



IMPORTANT INFORMATION

Section 1A - Specifications

**1
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Specifications

Model 135/XR6/MAGIII/200/150XRI/175XRI/200XRI		
HORSEPOWER (KW)	Model 135 Model 150XRI Model XR6/MAGIII Model 175XRI Model 200/200XRI	135 (100.6) 150 (111.8) 150 (111.8) 175 (130.5) 200 (149.1)
OUTBOARD WEIGHT	Model 135 Model XR6/MAGIII/200 Model 150XRI/175XRI/200XRI	413.0 lbs. (188.0 kg) 406.0 lb (184.0 kg) 416.0 lb (189.0 kg)
CYLINDER BLOCK	Model 135 Type Displacement Thermostat Model XR6/MAGIII/200 150XRI/175XRI/200XRI Type Displacement Thermostat	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)
STROKE	Length (All Models)	2.650 in. (67.31 mm)
CYLINDER BORE	Diameter (Std) – Models 135 – Models XR6/MAGIII/200 150XRI/175XRI/200XRI Taper/Out of Round/Maximum Wear Bore Type	3.125 in. (79.375 mm) 3.501 in. (88.925 mm) 0.003 in. (0.076 mm) Cast Iron
CRANKSHAFT	Maximum Runout	0.006 (0.152 mm)



SPECIFICATIONS

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



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

TIMING		
	Idle Speed/Pickup Timing – 135 Carb Models – XR6/MAG III – 200 Carb – 150XRI/175 XRI Models – 200 XRI Model	0° – 9° ATDC
	Maximum BTDC – Model 135 @ Cranking Speed @ WOT RPM	25° BTDC 19° BTDC
	– XR6/MAG III Carb/175 XRI @ Cranking Speed @ WOT RPM	26° BTDC 20° BTDC
	– Model 150 XRI @ Cranking Speed @ WOT RPM	22° BTDC 16° BTDC
	– Model 200 Carb @ Cranking Speed @ WOT RPM	20° BTDC 18° BTDC
	– Model 200XRI @ Cranking Speed @ WOT RPM	24° BTDC 18° BTDC

***NOTE:** Timing specifications listed are for 2000 model year engines. Refer to timing decal on engine for previous model year timing specifications.



GEAR HOUSING	Gear Ratio – Models 135 – Models XR6/MAGIII/150XRI – Models 200/175XRI/200XRI Gear Ratio – High Altitude – Models 135 – Models XR6/MAGIII/175/200 150XRI/175XRI/200XRI Gearcase Capacity – 1.87:1/2.00:1/2.30:1 Pinion Height – All Models Forward Gear Backlash – 1.87:1 Ratio – 2.00:1 Ratio – 2.30:1 Ratio Water Pressure @ rpm	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
OIL INJECTION	Recommended Oil Oil Tank Capacity Approx. Time – Model 135 – Model XR6/MAGIII/175/200 – Model 150XRI/175XRI/200XRI Reserve Capacity/Approx. Time Output @ 1000 RPM for 3 Minutes with Pump @ Full Open – Model 135 – Model XR6/MAG III/200 – Model 150XRI/175XRI/200XRI	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
FUEL INJECTION	Idle RPM – All Models Wide Open Throttle (WOT) RPM – Model 150XRI/175XRI – Model 200XRI Float Adjustment (Vapor Separator) Float Level Injectors – All Models (Quantity) – CDM # Controls: – #1 Primary Circuit – #3 Primary Circuit – #5 Primary Circuit Line Pressure @ Injectors	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)



CARBURETOR	Idle RPM – Model 135/200 – Model XR6/MAGIII Wide Open Throttle (WOT) RPM – Model 135/200 – Model XR6/MAGIII Idle Mixture Screw Adjustment (Preset - Turns Out) – Carburetor Model 135 – Carburetor Models 150/200 – All EFI Models Float Adjustment Float Level	650 ± 50 675 ± 50 $5000 - 5500$ $5000 - 5500$ $1-1/2 \pm 1/8$ $1-1/4 \pm 1/8$ Not Adjustable Float Even with Bowl Edge w/Bowl Inverted
CARBURETOR	WMV Carburetor Jets – Model 135 (WMV 15) – Main Jet – Idle Air Jet – Vent Jet – Model XR6/MAGIII (WMV 16) – Main Jet – Idle Air Jet – Vent Jet – Model 200 (WMV 18) – Main Jet – Idle Air Jet – Vent Jet	$.072$ (all cylinders) Cyl. 2,4 – $.040$ Cyl. 1 – $.036$ Cyl. 3 – $.030$ Cyl. 6 – $.048$ Cyl. 5 – $.038$ $.086$ (all cylinders) $.074$ (all cylinders) Cyl. 1,2,3,4,5 – $.044$ Cyl. 6 – $.048$ $.082$ (all cylinders) 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)