

Figure 3. Throttle Pick-up Adjustment

IV. PICKUP ADJUSTMENT

1. With engine running in "Forward" gear, turn twist grip throttle to obtain 1000 to 1100 RPM. At this point, magneto cam should just touch throttle lever on carburetor. (Figure 3)
2. If recommended RPM is not obtained, loosen screw, which secures throttle lever to carburetor, and adjust. Throttle lever is slotted for this purpose.

NOTE: On later model 1968 engines, the magneto cam (Figure 3) also is slotted for a finer adjustment of pickup point.

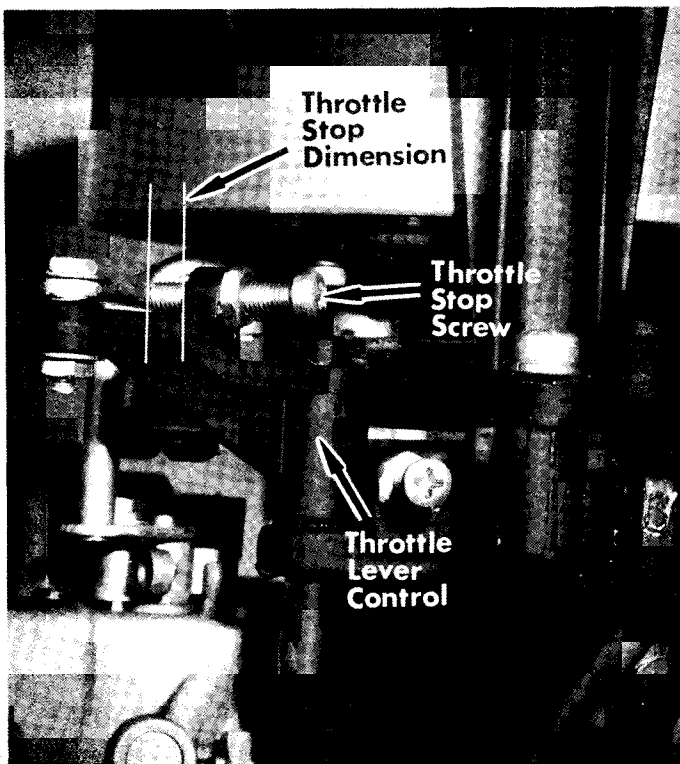


Figure 4. Throttle Stop Adjustment

V. THROTTLE STOP ADJUSTMENT

(Merc 110, Serial No. 1580203 and Above)

Adjust throttle stop screw so that threaded end of screw extends $\frac{1}{4}$ " (6.35mm) through throttle lever control. (Figure 4)

(Merc 60, Serial No. 1610265 and Above)

Adjust throttle stop screw so that threaded end of screw extends $\frac{5}{16}$ " (8mm) through throttle lever control. (Figure 4)

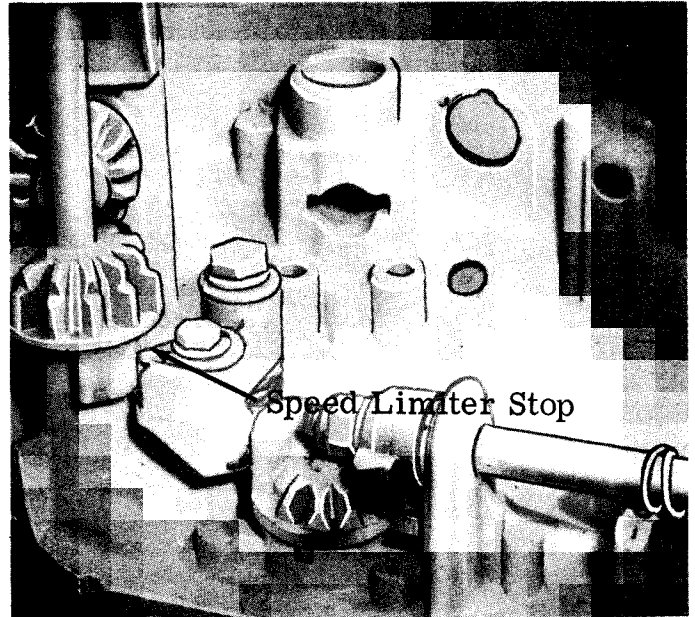


Figure 5. Neutral RPM Adjustment

VI. MAXIMUM NEUTRAL RPM

(Merc 110, Serial No. 1492282 & Up)

1. Shift into neutral gear.
2. Adjust neutral speed limiter stop to obtain a maximum speed of 2400-2700 RPM. (Figure 5)

VII. TILLER HANDLE ADJUSTMENT

1. With engine running in neutral gear, turn twist grip to obtain 2400 to 2700 RPM. At this point, "Start" position on twist grip should align with indicator arrow on tiller handle. (Figure 6)
2. If twist grip is not properly aligned, loosen allen screw at bottom of twist grip and realign.
3. Recheck adjustment by returning to idle and advancing throttle to "Start" position. This will eliminate any possible error caused by "play" in throttle linkage.

NOTE: This adjustment must be accurate to insure easy starting with a cold motor.

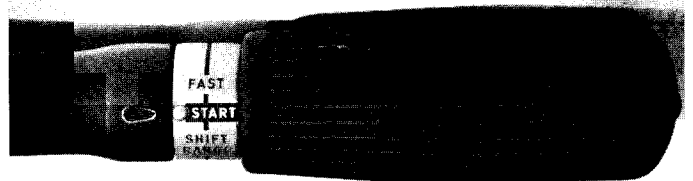


Figure 6. "Start" Position Adjustment