



# IMPORTANT INFORMATION

## Section 1A - Specifications

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### Specifications

<b>Model 135/XR6/MAGIII/200/150XRI/175XRI/200XRI</b>		
<b>HORSEPOWER (KW)</b>	<b>Model 135</b> <b>Model 150XRI</b> <b>Model XR6/MAGIII</b> <b>Model 175XRI</b> <b>Model 200/200XRI</b>	135 (100.6) 150 (111.8) 150 (111.8) 175 (130.5) 200 (149.1)
<b>OUTBOARD WEIGHT</b>	<b>Model 135</b> <b>Model XR6/MAGIII/200</b> <b>Model 150XRI/175XRI/200XRI</b>	413.0 lbs. (188.0 kg) 406.0 lb (184.0 kg) 416.0 lb (189.0 kg)
<b>CYLINDER BLOCK</b>	<b>Model 135</b> <b>Type</b>  <b>Displacement</b> <b>Thermostat</b> <b>Model XR6/MAGIII/200</b> <b>150XRI/175XRI/200XRI</b> <b>Type</b>  <b>Displacement</b> <b>Thermostat</b>	V-6 Cylinder, Two Cycle, Loop Charged 121.9 cu. in. (1998cc) 143°F (61.7°C)  V-6 Cylinder, Two Cycle, Loop Charged 153.0 cu. in. (2507cc) 143°F (61.7°C)
<b>STROKE</b>	<b>Length (All Models)</b>	2.650 in. (67.31 mm)
<b>CYLINDER BORE</b>	<b>Diameter (Std)</b> – <b>Models 135</b> – <b>Models XR6/MAGIII/200</b> <b>150XRI/175XRI/200XRI</b> <b>Taper/Out of Round/Maximum Wear</b> <b>Bore Type</b>	3.125 in. (79.375 mm)  3.501 in. (88.925 mm) 0.003 in. (0.076 mm) Cast Iron
<b>CRANKSHAFT</b>	<b>Maximum Runout</b>	0.006 (0.152 mm)



**SPECIFICATIONS**

<p><b>PISTON</b></p>	<p><b>Piston Type</b>  <b>Models 135</b>  <b>Standard</b></p> <p><b>0.015 in. (0.381 mm) Oversize</b></p> <p><b>0.030 in. (0.762 mm) Oversize</b></p> <p><b>Models XR6/MAGIII/200</b>  <b>150XRI/175XRI/200XRI</b>  <b>Standard</b></p> <p><b>0.015 in. (0.381 mm) Oversize</b></p>	<p>Aluminum</p> <p>3.115 in. ± 0.002 in.  (79.121 mm ± 0.051 mm)</p> <p>3.130 in. ± 0.002 in.  (79.502 mm ± 0.051 mm)</p> <p>3.145 in. ± 0.002 in.  (79.883 mm ± 0.051 mm)</p> <p>3.494 in. ± 0.001 in.  (88.748 mm ± 0.025 mm)</p> <p>3.509 in. ± 0.001 in.  (89.129 mm ± 0.025 mm)</p>
<p><b>COMPRESSION</b></p>	<p><b>All Models – Using a fully charged battery, throttle shutters wide open and cylinder block warm</b></p>	<p>110 – 135 psi  (753.3 – 924.5 kPa)</p> <p>Variance between cylinders should not exceed 15 psi (102.7 kPa)</p>
<p><b>REEDS</b></p>	<p><b>Model 135</b>  <b>Model XR6/MAGIII/200</b>  <b>Model 150XRI/175XRI/200XRI</b>  <b>Reed Type</b>  <b>Reed Stand Open (Max.)</b>  <b>Reed Stop (Max.)</b></p>	<p>Steel</p> <p>0.020 in. (0.50 mm)</p> <p>Not Adjustable</p>
<p><b>MID SECTION</b></p>	<p><b>Power Trim (Total Tilt Range)</b>  <b>Power Trim (Tilt Range)</b>  <b>Maximum Allowable Leak down in 24 hrs.</b>  <b>Tilt Pin Adjustment Positions</b>  <b>Steering Pivot Range</b>  <b>Allowable Transom Thickness</b></p>	<p>75°  20°</p> <p>1 in. (25.4 mm)  5  60°  2-3/8 in. (6.03 cm) Maximum</p>
<p><b>FUEL SYSTEM</b></p>	<p><b>Fuel</b>  <b>Recommended Gasoline</b>  <b>Model 135</b>  <b>Model XR6/MAGIII/200</b>  <b>Model 150XRI/175XRI/200XRI</b>  <b>Recommended Oil</b>  <b>Model 135</b>  <b>Model XR6/MAGIII/200</b>  <b>Model 150XRI/175XRI/200XRI</b></p> <p><b>Gasoline/Oil Ratio</b>  <b>Fuel Pressure Pulse Driven Pump</b>  – @ Idle  – @ WOT</p>	<p>Gasoline w/Oil Injection</p> <p>Unleaded 87 Octane Minimum</p> <p>Quicksilver TC-W3 2 Cycle Outboard Oil Only  50:1 (25:1 Break-In)</p> <p>1 – 3 psi (6.8 – 20.5 kPa)  12 psi (82.1 kPa) Minimum</p>
<p><b>STARTING SYSTEM</b></p>	<p><b>Manual Start – All Models</b>  <b>Electric Start – All Models</b>  <b>Starter Draw (Under Load)</b>  <b>Starter Load (No Load)</b></p> <p><b>Battery Rating</b></p>	<p>Emergency Start Rope</p> <p>175 Amperes  40 Amperes</p> <p>Min. 630 Marine Cranking Amps (MCA) or 490 Cold Cranking Amps (CCA)</p>



<b>IGNITION SYSTEM</b>	<b>Type</b> <b>Spark Plug Type</b> <b>Spark Plug Gap</b> <b>Firing Order</b>	Capacitor Discharge NGK BPZ8HS-10 0.040 in. (1.0 mm) 1-2-3-4-5-6
<b>CHARGING SYSTEM</b>	<b>Alternator Output (Regulated)</b> <b>Voltage Regulator Draw with Ignition Key in the Off Position</b>	40 Amperes @ 5000 rpm 0 – 4 Milliamperes Each (0 – 8 Milliamperes total system draw)

<b>TIMING</b>	<b>Idle Speed/Pickup Timing</b> – 135 Carb Models – XR6/MAG III – 200 Carb – 150XRI/175 XRI Models – 200 XRI Model  <b>Maximum BTDC</b> – <b>Model 135</b> @ Cranking Speed @ WOT RPM  – <b>XR6/MAG III Carb/175 XRI</b> @ Cranking Speed @ WOT RPM  – <b>Model 150 XRI</b> @ Cranking Speed @ WOT RPM  – <b>Model 200 Carb</b> @ Cranking Speed @ WOT RPM  – <b>Model 200XRI</b> @ Cranking Speed @ WOT RPM	0° – 9° ATDC  25° BTDC 19° BTDC  26° BTDC 20° BTDC  22° BTDC 16° BTDC  20° BTDC 18° BTDC  24° BTDC 18° BTDC
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**\*NOTE:** Timing specifications listed are for 2000 model year engines. Refer to timing decal on engine for previous model year timing specifications.



<b>GEAR HOUSING</b>	<b>Gear Ratio</b> <ul style="list-style-type: none"> <li>- Models 135</li> <li>- Models XR6/MAGIII/150XRI</li> <li>- Models 200/175XRI/200XRI</li> </ul> <b>Gear Ratio – High Altitude</b> <ul style="list-style-type: none"> <li>- Models 135</li> <li>- Models XR6/MAGIII/175/200 150XRI/175XRI/200XRI</li> </ul> <b>Gearcase Capacity</b> <ul style="list-style-type: none"> <li>- 1.87:1/2.00:1/2.30:1</li> </ul> <b>Pinion Height</b> <ul style="list-style-type: none"> <li>- All Models</li> </ul> <b>Forward Gear Backlash</b> <ul style="list-style-type: none"> <li>- 1.87:1 Ratio</li> <li>- 2.00:1 Ratio</li> <li>- 2.30:1 Ratio</li> </ul> <b>Water Pressure @ rpm</b>	 2.00:1 (14/28 teeth) 1.87:1 (15/28 teeth) 1.87:1 (15/28 teeth)  2.30:1 (13/30 teeth)  2.00:1 (14/28 teeth)  22.5 fl oz (665.4 ml)  0.025 in. (0.64 mm)  0.018 in. – 0.027 in. (0.460 mm – 0.686 mm) 0.015 in. – 0.022 in. (0.381 mm – 0.558 mm) 0.018 in. – 0.023 in. (0.460 mm – 0.584 mm)  12 psi Minimum @ 5500 rpm
<b>OIL INJECTION</b>	<b>Recommended Oil</b> <b>Oil Tank Capacity</b> <b>Approx. Time</b> <ul style="list-style-type: none"> <li>- Model 135</li> <li>- Model XR6/MAGIII/175/200</li> <li>- Model 150XRI/175XRI/200XRI</li> </ul> <b>Reserve Capacity/Approx. Time</b>  <b>Output @ 1000 RPM for 3 Minutes with Pump @ Full Open</b> <ul style="list-style-type: none"> <li>- Model 135</li> <li>- Model XR6/MAG III/200</li> <li>- Model 150XRI/175XRI/200XRI</li> </ul>	Quicksilver TC-W3 3 gal. (11.4 Liter)  8.7 hrs. Approx. 6.6 hrs. Approx. 6.6 hrs. Approx. .94 qt. (0.89 Liter) 30 – 35 min.  12cc @ 1000 rpm 15cc @ 1000 rpm 15cc @ 1000 rpm
<b>FUEL INJECTION</b>	<b>Idle RPM</b> <ul style="list-style-type: none"> <li>- All Models</li> </ul> <b>Wide Open Throttle (WOT) RPM</b> <ul style="list-style-type: none"> <li>- Model 150XRI/175XRI</li> <li>- Model 200XRI</li> </ul> <b>Float Adjustment (Vapor Separator) Float Level</b> <b>Injectors</b> <ul style="list-style-type: none"> <li>- All Models (Quantity)</li> <li>- CDM # Controls: <ul style="list-style-type: none"> <li>- #1 Primary Circuit</li> <li>- #3 Primary Circuit</li> <li>- #5 Primary Circuit</li> </ul> </li> </ul> <b>Line Pressure @ Injectors</b>	650 ± 50  5000 – 5600 5000 – 5800  Preset @ Factory  6  #3 and #4 Injectors #5 and #6 Injectors #1 and #2 Injectors 34 psi – 36 psi (234 kPa – 248 kPa)



<b>CARBURETOR</b>	<p><b>Idle RPM</b></p> <ul style="list-style-type: none"> <li>- Model 135/200</li> <li>- Model XR6/MAGIII</li> </ul> <p><b>Wide Open Throttle (WOT) RPM</b></p> <ul style="list-style-type: none"> <li>- Model 135/200</li> <li>- Model XR6/MAGIII</li> </ul> <p><b>Idle Mixture Screw Adjustment (Preset - Turns Out)</b></p> <ul style="list-style-type: none"> <li>- Carburetor Model 135</li> <li>- Carburetor Models 150/200</li> <li>- All EFI Models</li> </ul> <p><b>Float Adjustment</b></p> <p><b>Float Level</b></p>	<p>650 ± 50 675 ± 50</p> <p>5000 – 5500 5000 – 5500</p> <p>1-1/2 ± 1/8 1-1/4 ± 1/8 Not Adjustable</p> <p>Float Even with Bowl Edge w/Bowl Inverted</p>
<b>CARBURETOR</b>	<p><b>WMV Carburetor Jets</b></p> <ul style="list-style-type: none"> <li>- Model 135 (WMV 15) <ul style="list-style-type: none"> <li>- Main Jet</li> <li>- Idle Air Jet</li> </ul> </li> <li>- Vent Jet</li> <li>- Model XR6/MAGIII (WMV 16) <ul style="list-style-type: none"> <li>- Main Jet</li> <li>- Idle Air Jet</li> </ul> </li> <li>- Vent Jet</li> <li>- Model 200 (WMV 18) <ul style="list-style-type: none"> <li>- Main Jet</li> </ul> </li> <li>- Idle Air Jet</li> <li>- Vent Jet</li> </ul>	<p>.072 (all cylinders) Cyl. 2,4 – .040 Cyl. 1 – .036 Cyl. 3 - .030 Cyl. 6 - .048 Cyl. 5 - .038 .086 (all cylinders)</p> <p>.074 (all cylinders) Cyl. 1,2,3,4,5 – .044 Cyl. 6 – .048 .082 (all cylinders)</p> <p>Cyl 2,3 – .082 Cyl. 1,4 – .080 Cyl. 5 – .084 Cyl. 6 – .078 Cyl. 2 – .038 Cyl. 1 – .042 Cyl. 3,4,5,6 – .028 .086 (all cylinders)</p>