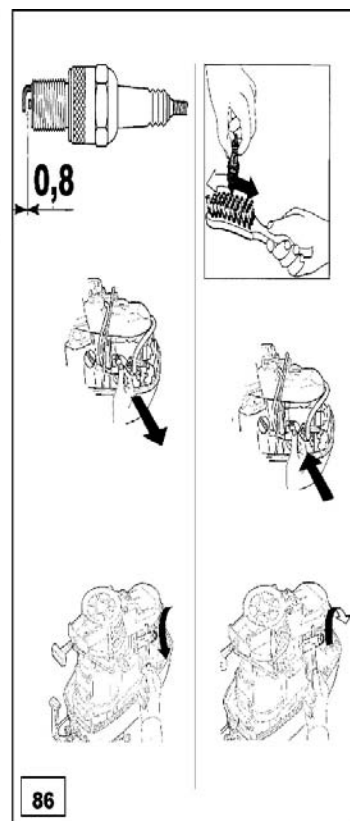
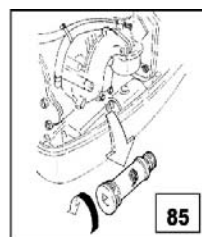
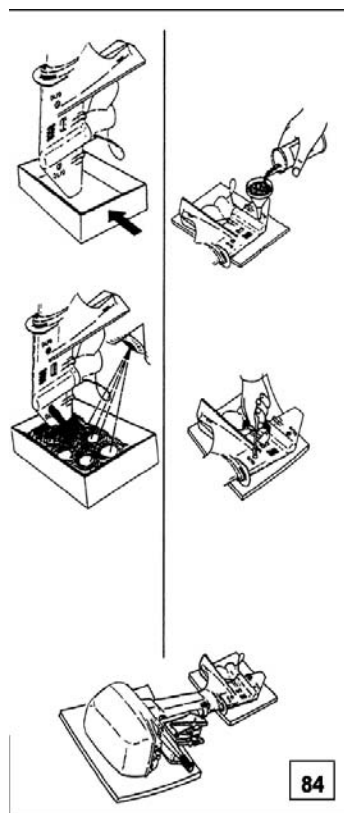


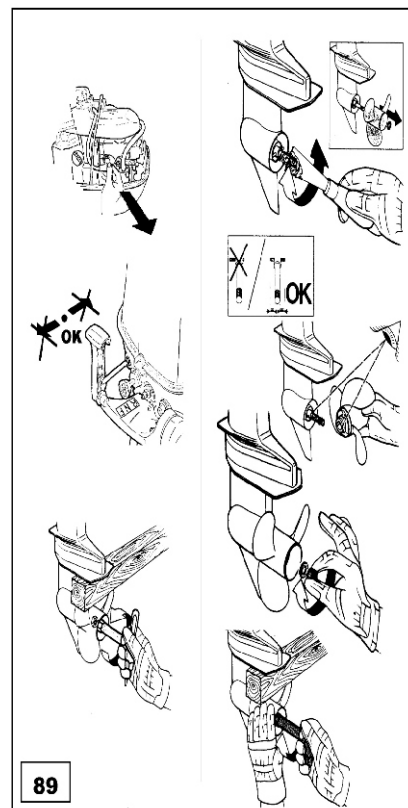
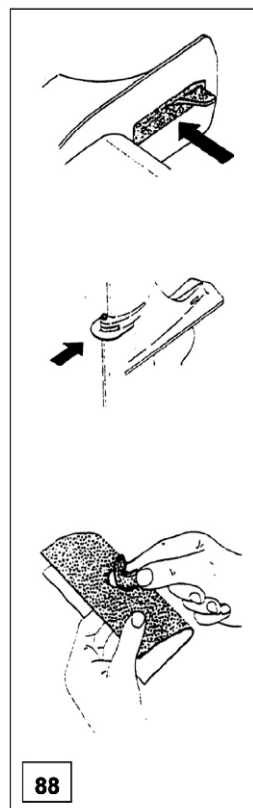
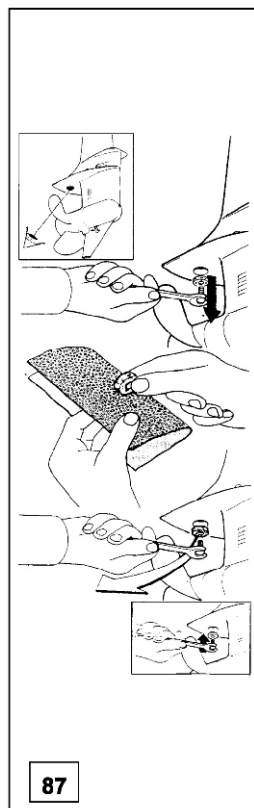














重庆宗申塞尔瓦水上动力有限责任公司 CHINA CHONGQING ZONGSHEN-SELVA MARINE CO., LTD.

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◇ [HTTP://WWW.ZSMARINE.COM](http://WWW.ZSMARINE.COM) ◇ FAX:86-23-66372851 ◇ TEL:86-23-66372863