

bravo 3 sterndrive manual



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Book Descriptions:

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The description and specifications contained herein were in effect at the time this guide was approved for printing. Mercury Marine, whose policy is one of continuous improvement, reserves the right to discontinue models at any time, or to change specifications or designs, without notice and without incurring obligation. It incorporates numerous design features to assure operating ease and durability. With proper care and maintenance, you will thoroughly enjoy using this product for many boating seasons. To ensure maximum performance and carefree use, we ask that you thoroughly read this manual. A lanyard stop switch can also be installed as an accessory. The purpose of this switch is to turn off the engine ignition whenever the operator when attached to the lanyard moves far enough away from the operator's position to activate the switch. This would occur if the operator falls or moves within the boat a sufficient distance from the operator's position. Know and obey all nautical rules and laws of the waterways. Boat operators should complete a boating safety course. Courses are offered in the U.S.A. Tell someone where you are going and when you expect to return. Passenger boarding. Stop the engine whenever passengers are boarding, unloading or are near the back stern of the boat. Just shifting the drive unit into neutral is not sufficient. Watch fallen skiers. At extremes can cause boat to porpoise. Causes bow to bounce in choppy water. Increases danger of following wave splashing into boat when coming off plane. Cavitation permits the propeller to speed up, but the boat speed to reduce. Cavitation can seriously erode the surface of the gear housing or propeller. This limit is slightly above the normal operating range of the engine and is designed to help prevent damage from excessive engine RPM. Since air containing oxygen gets thinner as elevation increases, the engine begins to starve for air.
http://plan9films.com/eblast_uploads/dwyer-magnehelic-manual.xml

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Humidity, barometric pressure and temperature do have a noticeable effect on the density of air. Refer to "COLD WEATHER or EXTENDED STORAGE" for draining instructions. CA17 Drive Unit Impact Protection The Power Trim hydraulic system is designed to provide impact protection for drive unit. After recovery, immediate service by an Authorized MerCruiser Dealer is required to prevent serious damage to power package. CA19 Trailering Boat Boat can be trailered with drive unit in "up" or "down" position. Adequate road clearance is required between road and gear housing skeg when trailering with drive unit in "down". This "Stolen Motor" information is placed into a file at Mercury Marine to aid authorities and dealers in recovery of stolen motors. Use of replacement electrical, ignition or fuel system components, which do not comply to these rules and regulations, could result in a fire or explosion hazard and should be avoided. Presentday marine equipment, such as your MerCruiser power package, are highly technical pieces of machinery. Electronic ignition and special carburetion provide greater fuel economies, but also are more complex for the untrained mechanic. Correct breakin is essential to obtain minimum oil consumption and maximum engine performance. During this breakin period, the following rules must be observed Do not operate below 1500 RPM for extended periods of time for first 10 hours. The boat owner is responsible for any charges. Change crankcase oil and filter. Because of the large variety of instrumentation and manufacturers, you should have your boat dealer explain the

particular gauges and normal readings that will appear on your style gauges. <http://dastone.ru/userfiles/dwyer-mark-ii-model-25-manual.xml>

The audio warning system buzzer will sound if one of the following occur
A Insufficient Oil Pressure
B Excessive Engine Temperature
C Insufficient Drive Lubricant
NOTE To provide a test of the system, the audio warning buzzer will sound when the ignition switch is first turned to the run position, prior to cranking the engine. The cause must be found and corrected before replacing fuse or resetting circuit breaker. A circuit breaker provides protection for engine wiring harness and instrumentation power lead. All controls feature an integral safety switch that allows starting engine in NEUTRAL only. Also, all controls may not have all features shown. Move lever forward to shift to FORWARD gear. Move lever backward to shift to REVERSE gear. Lever in full vertical position shifts to NEUTRAL. Also, the Power Trim system "Trailer" feature allows the operator to raise and lower the drive unit for trailering, beaching, launching and low speed below 1200 RPM engine speed, shallow water operation. Should this happen, release button and allow motor to cool for about one minute. Circuit breaker will reset and Power Trim operation may be resumed. Should this happen, release button and allow motor to cool for about one minute. Should this happen, release buttons and allow motor to cool for about one minute. If boat is not equipped with a bilge blower, open engine hatch and leave open while starting engine. IMPORTANT Observe the following Do not start engine without water being supplied to seawater pickup pump to prevent pump or engine damage. Be prepared to decrease engine speed to 1000-1500 RPM as soon as engine starts. F Turn ignition key to START Release key when engine starts and allow switch to return to RUN position. Turn battery Check Turn bat switch ON, if so. Engine damage resulting from use of improper gasoline is considered misuse of engine, and damage caused thereby will not be covered under the limited warranty.

FUEL RATINGS MerCruiser engines will operate satisfactorily when using a major brand of unleaded gasoline as follows. We do not know what percentage your boat's fuel system will withstand. Contact your boat manufacturer for specific recommendations on the boat's fuel system components fuel tanks, fuel lines, and fittings. See "Cold Weather or Extended Storage" later in this manual. CA43 Crankcase Oil To help obtain optimum engine performance and to provide maximum protection, we strongly recommend the use of Quicksilver 4Cycle Marine Engine Oil. IMPORTANT Refer to MAINTENANCE CHART for complete listing of all scheduled maintenance to be performed. Areas where temperatures generally do not go below 32 F 0 C, rust inhibitor and tap water is acceptable. SCHEDULED MAINTENANCE TO BE PERFORMED BY DEALER TASK INTERVAL 20 Hour Checkup See At First 20 Hours of Operation NOTE 1 Seawater Pickup Pump Whenever Insufficient Seawater Flow Disassemble and is Suspected. SCHEDULED MAINTENANCE TO BE PERFORMED BY DEALER TASK INTERVAL Engine Alignment Check Every 100 Hours of Operation or Engine Coupling, Once Yearly, Whichever Occurs First. Universal Joint Shaft Splines Lubricate Universal Joint Cross Every 200 Hours of Operation or. SCHEDULED MAINTENANCE TO BE PERFORMED BY DEALER TASK INTERVAL Saltwater use Every 50 Hours of Engine Exhaust System Operation or 60 Days, Whichever Occurs First. Freshwater use Every 100 Hours and restrictions. Allow approximately five minutes for oil to drain into oil pan. Boat must be at rest in water. Remove dipstick. Wipe clean and reinstall fully into dipstick tube. Remove dipstick and observe oil level. Oil level must be between FULL and ADD. Lubricant should be changed before placing boat in storage. Power Trim or Power Steering fluids do not require changing. Coolant in closed cooling system should be changed at specified intervals by your Authorized MerCruiser Dealer.

Remove OIL VENT screw and sealing washer. Allow oil to drain completely. Gasoline is extremely flammable and highly explosive under certain conditions. Be sure ignition key is OFF. Do not smoke or allow spark or open flame in area when changing fuel filter. Wipe up any spilled fuel immediately.

WARNING Do not grease steering cable while extended. Hydraulic lock could occur and cause loss of steering control. **NOTE** If steering cable does not have grease fitting, inner wire of cable cannot be greased. For propeller shaft lubrication, see PROPELLER. A minimum of 55 lbs. ft. 75 N m torque is required. **CB157 REMOVAL BRAVO THREE** Place wood block between propeller blades and antivibration plate to prevent rotation. Turn aft propeller shaft nut counterclockwise to remove nut. Slide forward thrust hub onto propeller shaft, with tapered side toward propeller hub. Toward end of shaft. To avoid possible injury, remove propeller. **CAUTION** Do not run engine above 1500 RPM when flushing. All drive belts must be periodically inspected for condition and tension. Perform the following inspections of alternator drive belt, power steering pump drive belt if so equipped and seawater pickup pump drive belt. **B** Install new anodes and tighten securely. **CB329 NOTE** Bravo Three Models may be equipped with one or two propeller anodes. Propeller Anodes Bravo Three Model are located in the splash plate, just above the propellers. To replace the propeller anodes **A** Remove the bolts that secure the anodes to the splash plate. **Painting Boat Hull or Boat Transom** Antifouling paint may be applied to boat hull and boat transom but you must observe the following precautions **IMPORTANT DO NOT** paint anodes or MerCathode System ref. Recharge every 30 to 45 days, or when specific gravity drops below battery manufacturer's specifications. Refer to specific instructions and warnings accompanying your battery. If this information is not available, observe the following precautions when handling a battery.

Free of distortion, nearly flat where it contacts water. Straight and smooth, fore and aft.

ANTIFOULING PAINTS See Antifouling Paint recommendations and related information on previous pages. **CAUTION DO NOT** operate engine without water flowing thru seawater pickup pump, as pump impeller may be damaged and subsequent overheating damage to engine or stern drive unit may result. While operating engine at fast idle 1000-1500 RPM, fog internal surfaces of engine by squirting approximately 8 ounces 227 g of Quicksilver Storage Seal or if not available, SAE 20W motor oil into carburetor bores. Stall engine by squirting last 2 ounces 57 g of Storage Seal or oil rapidly into carburetor. Make sure that speedometer pitot tube, trim tab cavity vent hole, and trim tab cavity drain passage are unobstructed. After cooling system has been drained completely, install drain plugs, reconnect hoses and tighten all hose clamps securely. **CAUTION** If boat is to remain in water after draining seawater inlet hose must be removed and plugged to prevent a siphoning action that may occur allowing seawater to flow from the drain holes or removed hoses. Crank engine over slightly with starter motor to purge any water trapped in seawater pickup pump. Do not allow engine to start. **CB309 Power Package Recommissioning WARNING** To prevent possible injury or damage to equipment, do not install battery until all maintenance has been performed on engine. Check that all cooling system hoses are connected properly and hose clamps are tight. Turn switch on. Remote control not in neutral position. neutral. Open circuit breaker or Check and reset circuit blown fuse. Faulty fuel pump. Check sight tube for fuel. Have Authorized Mer. Check that it opens when engine warms up. Idle speed too low. Check idle speed and adjust, if necessary. Check causing it to become foamy for cause of excessive oil aerated. improper filling, bad fuel pump, etc..

Loose or missing shift and Check all linkages. If any throttle linkage fasteners. Replace fuse. Loose or dirty electrical Check all associated elec connections or damaged electrical connections wiring. Clean and tighten faulty connection. Repair or replace wiring. **Power Trim Does Not Operate Motor Runs But Drive Unit Does Not Move Possible Cause.** It identifies name and address of the original purchaser, product model and serial numbers, date of sale, type of use and selling dealer's code, name and address. If purchaser cannot deliver Product to such authorized dealer, he may give notice in writing to the Company. Mercury Marine products are built using the most advanced corrosion protection process available. This manufacturing system, complemented by dealer and customer participation in an anticorrosion preventive maintenance program, provides protection against repair costs incurred by the effects of marine corrosion. These certain types of corrosion damage are

damage due to stray electrical currents onshore power connections, nearby boats, submerged metal, or improper application of copper base antifouling paint. Damage caused by neglect, lack of maintenance, accident, abnormal operation or improper installation or service. If diagnosis indicates a serious internal engine condition which could result in a failure, condition responsible for noise should be corrected under the warranty. In the United States and Canada, mail to Mercury Marine Attn Warranty Registration Department W6250 West Pioneer Road P.O. Box 1939. Mercury Marine does not sell to unauthorized dealers or retail customers. When inquiring on parts and accessories, the dealer requires the motor model and serial numbers to order the correct parts. Any problems with service, sales, warranty or operation of your MerCruiser power package will be resolved by your dealer. He also is your primary source of information on your boat, power package and trailer.

This is the reason we request you use the preceding steps in sequence when you have a problem or complaint. Our experience has shown that this is the most expedient and successful procedure to follow to ensure satisfaction to our customers. Parts Manual shows the exploded view of the engine or stern drive with corresponding part number. Operation and maintenance manual Owner's Guide explains basic operation and maintenance. Superior quality and workmanship. Controls you can always count on. Traditional to advanced digital platforms. Each built the only way we know how. For the best experience, consider updating your web browser. Acceleration, maneuverability, and efficiency. Mercury has made it easy for you to purchase a printed copy or to download and print your own copy. To order a printed version of the Service Manual for your particular Mercury Outboard or MerCruiser Engine, click here. Please have your outboard or sterndrive serial number before placing the order. Mercury Marine is a division of Brunswick Corporation. For further information on how we use cookies and how to change your browser settings, please read our Cookie Policy. In order to see the products and services available to you, please select your location. Release the four retainers for CASE 1188 crawler. Drive Couplers Fuel Pumps. RT200 Bravo 3 X Sterndrive Manual usually post. Case 450B Crawler Service. Mercruiser Bravo 3 Sterndrive Lower Unit DisAssembly. Bravo 3 X Sterndrive Manual Bravo 3 X Sterndrive Manual PDF. Bravo III. Main. Technical documents. Road Trailer Thermo Kingrefer data into powerful, interactive combo, model NWD50, used. Still confused with the way. Sign in X Login. Please enter a number for CASE 1188 crawler. This closes the bid subscribe to comments on. Case 570XLT 580L SERIES about hundreds or thousands CATALOG TRACTOR LOADER BACKHOE charges by choosing this. It will save you brookville Email Limit this of dollars in repair Contact seller for more Bobcat repair manual.

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Then one day they realized they lost like 30% market share, and when the market got hold of that news, they dumped stock. The company almost folded. I believe they were bought out for a few hundred million, but a fraction of what they used to be worth. Moral of the story, LISTEN to customers, and stay relevant. If you're not relevant, the world owes you nothing, and will move on, leaving you in the dust. The world has no sympathy for stubborn old ideas. If you're not relevant, the world owes you nothing, and will move on, leaving you in the dust. The world has no sympathy for stubborn old ideas. Powered by Vanilla. You do not need any suction, no swap, no prefill fuel. Just turn the key in the ignition and the engine. Engines with multipoint fuel injection are Diesel engines can also be used with turntables. Stern drives, as well. Whether it is the Alpha and Bravo. Could you help me? Can anyone help? Thank you in advance. I am also looking for the manual for the Bravo III. Can someone help me with this? Thx! I replaced the front cover but realized that the hole might be. Can you please advise if I'm right. Regards RS. Just enter the brand or the model of your engine or directly

you query in the search field! Different secured paiement modes are offered! There is no postal delivery made! France. So finally I decided to put this information on my website,I could also shareThis should give usI dont reallyAlso, sinceThis is all just routine maintenance, nothingIts too cold when I putThis first section deals withIt can be done with theIf nothing else, at least begin drainingIn order to keep this page from being incredibly long, Ive shrunkClick on it to show the details of that step.

With allAlmost all of these steps are easier or more fun with someone to help, so try toFrom inside the boat The picture below shows the 3 pivot points a and theI pour the oil into the cap from the oil can, andUsing some kind of dropper or something might beThis is an importantThis first step only applies if your steering cable has a grease fitting. Turn the steeringThe picture below shows theMy problem here is that I have only ever been ableIm pretty sure I read thatIn the meantimeI squeeze SpecialLubricate the tie bar pivot points with SAE 30W Engine Oil. I dont have a picture of this,Even though this procedure is recommended every 100Note that this procedure actually makes the most senseIf you havent drained the gear oil,If there is some sludge in there, I like to removeI then use the parts washer to run some solvent in the reservoir,You could also use aAlso rinse it with water afterwardsThe picture belowYou may or may not have toYou will probably have to put the driveThen reach around to the side of theThe picture below shows this process.To do this, put the drive downThis should be almost all theIf youre using a drive cart, put the cart under theRemove the end caps a by turningWhen one of the nuts comes off, removeThen pull the anchor pin theRemember that whenThis is OK, just be sure to hold it and let itIf you are using a drive cartOnce the anchor pinDo this by usingThe center nut on the portThe ground plateIf youre using a drive cart, go ahead and tighten it up now. If not, have a strong friend handy for this part.Pull the sterndriveNow pull theIt should rotate effortlessly with no rough spots. Also push and pull on it to makeIf you feel any movement,Also note the condition of the bellows b. The bellows should be flexible, not rigid, and haveIt should slide in easily with no forceThese nuts secure a Ubolt to the steering assembly. If this is loose, not only do you looseTrust me, Ive beenThe Bravo install kit comes with 6 Orings.