

# TIMING, ADJUSTING, TESTING

## MERC 850 (76 Cu. In.)-800-700 FULL GEAR SHIFT

### I. IGNITION DATA

Description	Merc 850-800	Merc 700
Cyl. Firing Order (Figure 1)	1-4-5-2-3-6	1-6-4-2-5-3
Coil No. 1 Fires Cyls.	1-5-3	1-4-5
Coil No. 2 Fires Cyls.	4-2-6	6-2-3
Spark Plug, Std. Install.	J4J §	J6J
Spark Plug, Resistor Type*	XJ4J	XJ6J
Spark Plug Gap	.025" (.635mm)	
Timing	.235" (5.969mm) BTDC	
Full Throttle RPM Range	4800-5200	5100-5500

\* For static elimination on radio or radio-telephone equipped boats.

§ See Note No. 1 on Page 75.

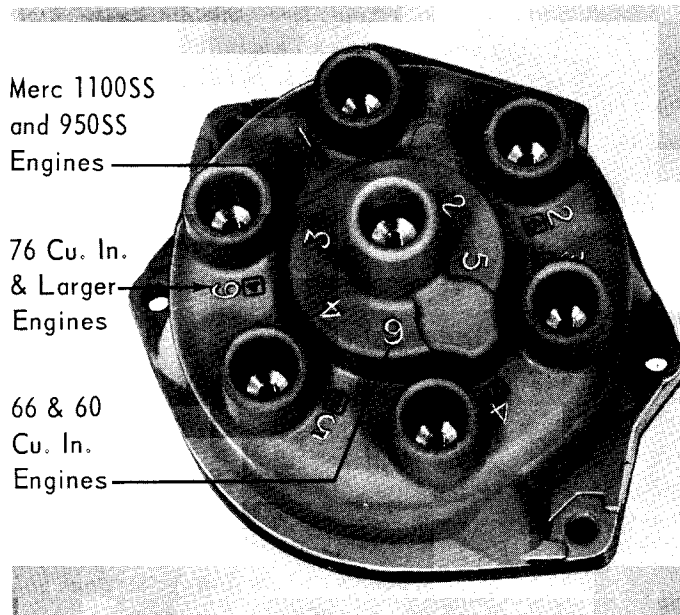


Figure 1. Distributor, Merc 850-800 Outside Ring, Merc 700 Inside Ring

### II. TIMING AND LINKAGE ADJUSTMENT

#### A. Flywheel, Distributor Pulley and Belt Assembly

1. Rotate flywheel until timing mark (a straight line stamped on upper surface) is in a straight line with center of crankshaft and distributor pulley center. (Figure 2)
2. Position arrow on pulley (not plate) to point at timing mark on flywheel.
3. Install timing belt, plate, cap, washers and screw and tighten to 60 in. lbs. (10.65kg/cm).

#### B. Distributor Drive Coupling

1. When reassembling distributor, leave distributor cap off to aid in timing engine as described in following instructions.

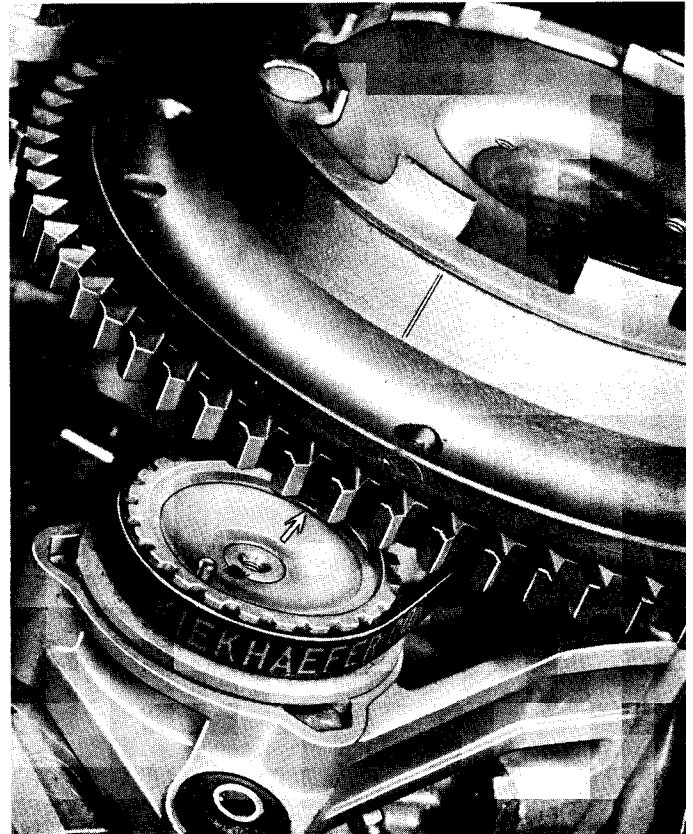
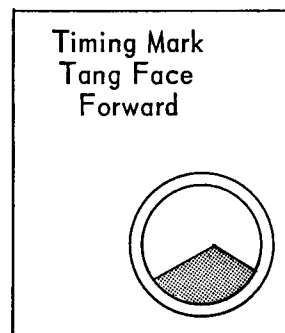


Figure 2. Timing Marks on Flywheel and Pulley

2. When distributor is reassembled to engine, flywheel and distributor pulley should be aligned as explained in Para. "A", preceding. The radius of the tang at drive end of distributor shaft should point forward (direction engine will travel when distributor is bolted in place). (See drawing on left.)



3. Secure distributor adaptor with 4 hex head cap screws.

#### C. Spark Advance Stop Adjustment

1. Position distributor with air vent elbow facing approximately forward.
2. Place No. 3 piston of Merc 850-800 (No. 4 piston on Merc 700) at .235" (5.969mm) BTDC (before top dead center) by rotating flywheel in a clockwise (forward) direction from BDC.
3. Thread Timing Gauge (C-91-26916A1) into No. 3 (or No. 4) spark plug hole. (Figure 3)
4. Turn flywheel until No. 3 (or No. 4) piston strikes Timing Gauge.