

REQUIRED MAINTENANCE & OPERATING INSTRUCTIONS

Thank you for choosing a Tohatsu Outboard Motor. Before using the motor thoroughly read and understand the instructions listed in the Owner's Manual. Like any piece of machinery it requires careful and knowledgeable attention, and in return it will give you excellent service over the years. Your engine has been pre-delivered and your Authorised Tohatsu Dealer has explained the running-in procedures to you.

The following instructions are important:

1. Have your motor serviced by an Authorised Tohatsu Dealer at the specified intervals as per the Service Record in this booklet (Date or hours used, whichever occurs first).
2. Keep your Service Record up to date, this information is required should your engine need Warranty attention.
3. Never turn your motor upside down, always ensure the power head is higher than the propeller, otherwise water can enter the engine through the exhaust system and cause internal damage to your engine.
4. Be sure your boat is rated for the horsepower and weight of the engine installed – power or weight greater than specified by the hull manufacturer is not only dangerous and illegal, it is also misuse and abuse.
5. Always operate the engine within the manufacturer recommended RPM range. The use of propellers or gear ratios that do not allow the engine to run cleanly in its recommended wide open throttle RPM range, can and usually will reduce engine life by causing premature wear and damage to your internal engine components.
6. Carefully inspect the propeller at frequent intervals, a propeller that has nicks, dents, bent blades or shows signs of dredging and wear must be replaced or repaired, otherwise engine performance will suffer and or failure can result.
7. (4-stroke) Always use the correct grade and viscosity of engine oil recommended for your Tohatsu outboard.
8. (2-stroke) Always use the correct grade, rating of engine oil recommended for your Tohatsu outboard (never use engine oil designed for air cooled 2-strokes in your Tohatsu outboard engine, e.g. lawnmower or motorcycle). For pre-mix models always carefully measure your fuel/oil mix ratios, improper oil mix ratios will fatally damage your outboard engine.
9. Always use the correct grade and octane rated fuel in your Tohatsu outboard, keep your fuel fresh and uncontaminated, and replenish any fuel that remains unused after 4 weeks. Fuel that becomes contaminated or stale will cause starting problems, lackluster performance and internal engine damage.
10. The use of any fuel containing alcohol, ethanol, acetone or benzene can unfortunately cause premature wear and damage to bearings, scuffed cylinders, pistons, piston rings, corrosion of metal parts, deterioration of rubber parts, starting difficulty, leaking carburetors, clogged fuel pipes, sticking valves, brittleness of plastic components, idling and other engine performance problems.
11. E10 fuel has the ability to absorb large quantities of atmospheric water it is also a very powerful solvent, because of these problems many international regulatory bodies now advise against the use of such fuel in the marine environment. Fuel that may mistakenly contain a higher concentration than 10% ethanol will cause damage to your Tohatsu outboard engine.
12. (TLDI, 4-stroke models) These models use highly sophisticated fuel delivery systems, water in these fuel systems will cause damage to the sensitive components. A good quality water separating fuel filter must always be fitted between the fuel tank and engine on these models. Check and clean the filter element regularly.
13. Your Tohatsu outboard engine was never designed nor intended to be used for racing or competitive activities, using your outboard engine in this way would ultimately see the failure and breakdown of numerous engine components.
14. Please do not modify your Tohatsu outboard in any way, or fit any aftermarket components not authorised, recommended or sold by Tohatsu.
15. Ensure your outboard has adequate ventilation, also keep it protected from excessive spray or backwash; spray and/or backwash can "drown" your engine – this can cause premature corrosion on electrical contacts and devices and carburetor parts and linkages. In the extreme water can be ingested into the air intake and cause internal engine damage and corrosion.
16. Exercise extreme caution when using your outboard in shallows or wooded estuaries etc, striking a submerged object or dredging the propeller through sand; even gently can and usually does cause damage to the internal lower unit gears and shafts, broken gear teeth and twisted propeller shafts can result.
17. Keep your Tohatsu outboard running cool – regularly check water pick up screens for foreign material or blockages. A lack of good flow and cooling water and your engine can suffer severely from overheating. A motor being mounted too high on the transom or trimming the engine too high whilst underway can also cause lack of water to the engine and overheating.
18. When shifting into forward or reverse gear – at engine idle speed; engage the shift lever rapidly. Do not "ease" the shift mechanism into gear, this causes inaccurate engagement (ratcheting) and excessive wear to the shift clutch and gears.
19. (Electric models) Never continuously engage the electric starter motor for more than 15 seconds – the starter motor can overheat very quickly and become damaged.
20. Regularly inspect and clean the sacrificial anodes mounted to your Tohatsu outboard – these sacrificial anodes are as their name implies are sacrificial, it is a normal process for them to be eroding away. They are there to help protect your outboard from electrolysis. Sacrificial anodes must be replaced when they are 2/3 eroded away. The effects of electrolysis will cause paint blemishes, blistering of the paint and in extreme cases erosion of the engine aluminium components.
21. If you are using your Tohatsu outboard in salt or polluted water, it is very important to follow the "washing with fresh water" instructions in your Owner's Manual. Salt is corrosive to metal, salt crystals left in cooling galleries will eventually attack surfaces and corrode through gallery walls causing major damage and repair costs.