

2N/K/J/H/G/F/D

*Genuine*

**OUTBOARDS by**

**YAMAHA**

**SERVICE MANUAL**

LIT-18616-00-01

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# NOTES ON SERVICE

## **Fire Prevention**

When servicing the fuel system, keep away from heat, sparks and open flames.

## **Right Tools**

Be sure to use the right special tool for the right part in order to protect the part from damage. Always use the right tool and the right instrument. (Avoid using open-end wrenches as much as possible, and use box and socket wrenches.)

## **Oil and Grease**

Be sure to use genuine Yamaha oil and grease. Never use any other brand.

## **Non-Reusable**

Always use new gaskets (packings), O-rings, cotter pins and circlips for replacement.

## **Tightening Torque**

Be sure to keep to tightening torque specifications.

When tightening bolts, nuts and screws, start with a larger-diameter one and from an inner-positioned one to an outer-positioned one in a criss-cross pattern.

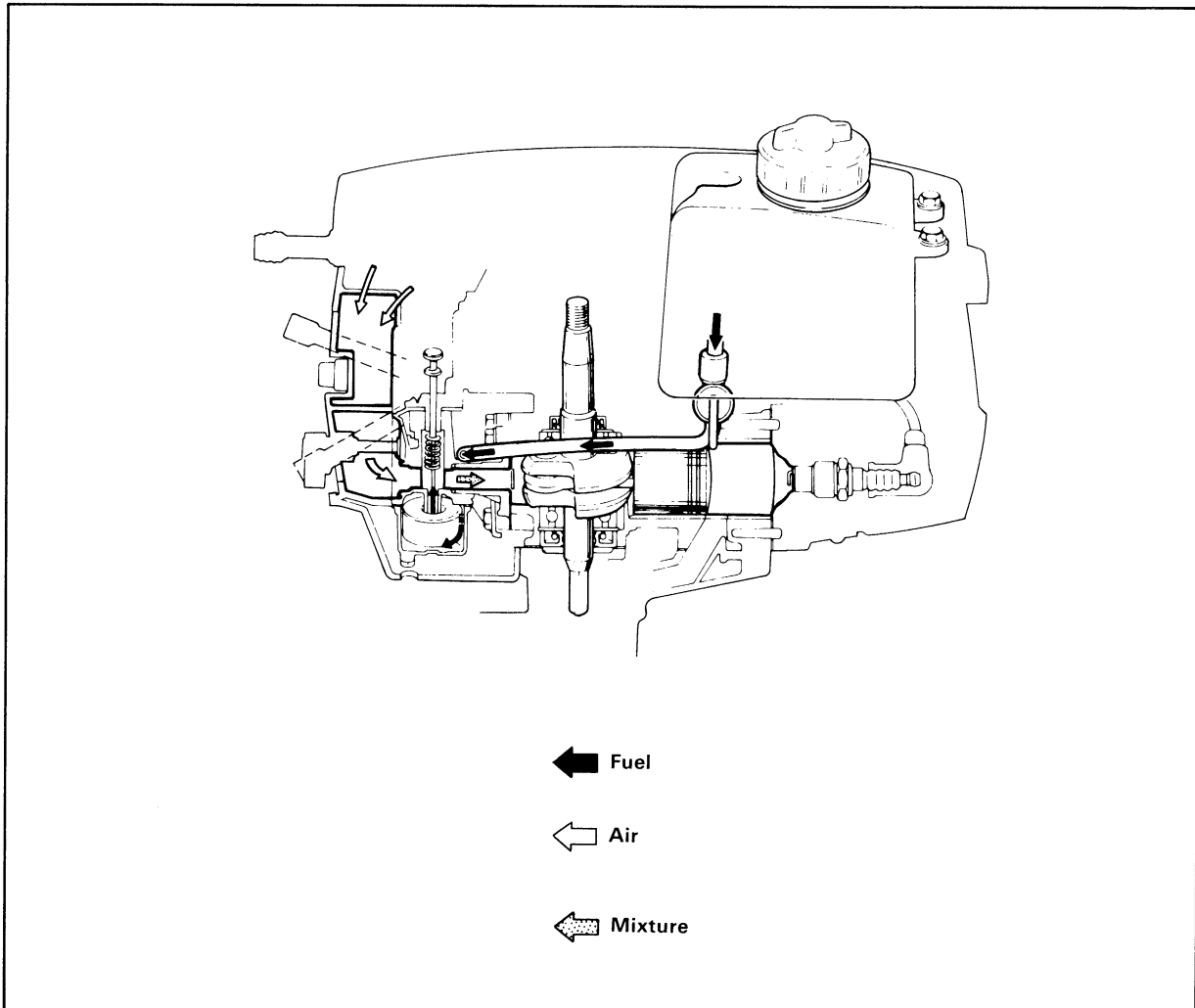
## **Notes on Disassembly and Assembly**

1. Parts should be blown off with compressed air whenever they are disassembled.
2. Contact surfaces of moving parts should be oiled when they are assembled.
3. Make sure that parts move smoothly after each section of the machine is assembled.

# CHAPTER 3. FUEL SYSTEM AND CARBURETION

## DESCRIPTION

The model 2N has a plastic fuel tank (capacity: 1.2 l, 0.32 US gal, 0.26 Imp gal) on the cylinder block, and fuel flows down to the carburetor of its own weight.



# CHAPTER 4. POWER HEAD OVERHAUL

## DESCRIPTION

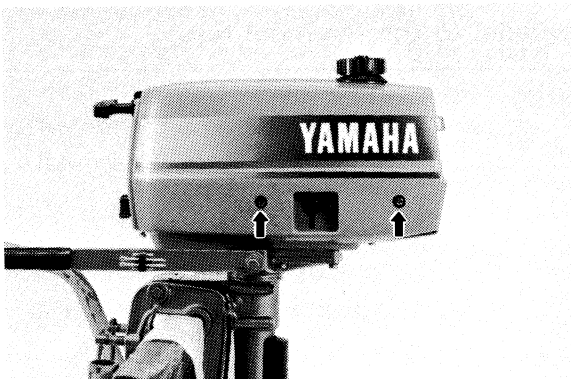
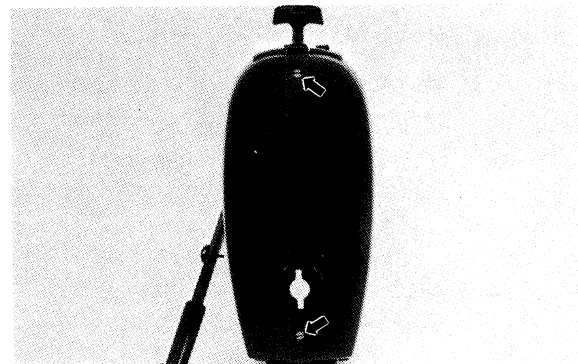
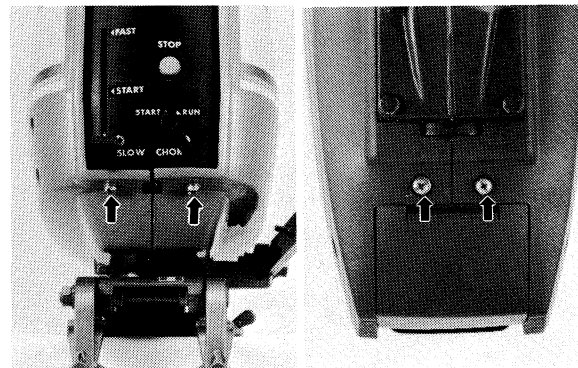
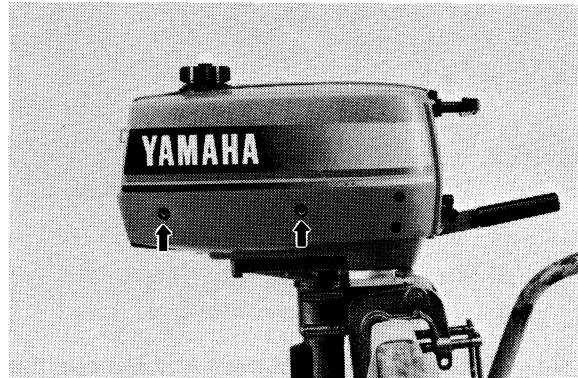
The model 2N is a 2-stroke, water-cooled, 43 cm<sup>3</sup> (2.62 cu.in), single cylinder engine. The Schnürle scavenging system is used, and the ignition system is the flywheel magneto system with a fixed magneto base.

## PREPARATION FOR REMOVAL

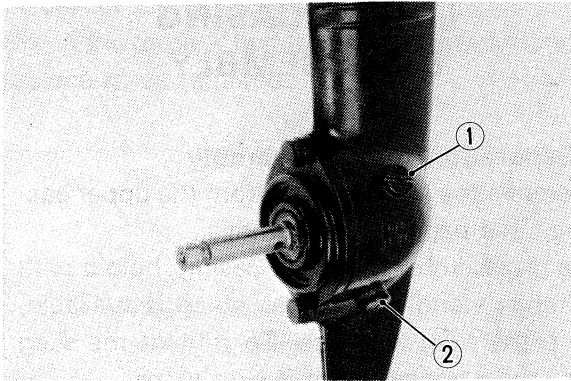
1. All dirt, mud, dust and foreign material must be cleaned from the engine before the engine is removed and disassembled. This will help keep foreign material out of the engine.
2. Before engine removal and disassembly, be sure that you have the proper tools and cleaning equipment. With them, you can perform your work cleanly and efficiently.
3. During engine disassembly, clean all parts and place them in trays in their order of disassembly. This will speed up assembly and help assure that all parts are correctly reinstalled in the engine.

## REMOVAL

1. Remove the 10 screws and remove the apron.

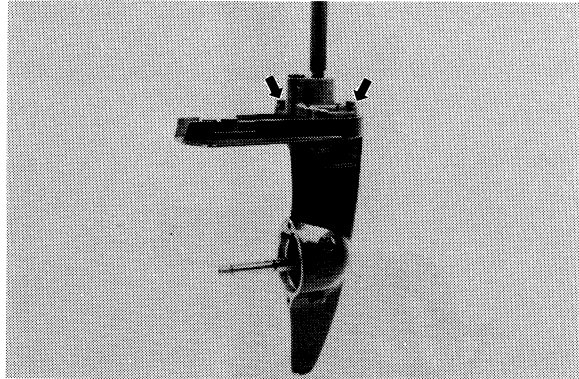
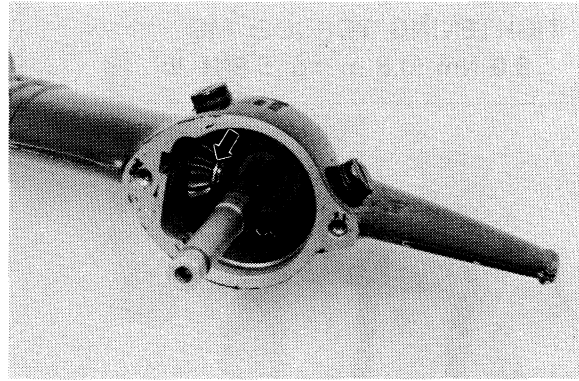
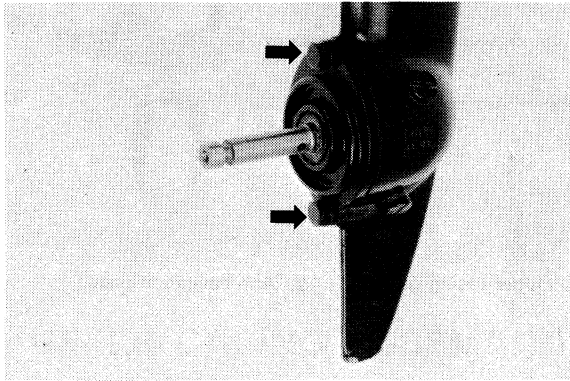




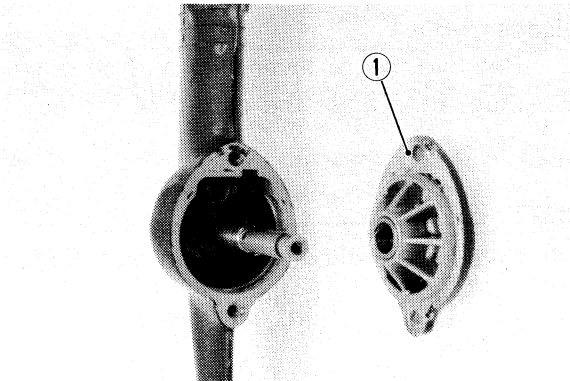


1. Oil level plug      2. Oil drain plug

2. Remove the two bolts securing the lower casing cap. Turn the cap to the right or to the left, and by tapping it with a soft-faced hammer, remove the cap.

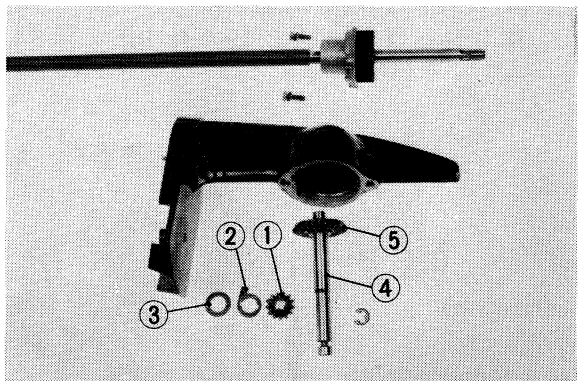


4. Remove the drive shaft from the lower casing by pulling it upward, and remove the pinion gear, washer and gear adjust shim (if so equipped) from the gear case.
5. Remove the propeller shaft and forward gear (as an assembly) and gear adjust shim (if so equipped).



1. Lower casing cap

3. Remove the circlip on the drive shaft end, and remove the two bolts securing the water pump housing cover.



1. Pinion gear      4. Propeller shaft  
 2. Washer      5. Forward gear  
 3. Gear adjust shim

# CHAPTER 6. RECOIL STARTER

## DESCRIPTION

The recoil starter consists mainly of the starter rope, sheave drum, starter spring, drive pawl and drive pawl spring.

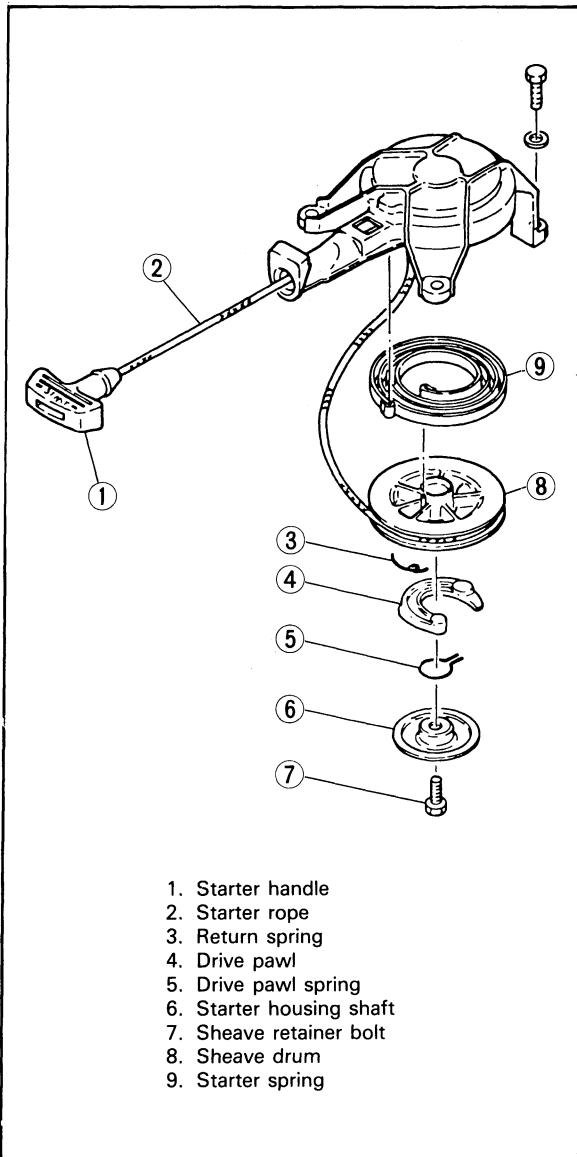
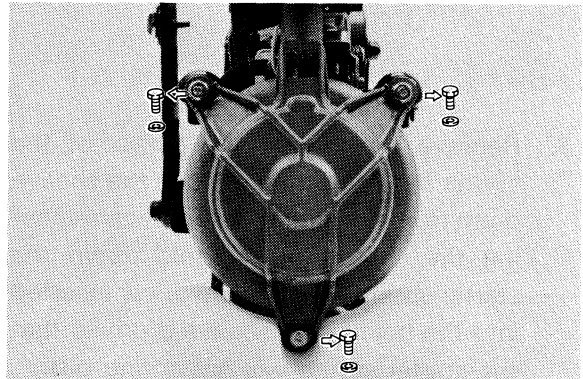
The drive pawl connects the sheave drum with the flywheel, and the spiral spring rewinds the starter rope.

### NOTE:

When the starter handle is pulled out, the starter spring works against it and therefore, the starter handle must not be released.

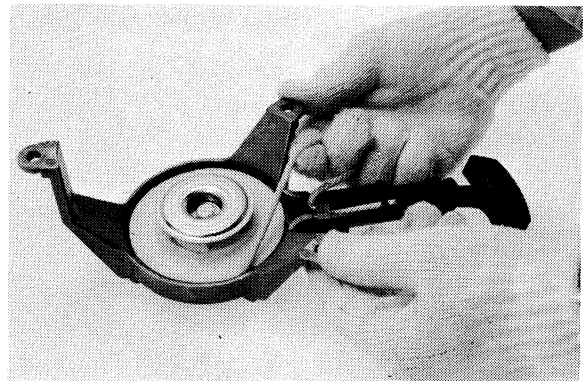
## REMOVAL

Remove the three starter assembly mounting bolts and then remove the starter assembly.

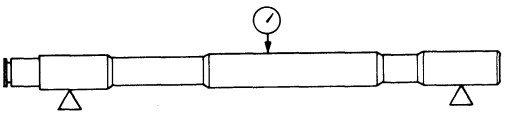


## DISASSEMBLY

1. Turn the sheave drum so that the cut on the outer surface of the sheave drum faces toward the starter handle.
2. Pass the stater rope through the cut.
3. Turn the sheave drum clockwise until the starter spring is free.



## Lower casing unit

| Item  | Model | 2N                                   |
|---|-------|--------------------------------------|
| Drive shaft runout  |       | 0.02 mm (0.0008 in)                  |
|  |       |                                      |
| Gear backlash   |       | 0.08 ~ 0.3 mm (0.003 ~ 0.012 in)     |
| Shim  |       |                                      |
| Forward gear  |       | 0.3 mm (0.012 in), 0.5 mm (0.020 in) |
| Pinion gear   |       | 0.3 mm (0.012 in), 0.5 mm (0.020 in) |
| Propeller shaft bearing   |       |                                      |
| Type  |       | B6000                                |
| Drive shaft oil seal  |       |                                      |
| Type (Upper)  |       | SW-11 $\phi$ -21 $\phi$ -8 mm        |
| Type (Lower)  |       | SW-11 $\phi$ -21 $\phi$ -8 mm        |
| Propeller shaft oil seal  |       |                                      |
| Type  |       | SW-10 $\phi$ -21 $\phi$ -10 mm       |

## TIGHTENING TORQUE

| Part to be tightened | Part name | Thread size | Q'ty    | Tightening torque |        |         | Remarks |                         |
|----------------------|-----------|-------------|---------|-------------------|--------|---------|---------|-------------------------|
|                      |           |             |         | Nm                | m · kg | ft · lb |         |                         |
| <b>ENGINE:</b>       |           |             |         |                   |        |         |         |                         |
| Crank case           | 1st       | Bolt        | M6 P1.0 | 6                 | 5      | 0.5     | 3.6     | Apply Yamaha Bond No. 4 |
|                      | 2nd       | Bolt        | M6 P1.0 | 6                 | 10     | 1.0     | 7.2     |                         |
| Cylinder head        | 1st       | Bolt        | M4 P1.0 | 4                 | 5      | 0.5     | 3.6     | Apply LOC-TITE          |
|                      | 2nd       | Bolt        | M4 P1.0 | 4                 | 10     | 1.0     | 7.2     |                         |
| Spark plug           | —         | —           | —       | 1                 | 20     | 2.0     | 14      |                         |
| Flywheel             | Nut       | M12 P1.25   | —       | 1                 | 44     | 4.4     | 32      |                         |

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