

and "in" to decrease RPM in neutral. After obtaining desired RPM, fasten drag link adjusting nut and replace drag link into opening in swivel. Place cotter pin in drag link to complete adjustment.

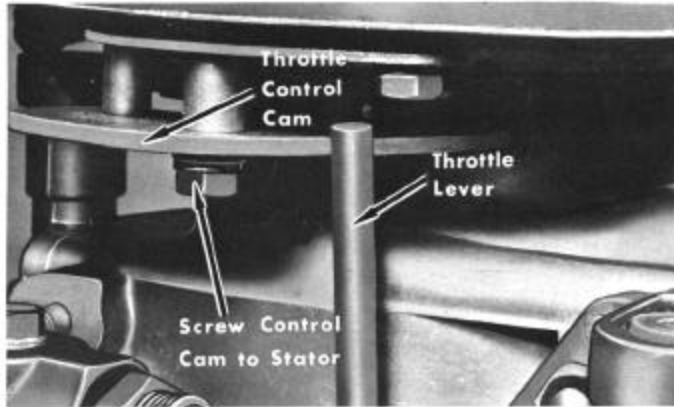


Figure 3. Drag Link Adjustment

C. Timing

No timing adjustment is required on this engine, as magneto holddown ring has a stop on ring which controls maximum advance. (Mark 15A has adjustable idle stop

bracket to control slow speed magneto retard.)

D. Stopping

Because of fine idling characteristics, the engine must be "choked" to stop.

III. TROLL LEVER SETTING

The troll lever should be set in the "Run" position for general engine operation in running and shifting. The troll lever is a secondary control to advance or retard the spark and is used for obtaining slower idle RPM than can be had with the throttle handle or remote control while in gear. If the troll lever is in maximum retard (slow idle) position, the engine will idle too slowly to permit shifting from "Forward" to "Neutral" or "Reverse" without stopping. The troll lever should be in "Run" position when engine is to be shifted or when throttle handle is turned for more speed. Because of the extreme spark retard which can be obtained, the engine will idle extremely slow and the very slow firing impulses may result in some boat vibration. Idle RPM then should be increased by moving troll lever slightly toward "Run" position.