

## TRANSOM MOUNTING SPECIFICATIONS

(Refer to Illustrations on Next Page)

Merc Model	Min. A §	Min. B	Min. C**	Min. D	Min. E	F*		G	H***	J	Control On Boat Mount▲
						Short Shaft	Long Shaft				
1400-1350-1250-1150- 1100-1000-950	33"	17"	16"	27¼"	32"	15½"	20"	30"	4-3/8"	2-3/8"	R. Side
800 & 650 (1966-thru- 1971)	33	17	16	22½	28½	15½	20	24	4-3/8	2-3/8◆	R. Side
650 (3-Cyl. 1972)	33	17	18	18	26½	15½	20	19½	4-3/8	2-3/8	R. Side
500	31½	16	15½	20	25½	16½●	20	20½	4-3/8	2-3/8◆	R. Side
402-400-350 (2-Cyl.)	34	16	18	16	24	16½●	20■	17-3/4	4-3/8	2¼	R. Side
200	39¼	21	18¼	16¼	23-3/8	15½	20½	19-5/8●	4-3/8	1-7/8◆	R. Side
110-75-60	35¼	21¼	13½	14-3/8	20-1/8	15½	20½	19-5/8●	2-7/8	1-7/8◆	R. Side
40-39	35¼	21¼	13½	12¼	18¼	15½	20½	18¼●	2-7/8	1-7/8◆	R. Side

\* Best transom height for 4 and 6-cylinder engines is to locate engine's anti-cavitation plate parallel and even with the boat bottom. Boats with heavy keels will require lower settings to avoid propeller cavitation. Very fast boats may benefit from higher settings.

\*\* Variable on deep "V" hulls § Includes clearance for Power Trim where applicable.

\*\*\* Allows sufficient clearance for Ride-Guide Steering. For rope steering, add to this figure according to type of bracket used.

▲ Recommended location for mounting remote throttle-shift and steering controls on boat to balance engine torque caused by direction of propeller rotation.

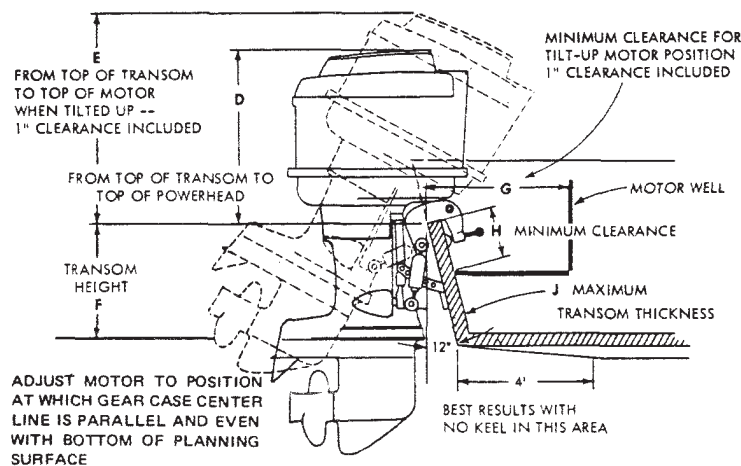
◆ 2¼" for 1971-72 models

● 15½" for 1970-71-72 Merc 400-500 and for Merc 402

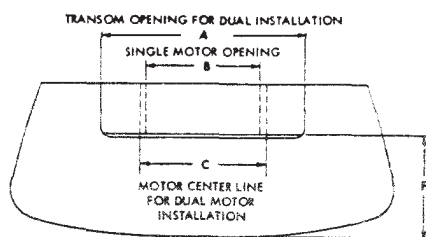
Metric Conversion: 1" = 2.54cm

■ 21½" for 1966 Merc 350

● End of throttle-shift-steering (tiller) handle



Metric Conversion: 1" = 25.4mm (millimeters)  
1' = 0.3m (meter)



In setting up a boat for maximum speed, run the first test with the motor way in, close to the transom; then move it out one tilt pin hole at a time until maximum performance is reached.

**CAUTION:** Before operating, motors of 20-or-more horsepower must be secured to boat with 2 bolts placed through transom into slots provided at bottom of clamp bracket. Refer to Figure 1 and instructions on red "Caution" tag attached to new motor. Upper mounting bolts must be installed on all 6-cylinder motors and on 3 and 4-cylinder motors if transom has an extremely hard, smooth surface or for severe service. During operation, clamp screws should be checked occasionally for tightness on the transom. Failure to bolt motor to transom may result in damage to boat and/or loss of motor and possible injury to occupants of boat.

## 2-2. TILT PIN ADJUSTMENT

Do not operate motor with tilt lock pin removed.

Holes are provided in the clamp bracket to permit changing location of tilt lock pin for proper adjustment of tilt angle. Tilt angle of motor on transom should be set so that anti-cavitation plate (Figures 1, 3 and 4) is about parallel and even with bottom of boat. Speed of boats, which have center of gravity located forward, may sometimes be improved by tilting motor out one tilt pin hole. This will tend to raise bow and reduce wetted surface. If motor is tilted in, boat will ride bow down, wetting more of the bottom and reducing speed. The preceding generally, will improve operation in rough water. Under ideal conditions, efficiency is best with lower unit operating in level position, because entire thrust then is applied parallel to plane of motion. With some boats, however, and under certain unfavorable conditions of loading, there will be a tendency to ride stern high or bow high. (Figure 3) This condition can be corrected considerably by adjusting tilt angle so that boat rides level.

It must be considered that operation with excessive tilt will reduce performance noticeably and may induce cavitation. It is, therefore, preferable to level boat by proper loading rather than by extreme adjustment of tilt angle. Except on very rough water, if tilt angle is correctly adjusted and boat is favorably loaded, a properly designed boat will ride level and will plane without "spanking" or "bucking." (Figure 4)

Figure 3. General Specifications Transom Mounting