SPECIFICATIONS

| Model Numbers | 6R71 - Standard length (15" transom) | Propeller drive pin | | Part Number 307949, 3/16" x 1-25/64" stainless steel | | | el |
|--|---|--|---|--|------------|------------|------|
| | 6RL71 - 5" longer (20" transom) | Propeller | | 8" diameter x 7-1/4" pitch, 2 blade | | | |
| Horsepower (B.I.A | 6 hp at 4500 rpm | Speed control | | Twist-grip, synchronized throttle and spark | | | |
| certified) Full throttle | 4000 - 5000 rpm | Gear shift control Weight (without fuel tank) | | Forward, neutral, and reverse | | | erse |
| operating range Tank test with | 4000 rpm | | | Model 6R71 - 51 pounds Model 6RL71 - 52 pounds (Fuel tank weight 11 pounds net) | | | |
| test wheel | Part Number 380757 | | | | | | |
| Engine type | 2 cylinder, 2 cycle, alternate firing | Fuel capacity Starter | | 6 gallons | | | |
| Bore and stroke | 1-15/16" bore x 1-1/2" stroke | | | Manual, self-rewinding | | | |
| Piston displace- | 8.84 cubic inches | Ignition | | Flywheel magneto | | | |
| ment | | Spark plug | | AC-M44C, Champion J6J, - 14mm | | | |
| Piston ring sets (3) standard .030" oversize | Part Number 378432 Part Number 384336 | Spark plug | ug gap .030 inch | | | | |
| Diameter of ring | 1.9375 in. (standard) | Spark plug | olug torque 17-1/2 - 20-1/2 Foot-pounds | | | ınds | |
| Width of ring | .09350925 in. | Breaker point gap | | .020 inch | | | |
| Lbs. compression recommended when compressed | 2 to 4 lbs. | Condenser Capacity | | | | | |
| Piston less rings | | Part No. 5 | 80416 Co | il Tes | st Specifi | ications - | |
| standard .030" oversize | Part Number 376994 Part Number 384335 | Old Stevens Tester | | | | | |
| Crankshaft size | .80808075 in. .80808075 in. .80808075 in. | Switch | Switch Index Reading | | | | |
| top journal center journal bottom journal | | A | 2 - 2.5 | | | | |
| Connecting rod crank pin | .66906685 in. | New Stevens Tester Model No. M.A75 | | | | | |
| Carburetion | Single barrel, float feed, low- speed adjustment | Switch | Index Adjustment | | | | |
| Float level setting | Flush with rim of casting | Merc-O-Tronic | | | | | |
| Carburetor orifice plug | Hole size .044" | Operating Primary Secondary Amperage Resistance Continuity | | | | | |
| Inlet needle seat | .053" to .050". Use a #55 drill as gage | | Min Max. Min M 1.4 .4555 .35 - | | Max. | | |
| Cooling system | Vari-Volume (combination positive displacement and centrifugal pump) Thermostatically controlled | Graham Tester Model 51 Maximum Maximum Coil Minimum Gap Secondary Primary Index Coil Test Index | | | | | |
| | 15:26 | | | | | | 70 |

^{*}Horsepower established at sea level. Allow 2% reduction per 1000' above sea level.

CLEARANCE CHART

| POWER HEAD | | LOWER UNIT | | |
|--|--|---|--------------------|--|
| Piston ring gap | .015 Max005 Min. | Gearcase head and propeller shaft | .0020 Max0010 Min. | |
| Piston ring groove clearance | .0035 Max0010 Min. | Bearing housing bushing to drive- shaft | .0030 Max0015 Min. | |
| Cylinder and piston | .003 Max0018 Min. | Propeller shaft in front gear bushing | .0015 Max0005 Min. | |
| Crankshaft bushings Upper Center Lower | .0025 Max0015 Min. .0025 Max0015 Min. | Propeller shaft to reverse gear bushing | .0015 Max0005 Min. | |
| Lower | .0025 Max0015 Min. | Front gear to gearcase bearing | .0022 Max0010 Min. | |
| Connecting rod bearings Piston end | .0010 Max0003 Min. | Rear reverse gear bushing | .0020 Max0005 Min. | |
| Crankshaft end | Needle bearing | Propeller hub on | .007 Max005 Min. | |
| Piston and wrist pin loose end | .0007 Max0000 Min. | shaft | | |

TORQUE CHART

| POWER HEAD | | Pull at propeller 120-140 pounds | | | | |
|--|--|--|--------------------|----------------|--|--|
| Connecting rod screws | 60-66 Inch-pounds | shaft to over- come reverse lock* | CUIV | | | |
| Flywheel nut | 40-45 Foot-pounds | Slip clutch 70 Foot-pounds propeller | | | | |
| Cylinder head | 60-80 Inch-pounds | | | | | |
| screws | and the second of the second | *Standard length lower unit. | | | | |
| Crankcase to | | STANDARD SCREWS | | | | |
| cylinder screws Upper | 60-80 Inch-pounds | STANDARD SCREWS | | | | |
| Center | 60-80 Inch-pounds 60-80 Inch-pounds | | Inch-Pounds | Foot-Pounds | | |
| Spark plugs | 17-1/2 - 20-1/2 Foot-pounds | No. 6 | 7-10 | | | |
| The state of the s | 1. 1/2 20 1/2 1 oot pounds | No. 8 | 15-22 | | | |
| | | No. 10 | 25-35 | 2-3 | | |
| | | No. 12 1/4" | 35-40 | 3-4 | | |
| LOWER UNIT | | 5/16" | 60-80 | 5-7 | | |
| | | 3/8" | 120-140 220-240 | 10-12 18-20 | | |
| Side mount nuts - | 150-170 Inch-pounds | 0,0 | 220-210 | 10-20 | | |
| upper and lower | (12-14 Foot-pounds) | | CAUTION | | | |
| Lower mount housing to pilot shaft screws | 72-96 Inch-pounds | When tightening two or more screws on the same part, DO NOT tighten screws completely, one at a time. To avoid distortion of the part, first tighten all screws together to | | | | |
| Pilot shaft to steering bracket screws | 60-80 Inch-pounds (5-7 Foot-pounds) | one-third of specified torque, then to two- thirds of specified torque, then torque down completely. NOTE Re-check torque on cylinder head screws and spark plugs after motor test has been com- pleted and motor has cooled comfortable to touch. | | | | |
| Pull at propeller shaft for tilt up lower units* | 25-30 pounds | | | | | |