

17. Lubricate cam and nylon pin with MULTI-PURPOSE Quicksilver Lubricant (92-30239).
18. Replace distributor cap.

E. Check and Adjust Neutral Interlock

1. Place shift lever in neutral position, being sure that detent spring is in neutral notch (detent).
2. Loosen shift shaft adjusting nut on shift control linkage in bottom cowl. (Figure 7)
3. Remove link rod retaining clip.
4. Adjust linkage so that mating mark on shift lever is to left of alignment mark on throttle control lever. (Figure 8)
5. Replace link rod retaining clip and tighten shift shaft adjusting nut on shift control linkage in bottom cowl.

III. THROTTLE STOP ADJUSTMENTS

A. Throttle Stop Adjustment

1. Rotate Economizer collar to wide open throttle position.

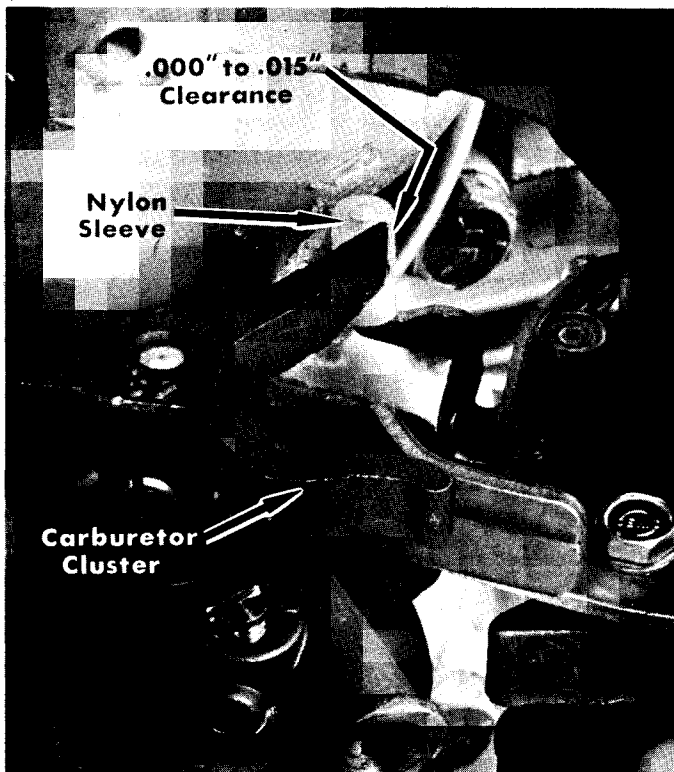


Figure 6. Second Throttle Pickup Tab Adjustment

2. Adjust "throttle stop" screw on stop bracket (Figure 4) to allow full throttle shutter opening but not to allow throttle shutters to act as a stop or the carburetor cluster to hit carburetor filter bowl.

B. Idle Speed Adjustment and Checks

1. Start engine and run until warm.
2. Idle engine and adjust "idle speed" screw on stop bracket (Figure 4) so that engine idles at 500 RPM in forward gear.

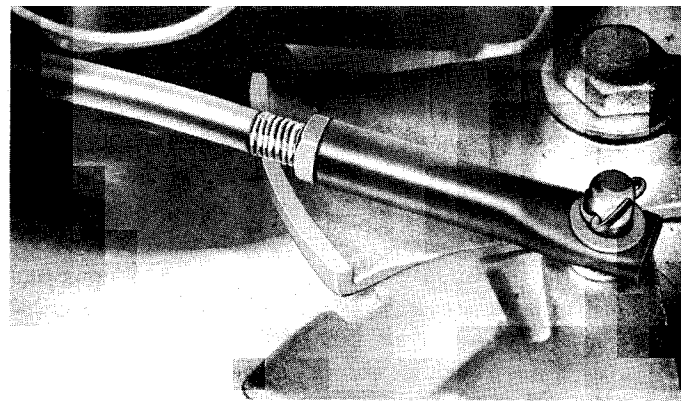


Figure 7. Shift Shaft Adjusting Nut

IV. CARBURETOR ADJUSTMENTS

A. High Speed Adjustment

Merc 850-800-700 carburetors have fixed high speed jets. The standard jet, installed at the factory, is recommended for operation from sea level to 4000 ft. elevation.

1. If engine is operated above 4000 ft., select and install correct jets from chart following (aperture decreases .002" as elevation increases each 3000 ft.).
2. Before changing jets, check engine out unless previous tests indicate exact jet size.

Model	*Up to 4000'	4000-7000'	7000-10000'
Merc 850 §	.069"	.067"	.065"
Merc 800 Jet	.065"	.063"	.061"
Merc 700 Jet Size	.061"	.059"	.057"

* Standard jet -- factory equipped
 § See Note No. 2 on Page 75.

3. Jet size recommendations are intended as a guide (like a propeller chart). Try size larger or smaller if in doubt.
4. No change in spark advance is recommended for elevation operation. Propellers of lower pitch should be used at high elevations to allow proper engine RPM.

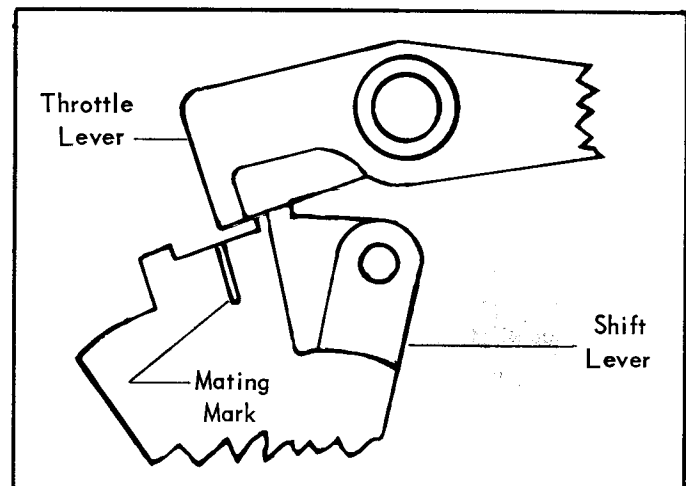


Figure 8. Linkage Adjustment