

5. Engine can be tested in test tank with propeller or the Test Wheel (48-30724A2).

## B. Idle Adjustment

1. Idle adjustment also has been set at the factory. If readjustment is necessary, it can be done with the Test Wheel (48-30724A2) or a regular propeller in the test tank or on the boat.
2. Start with all idle needles one turn open and adjust for maximum RPM with distributor retarded to give about 600-700 RPM.
3. Warm engine before attempting adjustment.
4. With engine running at idling speed while in forward gear, turn low speed mixture adjusting needle counterclockwise until affected cylinders start to "load up" or fire unevenly due to over-rich mixture. (Figure 9)

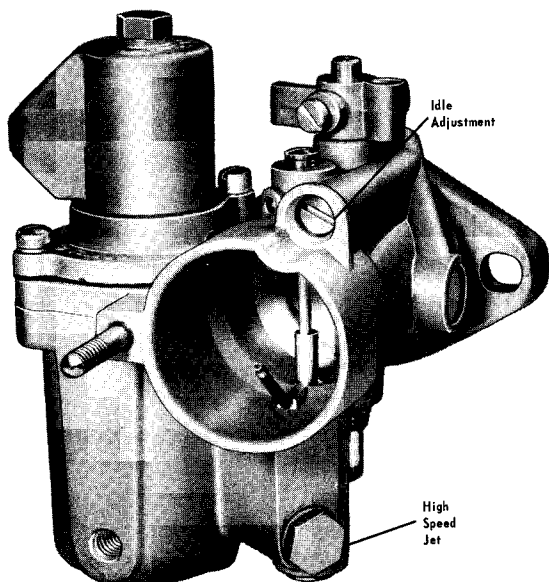


Figure 9. Idle Adjustment

5. Slowly turn needle clockwise until cylinders fire evenly and engine picks up speed.
6. Continue turning clockwise until too-lean a mixture is obtained and engine slows down and misfires.
7. Set adjustment screw one turn counterclockwise from lean-out position for Merc 800, one-half turn from lean-out position for Merc 700 to gain approximate true setting.
8. Do not adjust leaner than necessary to attain reasonably smooth idling.
9. When in doubt, it is preferable to have mixture set slightly rich rather than too lean.

## C. Neutral RPM Adjustment

1. Shift into neutral.
2. Adjust length of link between vertical shaft and distributor actuator to obtain a speed of 2400-to-3000 RPM. (Figure 10)

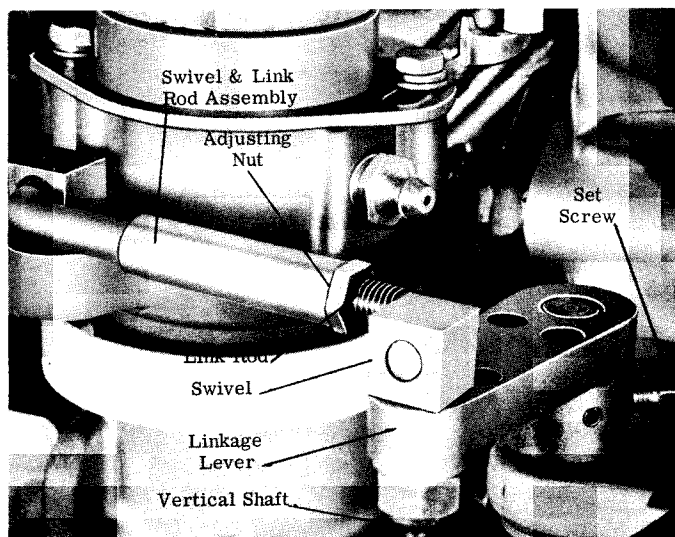


Figure 10. Vertical Shaft Adjustment

## V. REMOTE CONTROL ADJUSTMENTS

### A. Throttle Control Cable

1. Place control lever in neutral position and be sure that neutral throttle lever is down all the way before attaching throttle cable to engine. (Figure 11) *NOTE: Throttle cable is one on which nylon end moves last when moving control handle from neutral position.*
2. Move throttle lever on engine forward to throttle stop (idle position) and hold in this position.
3. Align brass barrel on throttle cable so that distributor is held lightly against idle stop screw with cable installed. (Figure 12)
4. Move control handle to full forward, full reverse and return to neutral.
5. Check to see that distributor has returned to idle stop.
6. If necessary, readjust brass barrel on cable to accomplish correct final adjustment. (Figure 12)

*NOTE: If distributor is forced too tightly against idle stop, neutral throttle lever will not open carburetor throttle shutters, and hard starting will result.*

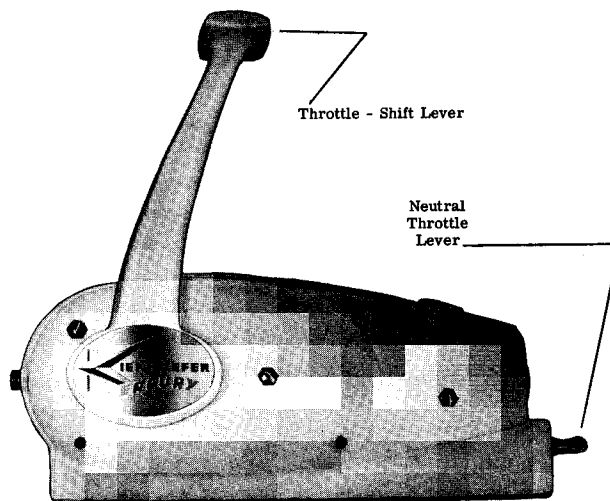


Figure 11. Remote Control Station