'69 owner manual

EVINRUDE

FIRST IN OUTBOARDS

6hp FISHERMAN
models 6902, 6903

EVINRUDE MOTORS MILWAUKEE, WISCONSIN
In Canada: Evinrude Motors, Peterborough

PART NO. 206251 ITEM NO. 4545 LITHO IN U.S.A.

EVINRUDE

welcomes you aboard

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

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

INSURE YOUR MOTOR

Many insurance companies offer insurance, on nearly the same basis as automobile insurance, covering your boating equipment. Similar liability coverage is also available. For more information, see your insurance agent.

REPLACEMENT PARTS

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

REPAIR SERVICE

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

EVINRUDE 50-1 OIL

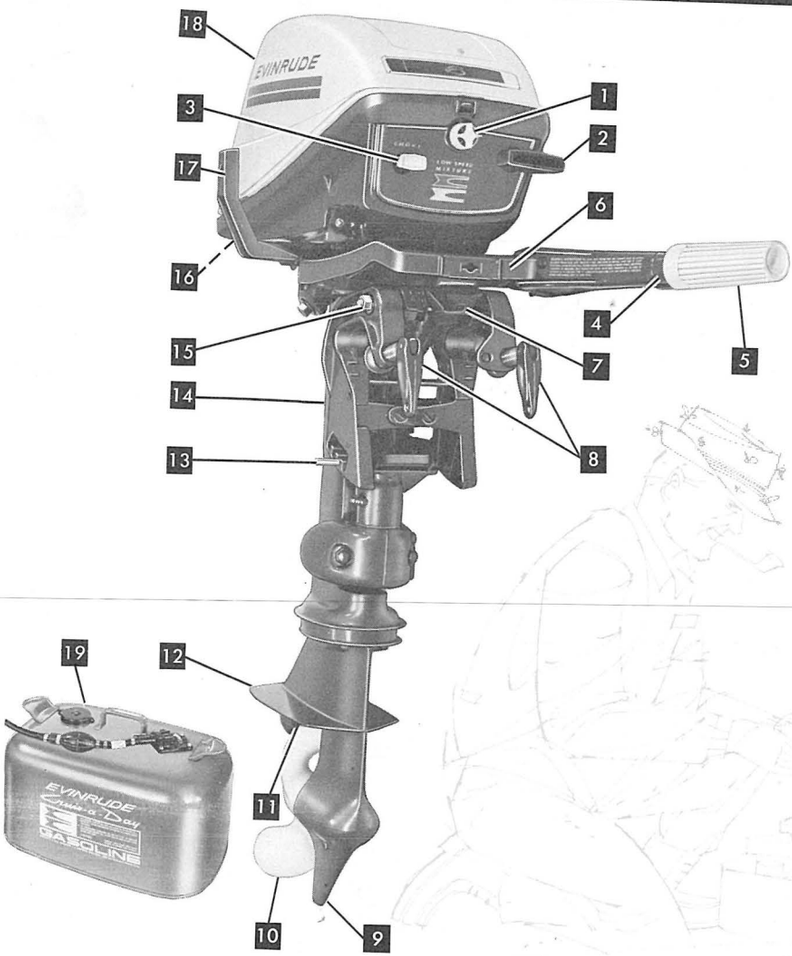
Designed specifically for your Evinrude for use at a 50-1 gasoline and oil ratio.

MODEL NO. 6902

SERIAL NO.

Find Your Nearest Dealer In The **Yellow Pages**

DEALER PHONE NO. 667-5242



LEGEND

1. LOW SPEED NEEDLE
2. STARTER HANDLE (pull to start)
3. CHOKE KNOB (pull out to choke)
4. SPEED CONTROL
5. STEERING HANDLE
6. STEERING BRACKET
7. TRIM-LOK
8. CLAMP SCREWS
9. SKEG
10. PROPELLER
11. EXHAUST OUTLET
12. ANTI-CAVITATION PLATE
13. ANGLE ADJUSTMENT ROD
14. COOLING WATER OUTLET
15. TILT FRICTION ADJUSTMENT
16. COVER RELEASE
17. GEAR SHIFT LEVER (forward-neutral-reverse)
18. TILT GRIP
19. SEPARATE 6 GALLON FUEL TANK

EVINRUDE

fuel and break-in

This is a two cycle engine. The lubrication of pistons, cylinders, crankshaft and bearings is supplied by oil which is mixed with gasoline. Adhere to this recommendations:

GASOLINE - Use regular automotive gasoline or white marine gasoline. Higher octane fuels may be used but, generally, offer no advantages. NOTE: When operating in any country other than the United States or Canada, use any gasoline that will satisfactorily operate an automotive engine.

OIL - We recommend using EVINRUDE OUTBOARD MOTOR OIL available from your dealer. This oil is designed specifically for use at a 50 to 1 gasoline-oil ratio. Its exceptional lubricating qualities make it desirable for new engine break-in and for older models. If Evinrude Outboard Motor Oil is not available, a good quality outboard motor oil or SAE 30 automotive oil may be used. The oil used should have Service ML-MM or Service MM marked on the container. Additional markings such as MS, DG, DM, DS designate heavy duty and should be avoided. Also, low priced light duty oils (container marked only with ML designation) and multiple viscosity oils (SAE 10W-30, etc.) should not be used. "Tune up" and "friction reducing" compounds, "tonics," etc., are entirely unnecessary and not recommended for your motor.

FUEL MIXING INSTRUCTIONS - CRUIS-A-DAY TANK - (6 U.S. or 5 Imperial gallon capacity). Always use fresh gasoline and oil. When filling an empty tank, put approximately one gallon of gasoline into tank and add recommended amount of oil. Shake tank vigorously to insure thorough mixing, then add the balance of the gasoline. Be sure the filler cap is properly secured.

FUEL MIXTURE - BREAK IN PERIOD - FIRST 5 HOURS - U.S. MEASURE: 1 pint of Evinrude Outboard Motor Oil to 6 gallons of gasoline, OR 1 quart of other recommended oil (see OIL above) to 6 gallons of gasoline. IMPERIAL MEASURE: 1 pint of Evinrude Outboard Motor Oil to 5 gallons of gasoline, or 1 quart of other recommended oil (see OIL above) to 5 gallons of gasoline.

FUEL MIXTURE - AFTER BREAK IN - AFTER 5 HOURS - After the first 5 hours of operation the correct fuel mixture is 1 part of oil to 50 parts of gasoline. U.S. MEASURE: 1 pint of oil (see OIL above) to 6 gallons of gasoline. IMPERIAL MEASURE: 1 pint of oil (see OIL above) to 5 gallons of gasoline. After break-in, reputable brands of 24 to 1 ratio premix fuel may be used, when the recommended 50 to 1 ratio is not available.

CAUTION

Use only the recommended oil to gasoline mixtures, regardless of the claims made for some lubricants.

BREAK-IN

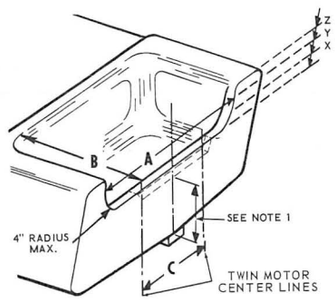
Do not operate engine at continuous full power for the first hour of operation. After 15 minutes of slow to half throttle operation (2500 rpm approx.), we recommend a short burst of full throttle operation every 5 or 10 minutes. Run at full throttle for about 90 seconds, then return to half throttle or less. Check operation of cooling system frequently during break-in. Water discharge from exhaust relief outlet indicates proper operation.

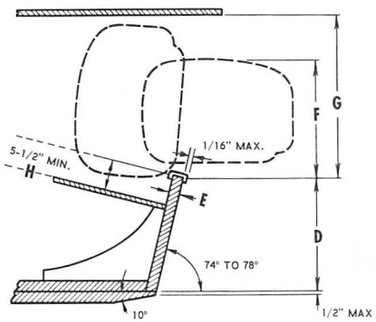
installation instructions

BOAT TRANSOM

Now you're ready to install your motor on the boat. For best performance and safety, your boat transom should be constructed to recommended dimensions as illustrated here.

DIMENSIONS SHOWN ON THIS PAGE ARE RECOMMENDED BY THE BOATING INDUSTRY ASSOCIATION.





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

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

NOTE1 - Where boats having transoms cut for twin motors will be used with only a single motor, and the bottom at the transom has considerable vee or deadrise, provision should be made for readily reducing the transom height at the centerline to provide a standard height for the single motor.

NOTE2 - As a safety measure, when the inboard section of the motor cutout is formed by the back of a seat, and it is possible that a passenger's arm may be caught between it and the motor in the event of a sudden tilt-up of the motor, add 3" to dimension B.

NOTE 3 - The 20" transom height should be used as a minimum on any boat using 33 H.P. or over unless the boat is fitted with a self-bailing well having adequate drainage.

CURVED BOAT TRANSOMS

Curved transoms do not lend themselves to proper mounting of outboard motors. SUITABLE SHIMS MUST BE USED to obtain a flat surface for mounting of the motor on the transom. This will ensure that no part of the motor mounting assembly or the boat will be damaged when maximum power is applied. Contact your dealer or boat manufacturer.

installation instructions ..... CONTINUED

INSTALLING MOTOR ON BOAT

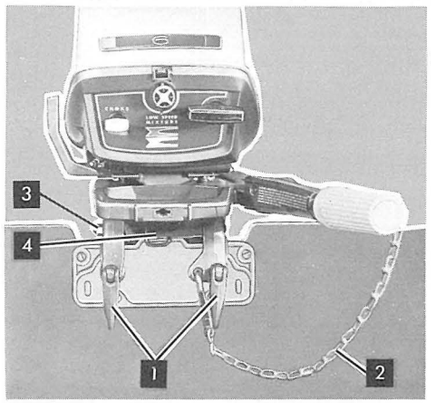
Installation is easy if done correctly. With motor on dock, get in position in rear of boat. (Have someone steady the boat.) Grasp motor at front and rear and swing it onto the transom. Center motor before tightening clamp screws.

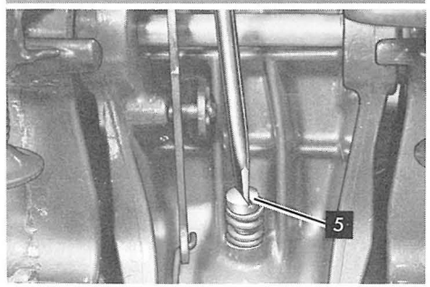
When installing the motor alone, place motor on the dock and board craft empty-handed. Then, taking a firm grip, lift the motor onto the transom so that the clamp screws can be quickly hand-tightened.

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

1 CLAMP SCREWS (pull up tight, tighten again after 15 minutes of operation)

2 SAFETY CHAIN LINK (secure motor to boat with chain or cable to prevent possible loss overboard)





TILT FRICTION ADJUSTMENT

Proper tilt friction adjustment has been made at the factory but may loosen with use. The friction mechanism permits easy tilting, yet utilizes friction when returning to down position. To increase friction, tighten the friction nut 3 on the starboard clamp bracket.

TRIM-LOK

During normal operation the Trim-Lok 4 should be in "LOCK" position. The "RELEASE" position is used ONLY when tilting the motor, or operating in shallow or obstructed waters.

To tilt the motor, move Trim-Lok to "RELEASE" position, grasp the tilt grip at rear of motor cover and pull motor toward you.

STEERING FRICTION ADJUSTMENT

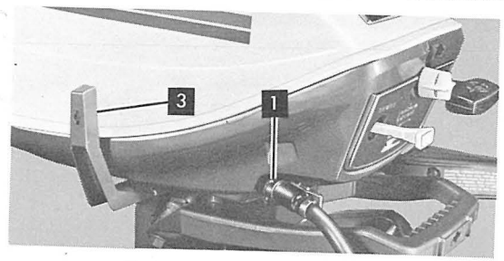
The co-pilot provides a yielding grip, yet holds your motor in position when you let go of the steering handle for short intervals. Proper adjustment is made at the factory. Should the co-pilot steering become too loose, adjustment can be made by tightening screw 5 as illustrated.

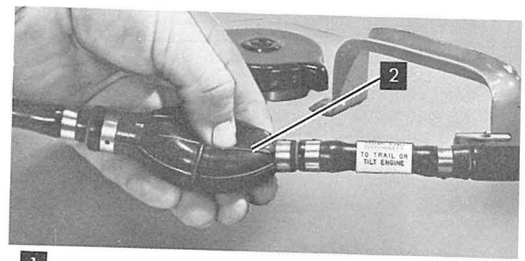
starting and operation

STARTING

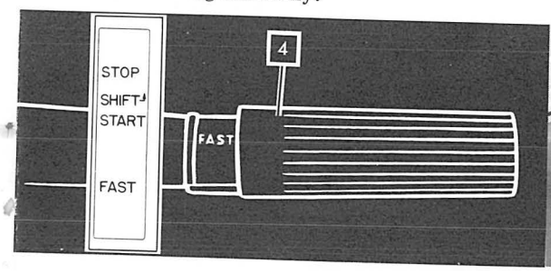
CAUTION

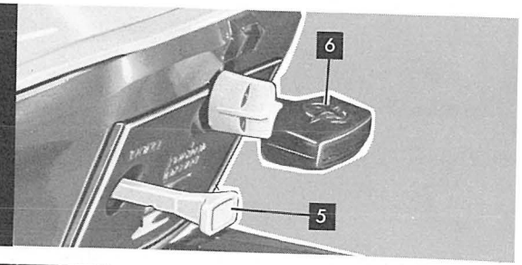
DO NOT OPERATE ENGINE WITH ENGINE COVER REMOVED





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





IMPORTANT

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

STARTING A WARM MOTOR

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

FLOODING OF MOTOR

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

IF MOTOR DOESN'T RUN

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

RUNNING

Check to see that at least a fine spray of water is discharging from the exhaust relief outlet. This indicates cooling system is functioning.

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

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

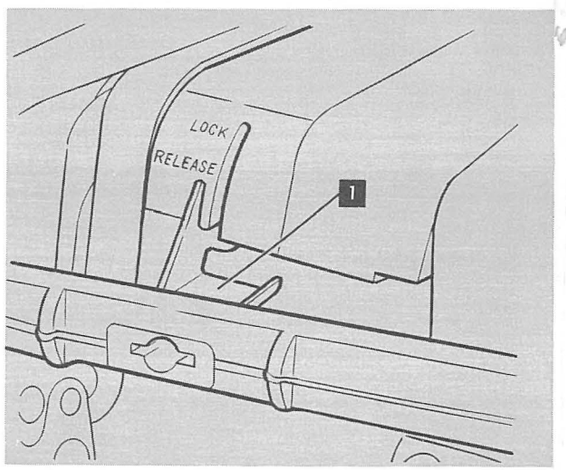
TO DECREASE SPEED - Turn speed control clockwise toward SLOW position.

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

TO STOP MOTOR - Retard speed control clockwise until motor stops.

RUNNING IN SHALLOW WATER

The Trim Lok is designed to release automatically in LOCK position if an obstruction is hit while going forward at normal running speeds. The Trim-Lok may not release LOCK position when running in shallow water at a slow speed. Place the Trim-Lok 1 in RELEASE position which allows the motor to "kick-up" more easily if an obstruction is hit. If an obstruction is hit, retard the throttle immediately and continue at slow speed until deeper water is reached.

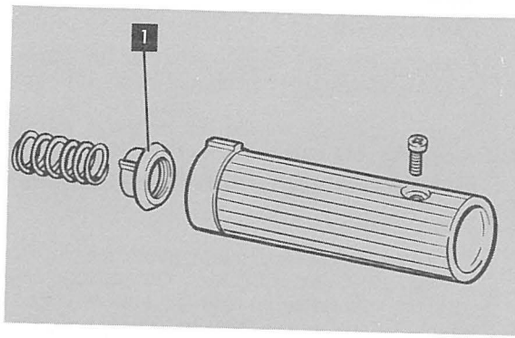


If motor vibrates excessively after striking an underwater obstruction, it may indicate a bent or damaged propeller. Your authorized dealer is equipped to check and repair damaged propellers.

REMOTE CONTROLS

Remote controls are available as an accessory for this motor. See your authorized dealer.

A friction block 1 in the steering handle grip retains throttle at selected speeds. For remote control operation, this block must be removed. (See instructions with remote control.) DO NOT LOSE THIS BLOCK. In the event of returning to operation with steering handle grip, this block must be reinstalled.



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

RUNNING IN WEEDS

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

SALT WATER OPERATION

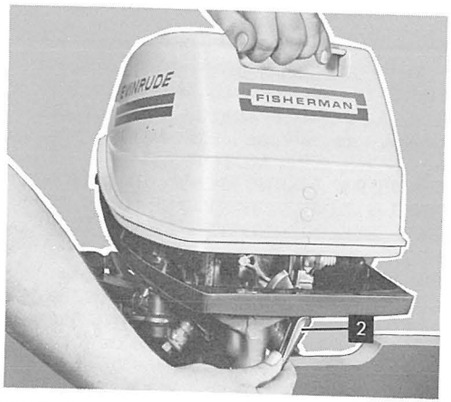
Your motor is built for operation in either fresh or salt water. If motor remains on boat during long periods of inoperation, tilt gearcase out of the water (except during freezing temperatures). When removing motor from boat, allow cooling system to drain thoroughly. Internal flushing is unnecessary.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

COLD WEATHER OPERATION

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

REMOVING MOTOR COVER

To remove the motor cover, pull down latch 2 on rear of the lower cover and lift off the cover. To install cover, place it in position and pull up the latch release.



REMOVING MOTOR FROM BOAT

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

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

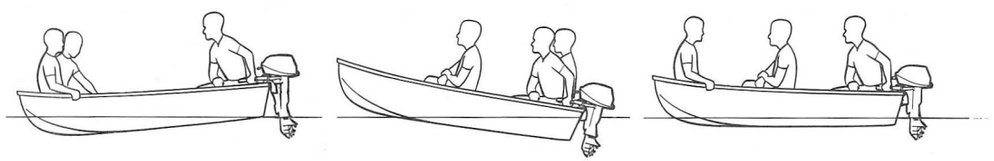
CARBURETOR

The carburetor high speed jet is fixed and for normal operating conditions will require no further attention. For low speed carburetor adjustment see page 14.

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

BOAT TRIM

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

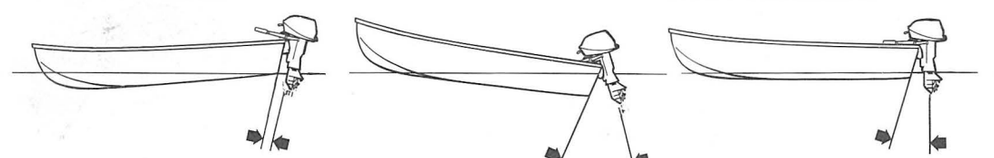


INCORRECT
OVERLOAD FORWARD
CAUSES BOAT TO "PLOW"

INCORRECT
OVERLOAD AFT
CAUSES BOAT TO "SQUAT"

CORRECT
BALANCED LOAD
GIVES MAXIMUM PERFORMANCE

MOTOR ANGLE ADJUSTMENT

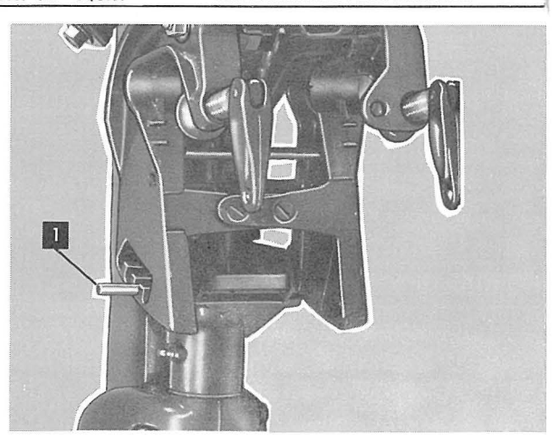


INCORRECT
CAUSES BOAT TO "PLOW"

INCORRECT
CAUSES BOAT TO "SQUAT"

CORRECT
GIVES MAXIMUM PERFORMANCE

With the boat properly trimmed, check to see that the anti-cavitation plate is parallel with the line of boat travel as shown. IN MOST INSTANCES, THE MOTOR WILL BE IN PROPER ADJUSTMENT IF THE ANGLE ADJUSTMENT ROD 1 IS IN THE SECOND NOTCH FROM THE BOAT. If not, and you must adjust the angle, stop motor, set the Trim-Lok in RELEASE position and tilt the motor forward slightly. Move the angle adjustment lever ahead or back in the slots as necessary. Be sure to tilt the motor back and set Trim-Lok in LOCK position so lower unit locks with angle adjustment lever again before starting.



MOTOR WILL NOT START

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

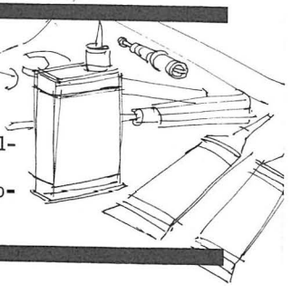
MOTOR WILL NOT IDLE PROPERLY

1. Low speed carburetor adjustment improperly set
2. Defective spark plugs
3. Improper fuel mixture

MOTOR LOSES POWER

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

MOTOR VIBRATES EXCESSIVELY



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

MOTOR RUNS, BUT BOAT MAKES LITTLE OR NO PROGRESS

1. Weeds or other foreign matter on propeller or gearcase
2. Drive pin sheared
3. Bent or broken propeller
4. Boat bottom covered with foreign material

lubrication

LUBRICATION CHART

Frequency of Lubrication o Fresh Water-60 days o Salt Water-30 days†

LUBRICATION POINTS *OMC TYPE "A"		LUBRICATION POINT *OMC TYPE "C"	
1 Carburetor Linkage	5 Vertical Throttle Shaft Bearing	9 Gearcase	
2 Choke Linkage	6 Vertical Throttle Shaft Gears	Check level after first 10 hours of operation and every 50 hours of operation thereafter. Add lubricant if necessary.	Drain and refill every 100 hours of operation or once each season whichever occurs first.
3 Clamp Screws	7 Throttle shaft Bearings		
4 Swivel Bracket Fittings	8 Shift Lever		

Lubrication Point *Outboard Oil 10 Starter Spindle

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

GEARCASE

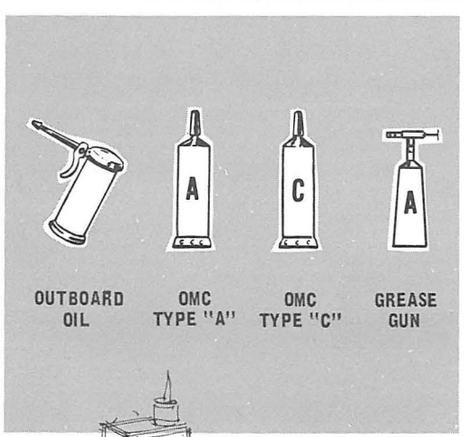
Remove plugs and gasket assemblies marked "OIL DRAIN" and "OIL LEVEL" from a Port side of gearcase. With propeller shaft in a horizontal plane, allow oil to drain completely.

To refill, place a tube of OMC Type "C" Lubricant in drain hole. With propeller shaft still in horizontal position, fill until lubricant appears at "OIL LEVEL" hole. "OMC Type "C" Lubricant" which has been formulated to protect against damage to bearings and gears must be used, as extensive damage can result from improper lubrication.

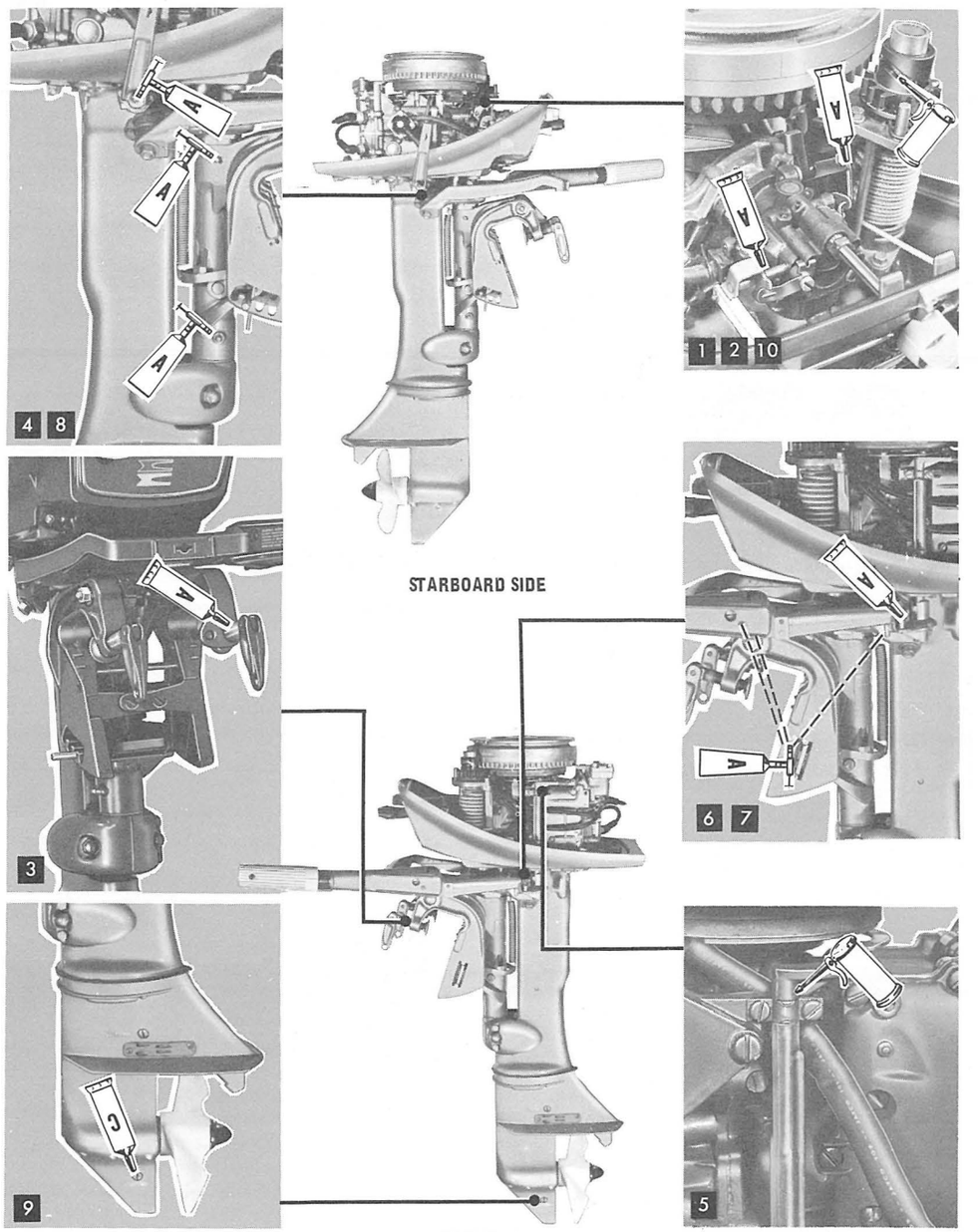
Install "OIL LEVEL" plug before removing lubricant tube from "OIL DRAIN" hole. Drain plug can then be installed without oil loss.

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

TYPES OF LUBRICANTS



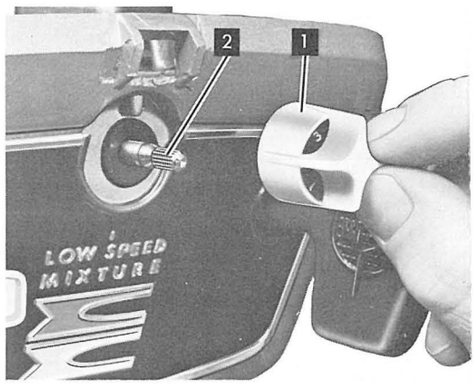
LUBRICATION POINTS



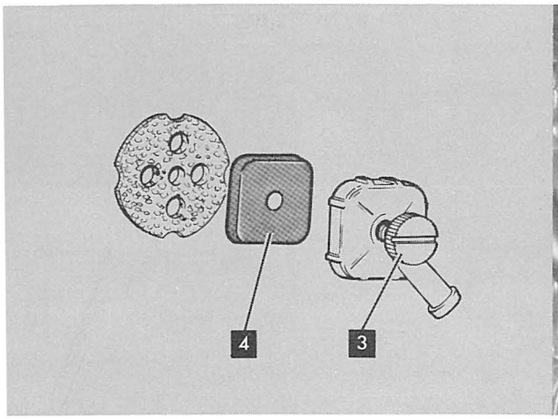
CARBURETOR ADJUSTMENT

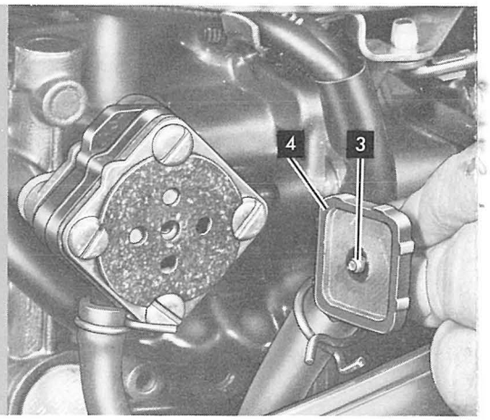
The carburetor low speed adjustment is preset at the factory with provisions made for normal adjustment to compensate for changes in fuel, altitude and climate. When running at slow speed with a warm engine, adjust the "low speed" knob until motor idles smoothly. Turning the adjustment knob clockwise (right hand rotation) will lean out the fuel mixture. Turning the adjustment knob counterclockwise (left hand rotation) will enrich the fuel mixture. Should readjustment be required, proceed as follows:

- Remove adjusting knob 1 from shaft by merely pulling off.
- Turn needle valve shaft 2 clockwise until it closes and seats. Do not force.
- Then turn needle valve counterclockwise 3/4 turn.
- Start motor, run until warm, and retard throttle to normal idle rpm. Adjust shaft until best performance is obtained.
- Replace the adjusting knob so number 3 is opposite the "low speed mixture" marker.



FUEL FILTER

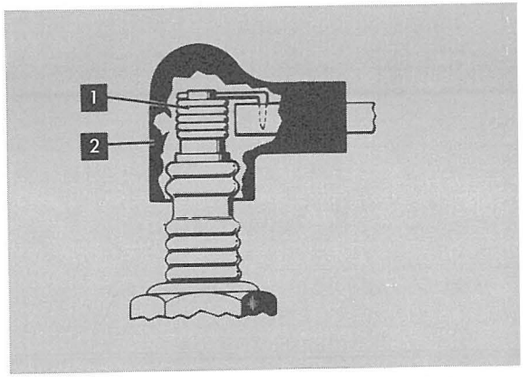




The fuel filter assembly consists of the parts shown and is attached to the fuel pump by a screw 3 . To inspect for sediment or water accumulation remove the mounting screw. The filter will disassemble easily. Wash filter element 4 with clean solvent and a brush. Assemble filter as shown being careful to assemble lip of filter screen toward fuel pump. Tighten mounting screw securely. Check for leaks by connecting fuel line to motor and squeezing primer bulb until definite pressure is felt in the bulb.

SPARK PLUGS

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



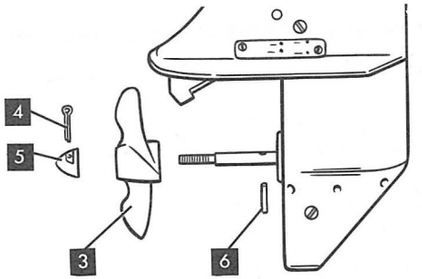
To remove spark plugs, pull off rubber covered spark plug terminal with a slight counterclockwise twist. Do not clean badly carboned plugs. Replace them.

Before reinstalling spark plugs, clean the plug seats in cylinder head. Install plugs and gaskets finger tight plus 1/4 turn with wrench. Recommended torque is 17-1/2 to 20-1/2 foot pounds if torque wrench is available. Spring 1 inside rubber terminal lead cover 2 must fit properly over spark plug terminal.

REPLACING PROPELLER

When replacing propeller 3 be sure gear shift lever is in neutral to avoid accidently starting motor.

Pull the cotter pin 4 from the propeller nut and remove the propeller nut 5 and propeller from the shaft. Remove drive pin 6 if damaged, install new drive pin. Reassemble in reverse order. Always tighten propeller nut to align the cotter pin hole, do not loosen nut.



CARBON REMOVAL

To obtain continued top performance from your motor it should be returned to your dealer after 200 hours of operation for carbon removal. All gasoline engines deposit a light coating of carbon on the top of the pistons and the cylinder head when running. Some operating conditions and fuels may harden the formation so that removal should be accomplished before the 200 hours specified. Your dealer is best equipped to perform this service. Correct cylinder head reassembly is extremely important.

EXTERNAL FINISH

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

EVINRUDE

off season storage

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

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

CAUTION

Never run a motor out of water.

1. Run the motor until warm in fresh water.
2. With engine running at fast idle, inject rust preventative oil into the carburetor until engine stops. For a clean engine and rust proof motor we recommend use of OMC "ENGINE CLEANER" and "RUST PREVENTATIVE". These may be obtained at your authorized Dealer.
3. Remove motor from tank, place upright, set speed control at "Stop", and pull starter through slowly to drain any water from water pump. Be careful not to start engine.
4. Drain and refill gearcase. (See Lubrication Chart.)
5. Remove propeller. Clean and lubricate shaft.
6. Drain fuel tank and clean filter.
7. Wipe motor with a clean cloth and then apply a coating of automotive wax. Store in an upright position in a dry and well ventilated area.

REMOVAL FROM STORAGE FOR USE

When removing your motor from storage, it is a good policy to clean your motor and make the following preparations:

1. Remove spark plugs. Clean, regap and re-install to proper tightness (17-1/2 to 20-1/2 ft. lbs.).
2. Give motor thorough visual check for loose screws or damaged and worn parts.
3. Pull starter through slowly to make sure motor turns freely.
4. Run motor in water at half throttle. Water discharge from water outlets shows proper water pump operation.

SUBMERGED MOTORS

There are two situations to consider when dealing with a submerged motor. Did it go overboard while running or stopped? If a motor is lost overboard while running, it should always be disassembled before any attempt is made to start it. Often internal parts are sprung and running under these conditions can result in permanent damage.

A motor lost overboard in salt water for a period longer than two hours should always be disassembled and cleaned before starting is attempted. Some materials used in modern engines are subject to very rapid corrosion in the presence of salt water and should be inspected to determine if replacements are required.

Your dealer should always be consulted in these cases as he is best equipped to inspect for and repair internal damage.

A motor lost overboard in fresh water can usually be safely started if recovered within twelve hours providing no sand or silt is present. Remove the spark plug, the carburetor orifice screw, and drain all fuel lines and tank. Pull the starter until all water present has been expelled. Reassemble and start.

If sand has entered the engine, no attempt at starting should be made. Return it to your dealer for disassembly and cleaning.

If it is impossible to have the engine serviced immediately after it has been retrieved after extended submersion, it is advisable to submerge the powerhead in clean fresh water to prevent oxidation until it can be serviced.

SPECIFICATIONS

Model Numbers	6902 - Standard Length (15" Transom) 6903 - 5" Longer (20" Transom)
Horsepower	6 O.B.C. Certified Brake Horsepower at 4500 RPM
Full Throttle Operating Range	4000 to 5000 RPM
Engine Type	2 Cylinders, 2 Cycle
Bore and Stroke	1-15/16" x 1-1/2"
Gear Ratio	15:26
Displacement	8.84 Cubic Inches
Cooling System	Thermostatically Controlled By-Pass System
Propeller	2 Blade, 8" dia. x 7-1/4" Pitch
Spark Plug	Ch. J4J, AC-M42K, Auto-Lite A21X
Spark Plug Gap	.030 inch
Spark Plug Torque	20 to 20-1/2 ft-lbs
Flywheel Nut Torque	40-45 ft-lbs
Breaker Point Gap	.020 inch
Fuel Capacity	6 U.S. or 5 Imperial Gallons, suction type tank
Weight: Model 6902	51 lbs. without fuel tank
Model 6903	52 lbs. without fuel tank
	Fuel tank weight 11 lbs. net

Specifications and features may be changed at any time without notice and without obligation towards motors previously manufactured.