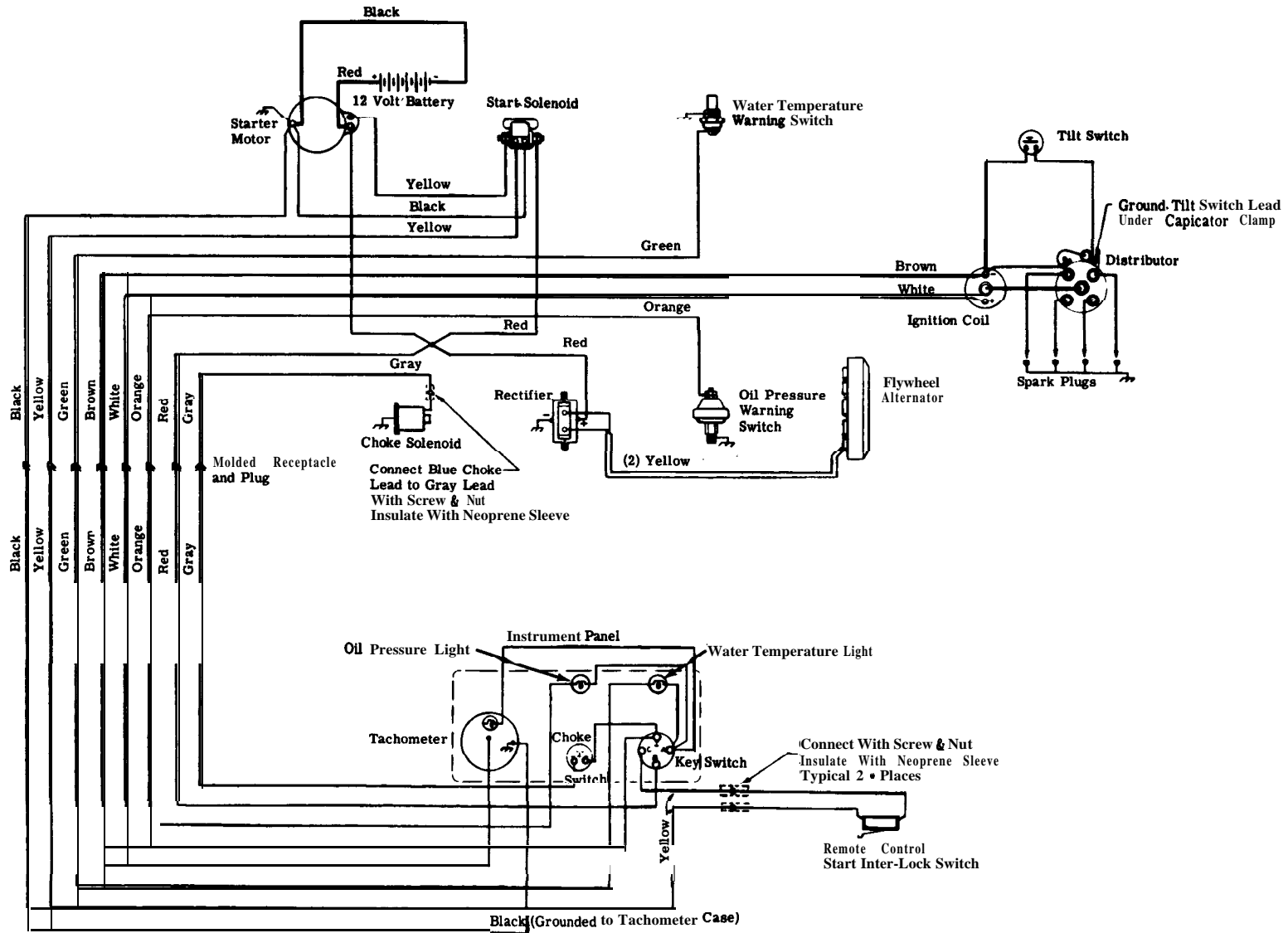
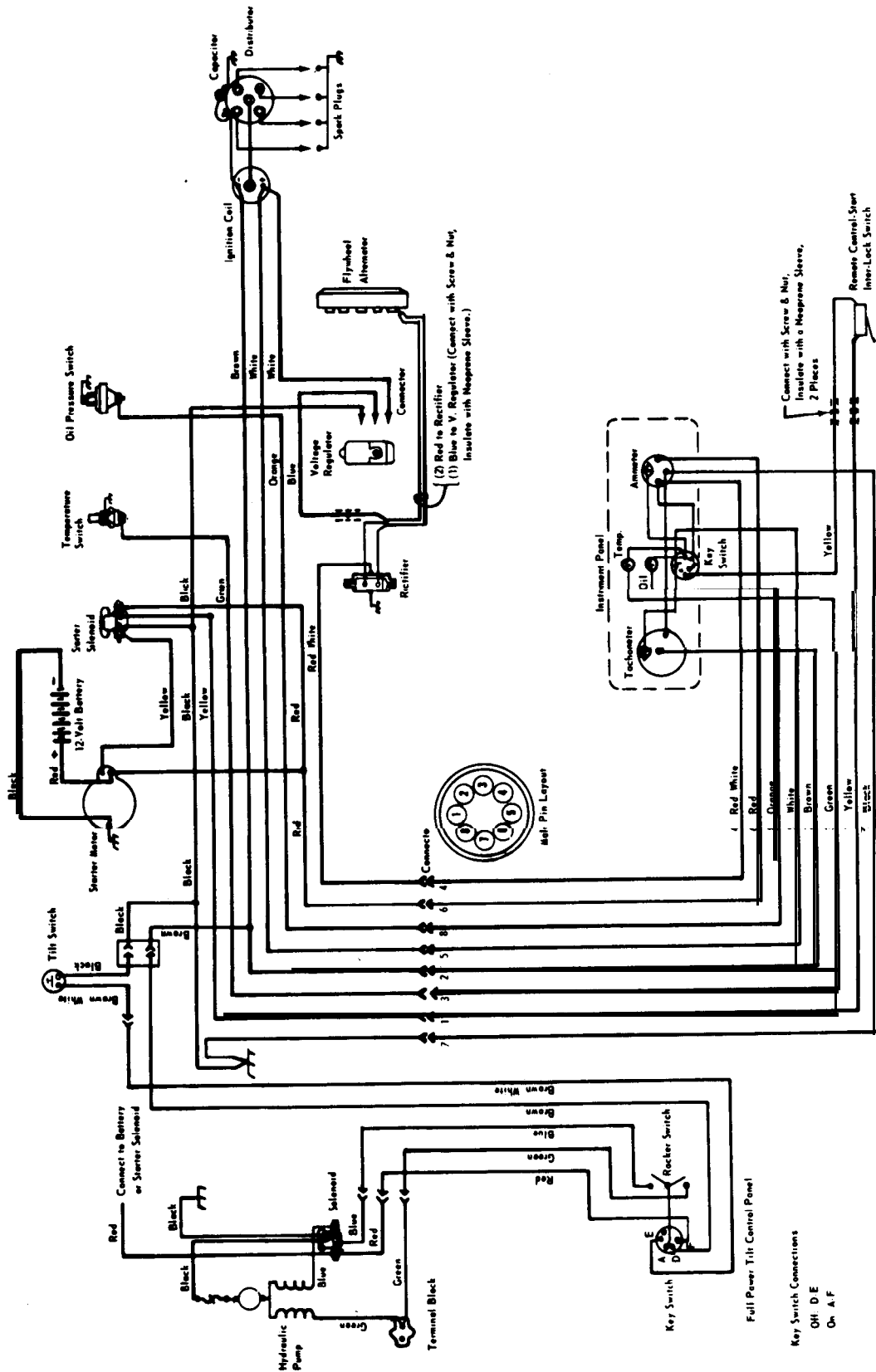


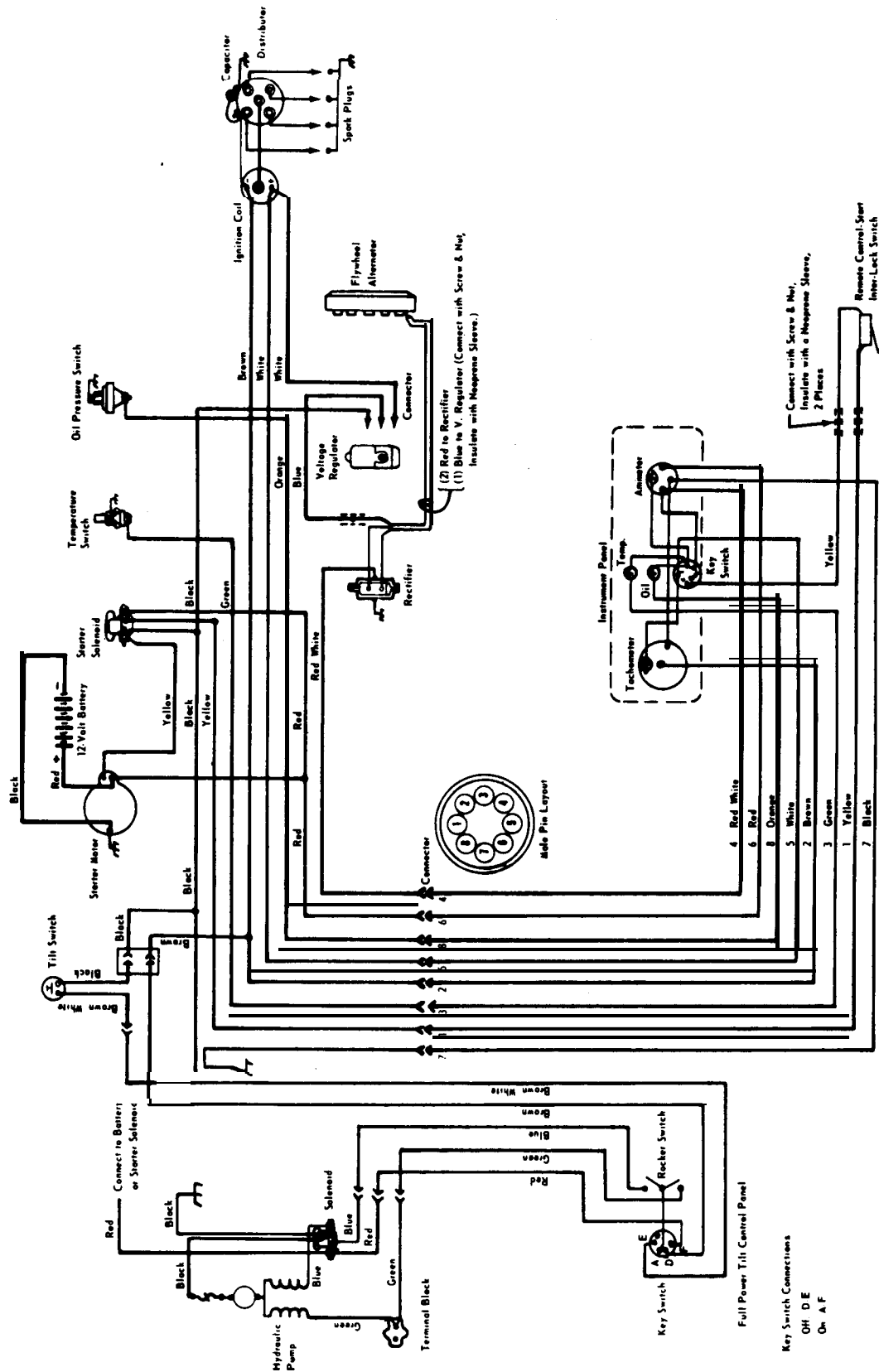
# ENGINE—MERCURISER 60



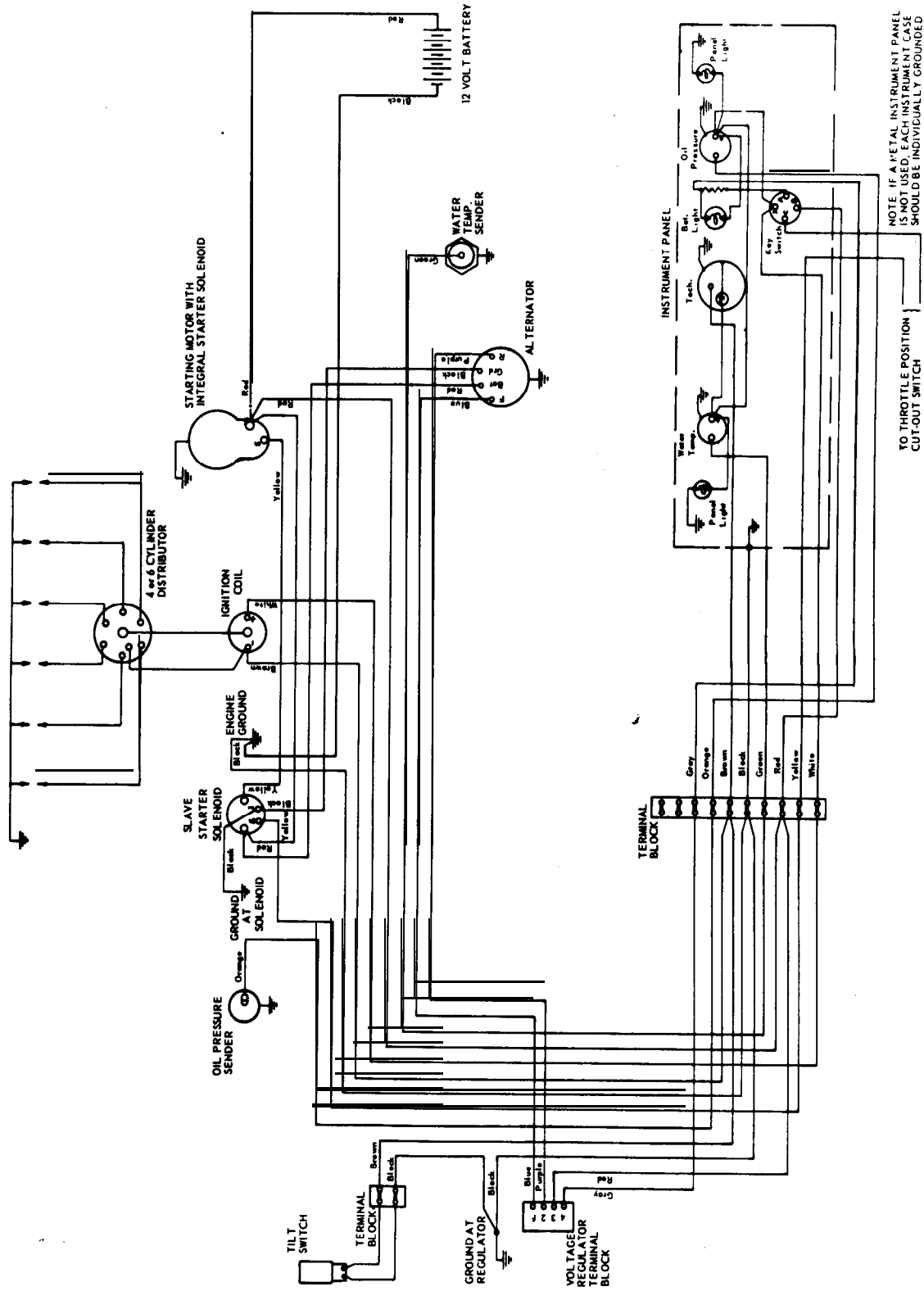
**ENGINE—MERCURUISER 80**



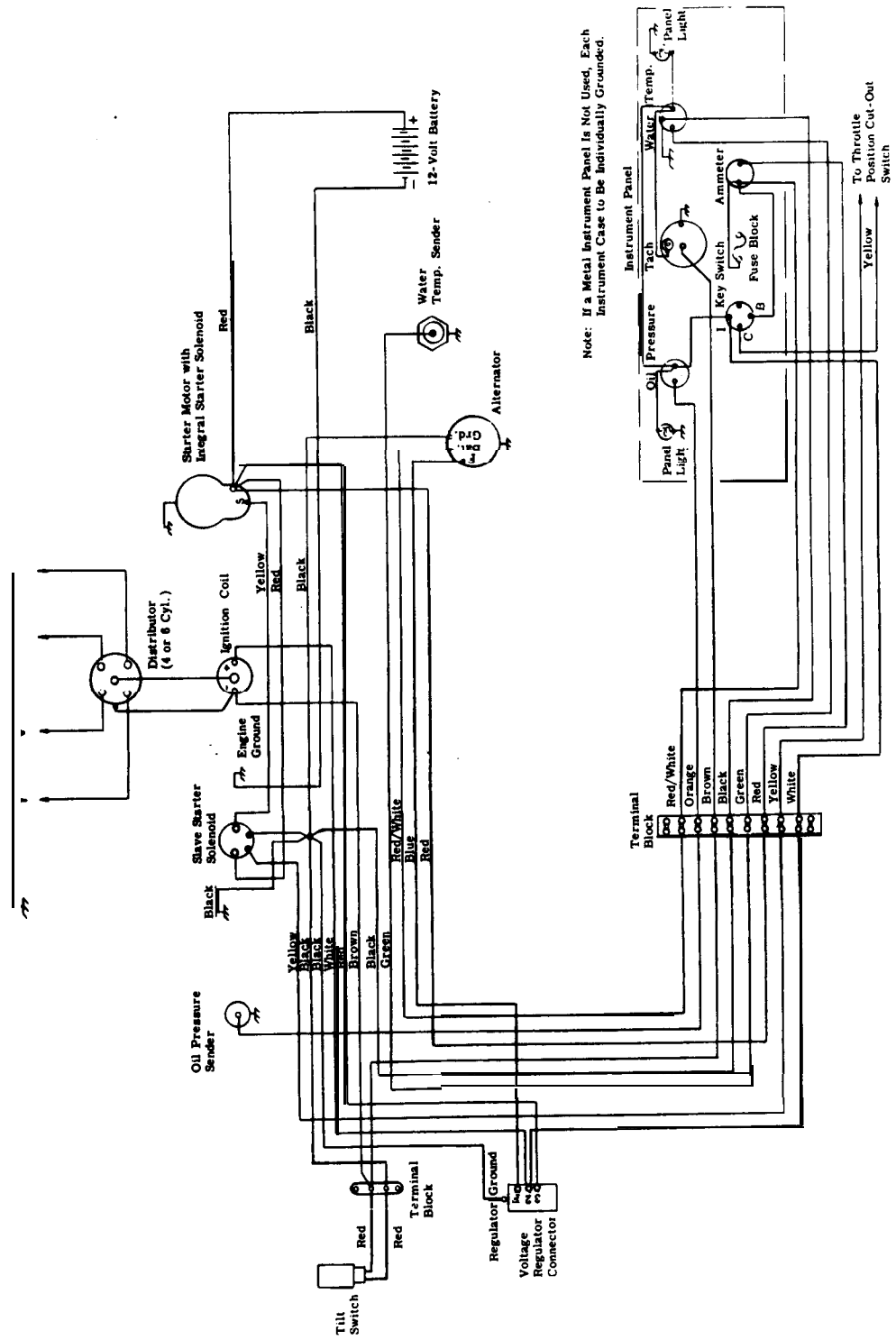
**ENGINE—MERCURISER 90**



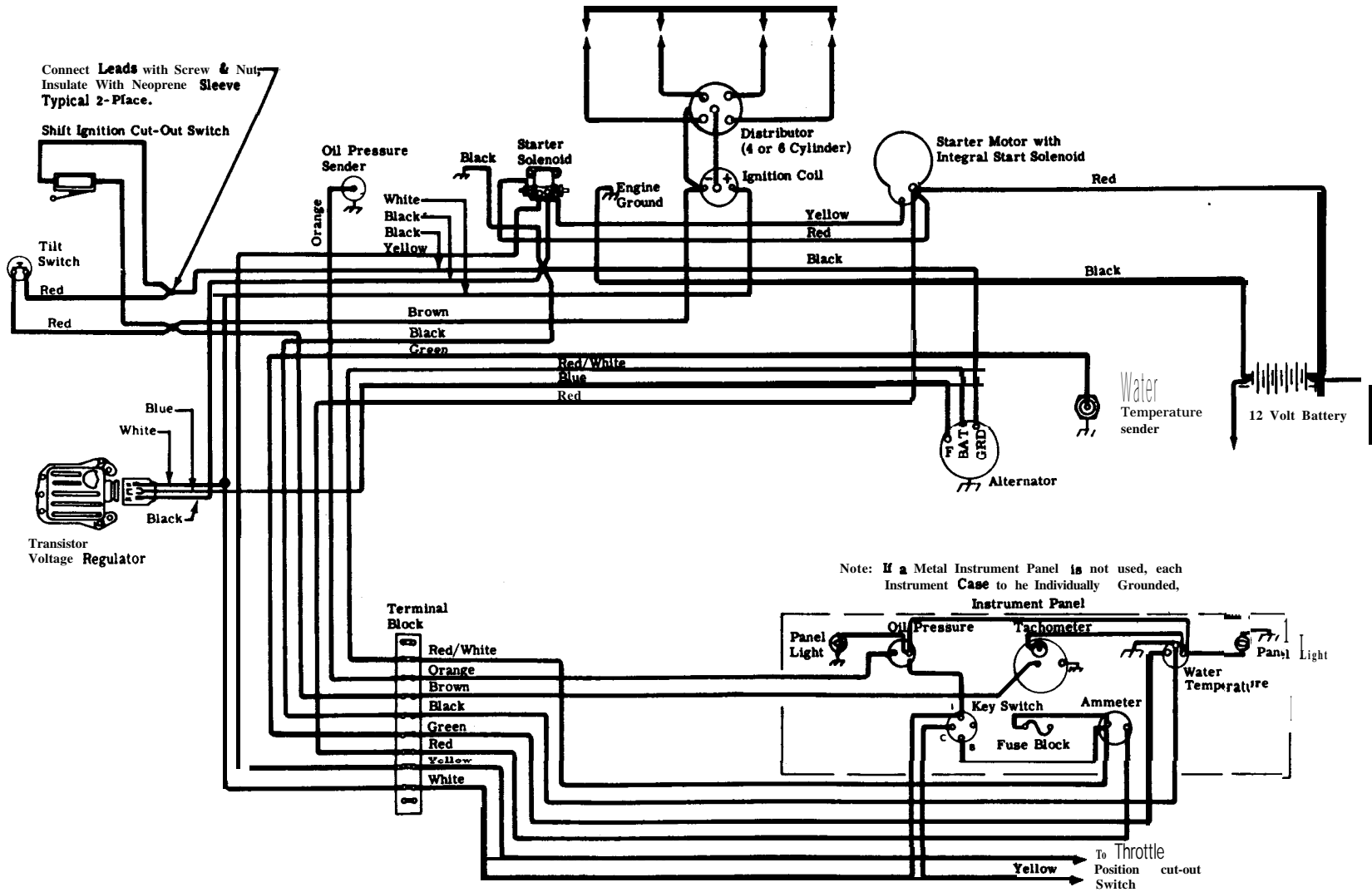
**ENGINE—MERCURISER 110 AND 140 (6-CYL.) WITH INDICATOR LIGHT**



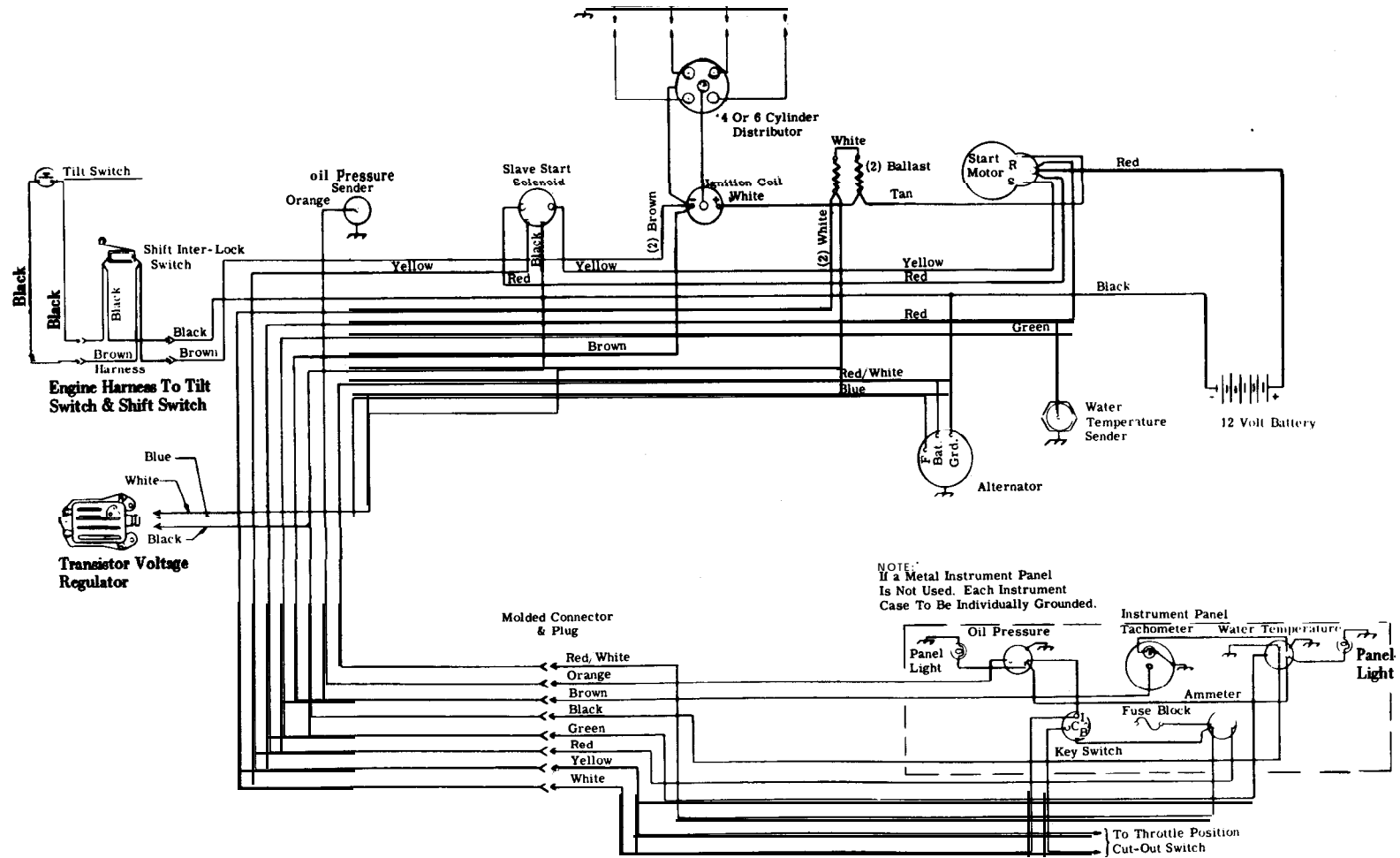
**ENGINE—MERCUISER 110, 120, 140 (4-CYL.) AND 150 WITH AMMETER AND ELECTROMECHANICAL REGULATOR**



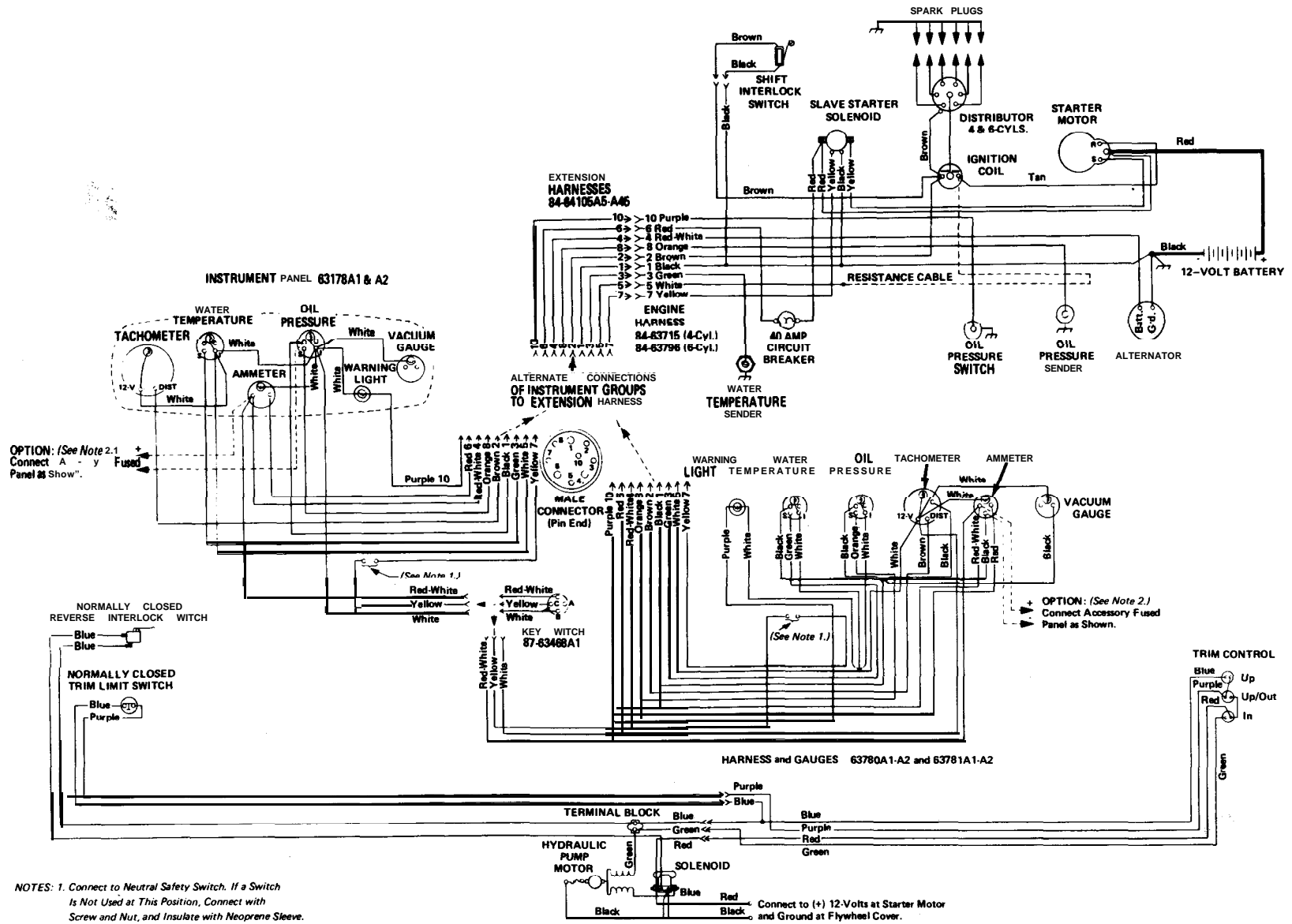
**ENGINE—MERCURISER 110,120 AND 150 WITH AMMETER  
AND TRANSISTOR REGULATOR**



**ENGINE—MERCUISER 110,140 (4-CYL.) AND 150 WITH AMMETER,  
TRANSISTOR REGULATOR AND BALLAST RESISTORS**

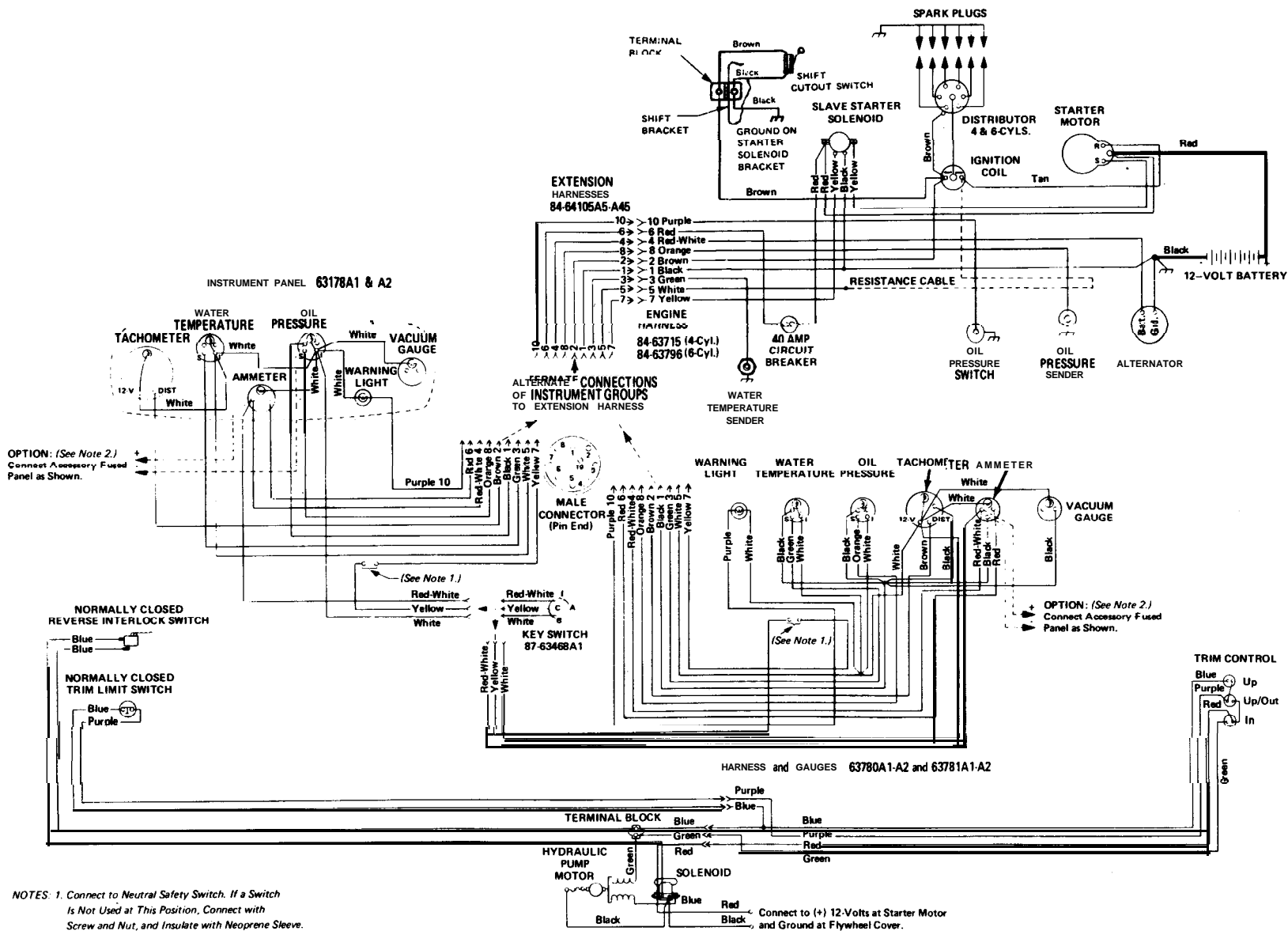


# ENGINE—MERCUISER 120,140 and 165 WITH CIRCUIT BREAKER AND VACUUM GAUGE

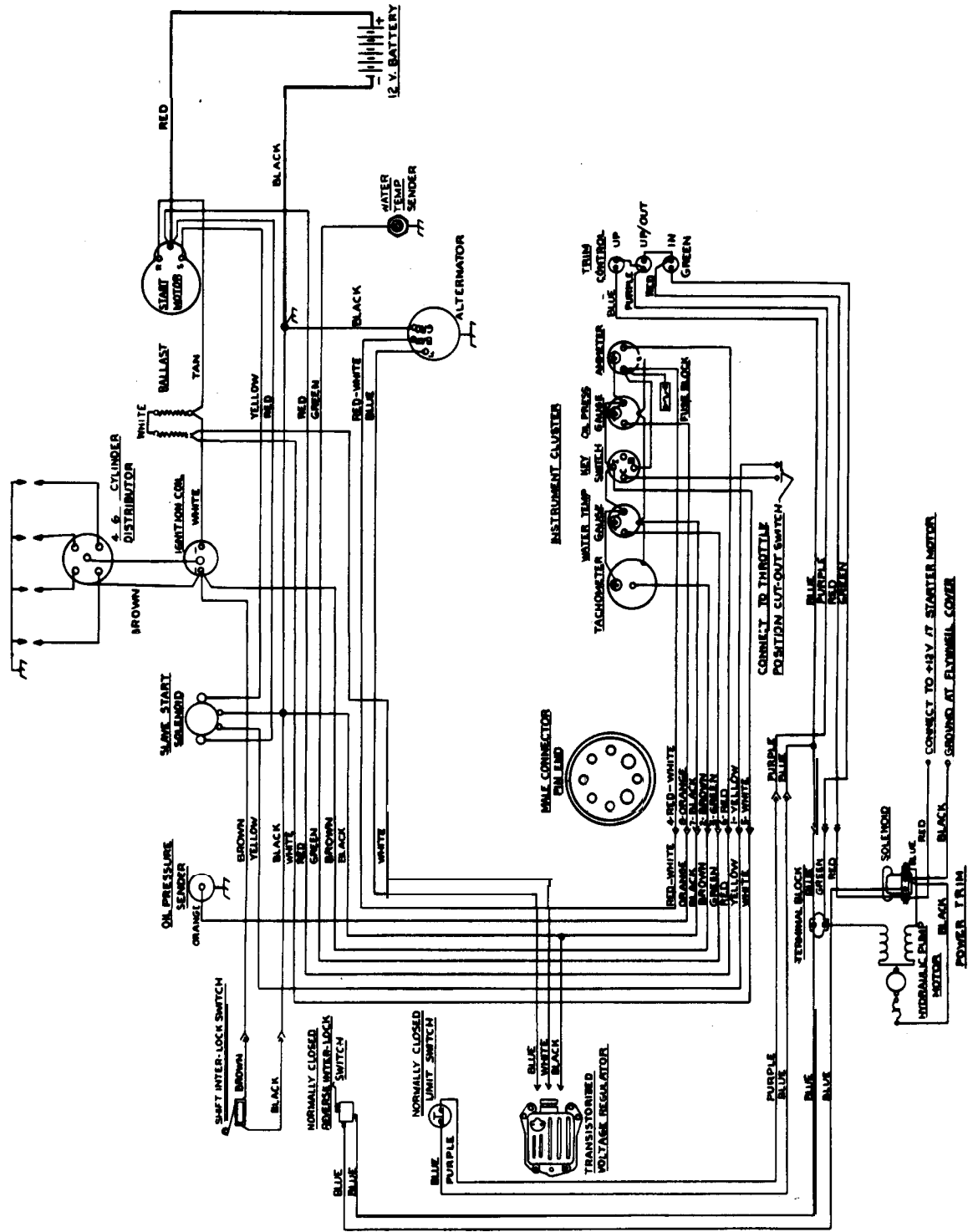




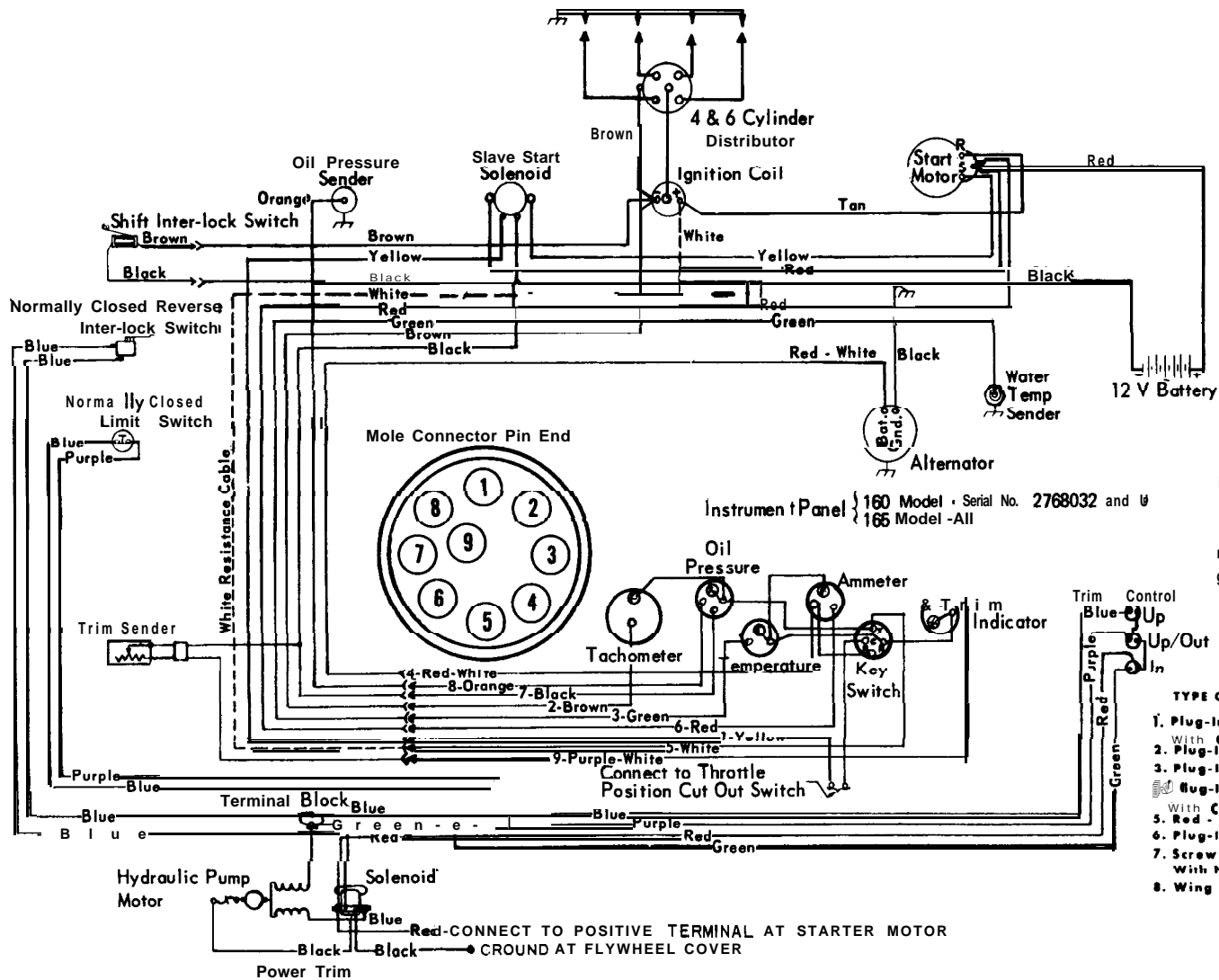
**ENGINE—MERCURISER 120 (SERIAL NO. 3770650 AND UP),  
140 (3771645 AND UP) AND 165 (3774665 AND UP)**



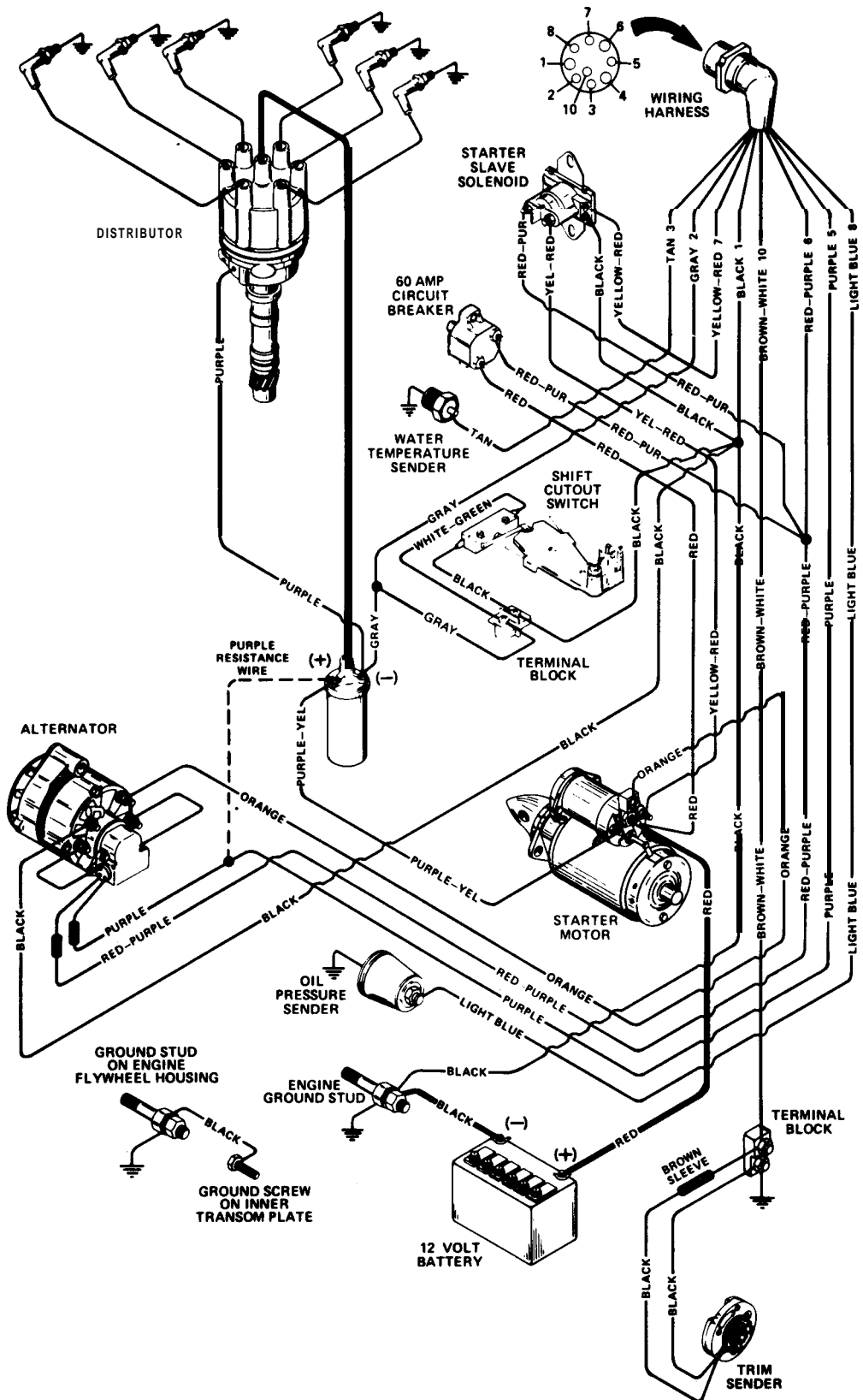
**ENGINE—MERCURISER 140 WITH AMMETER AND TRANSISTOR REGULATOR**



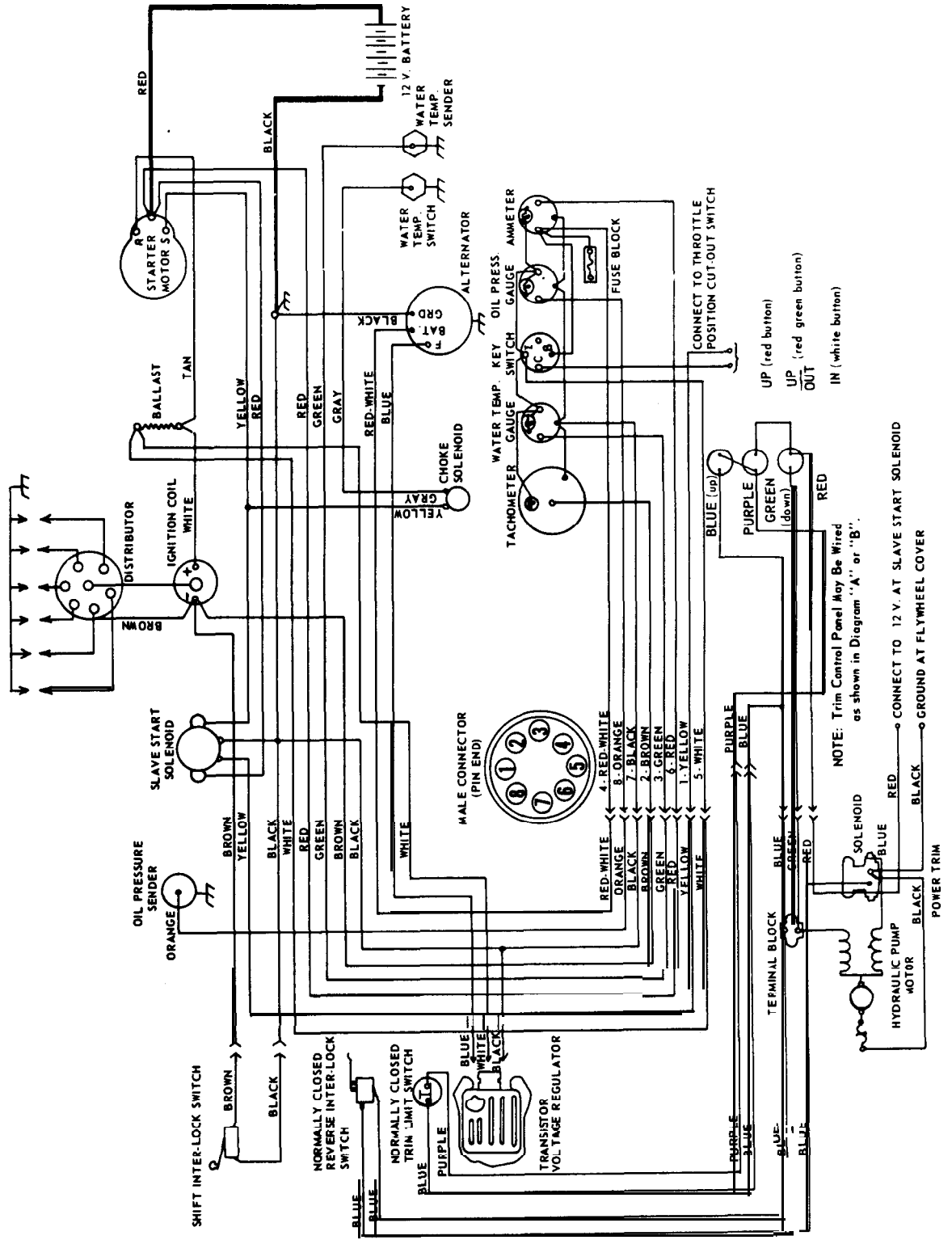
**ENGINE—MERCUISER 160 AND 165 WITH INTEGRAL ALTERNATOR**



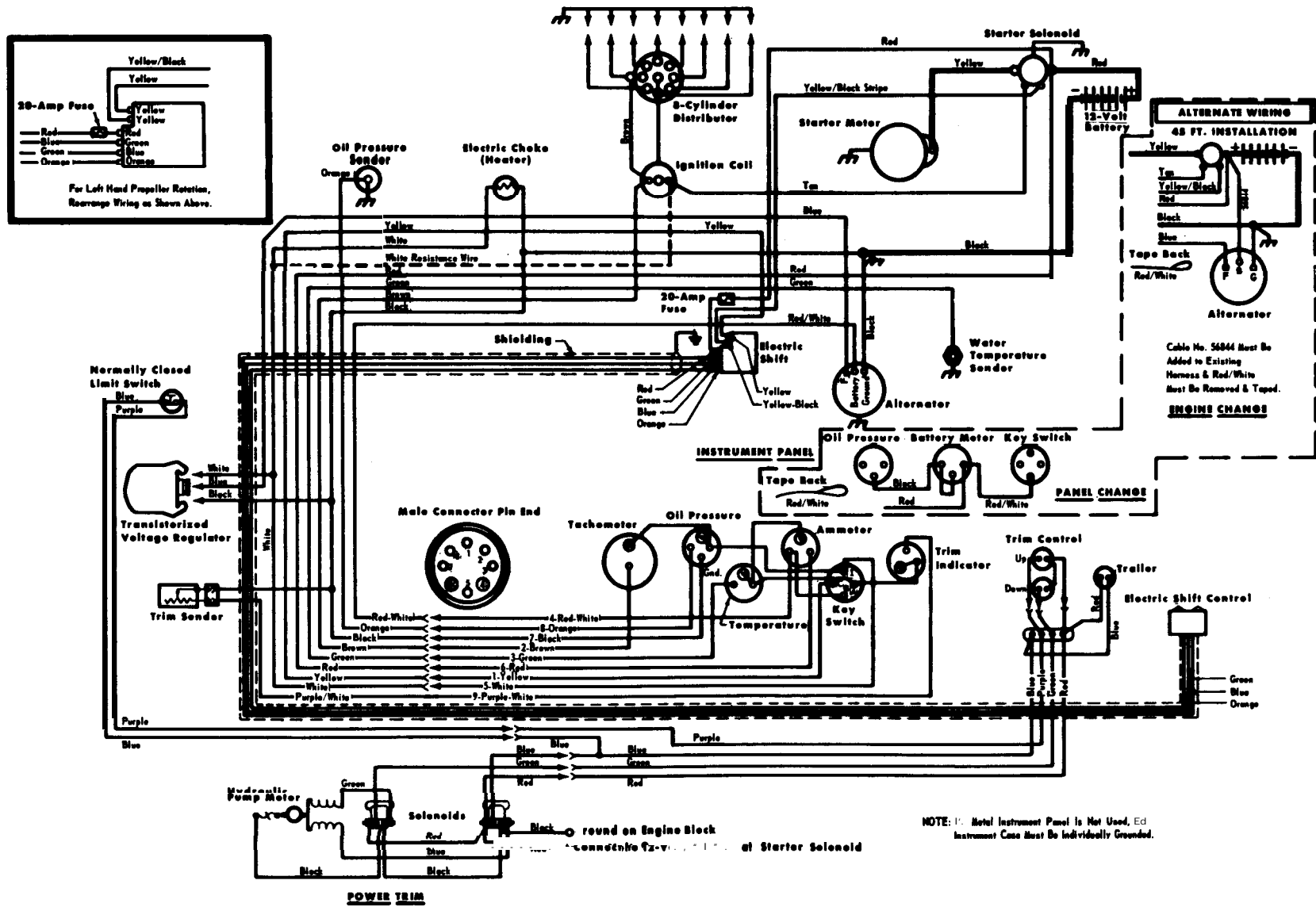
**ENGINE—MERCURUISER 185 (V6)**



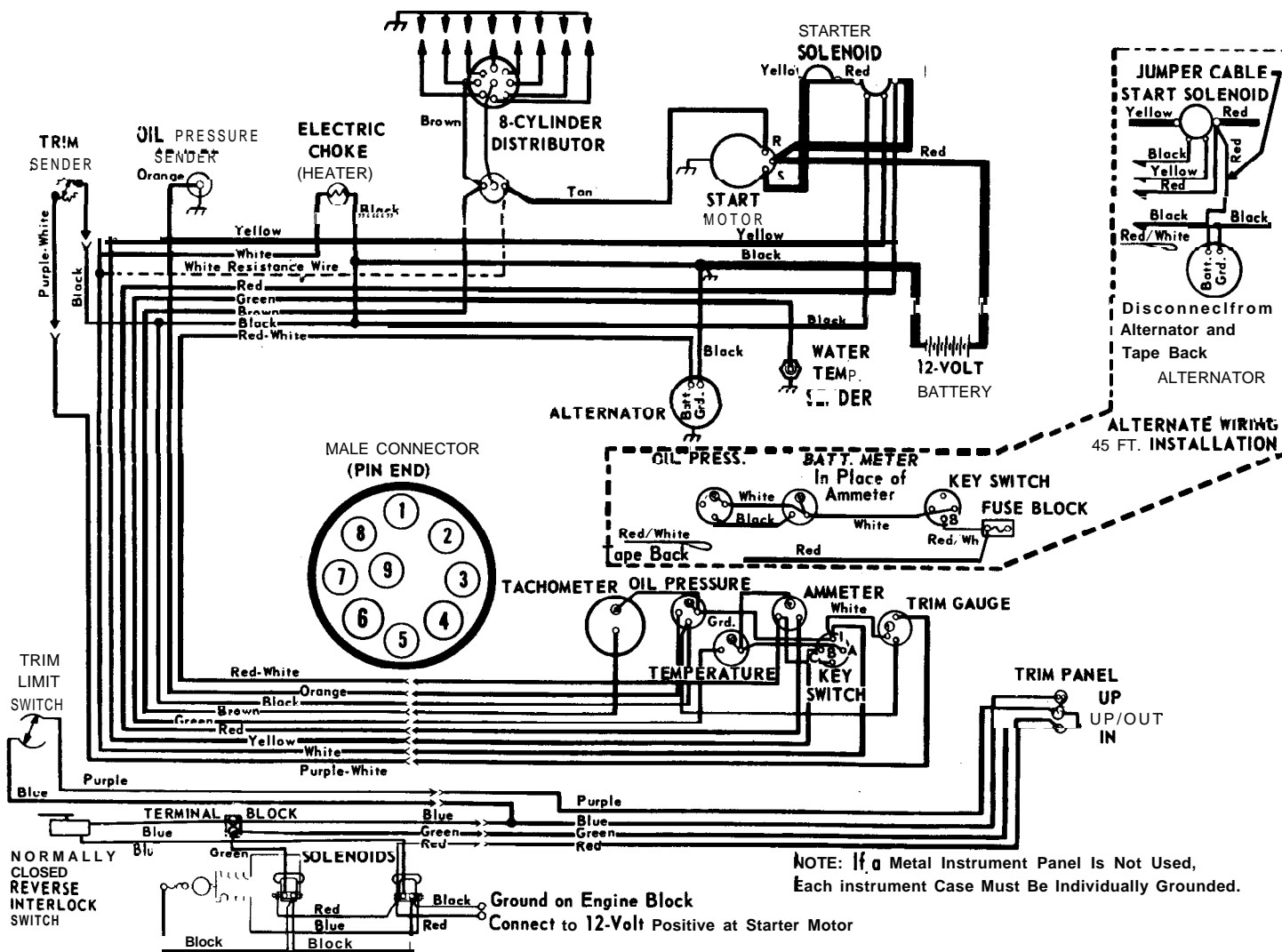
**ENGINE—MERCURISER 200**



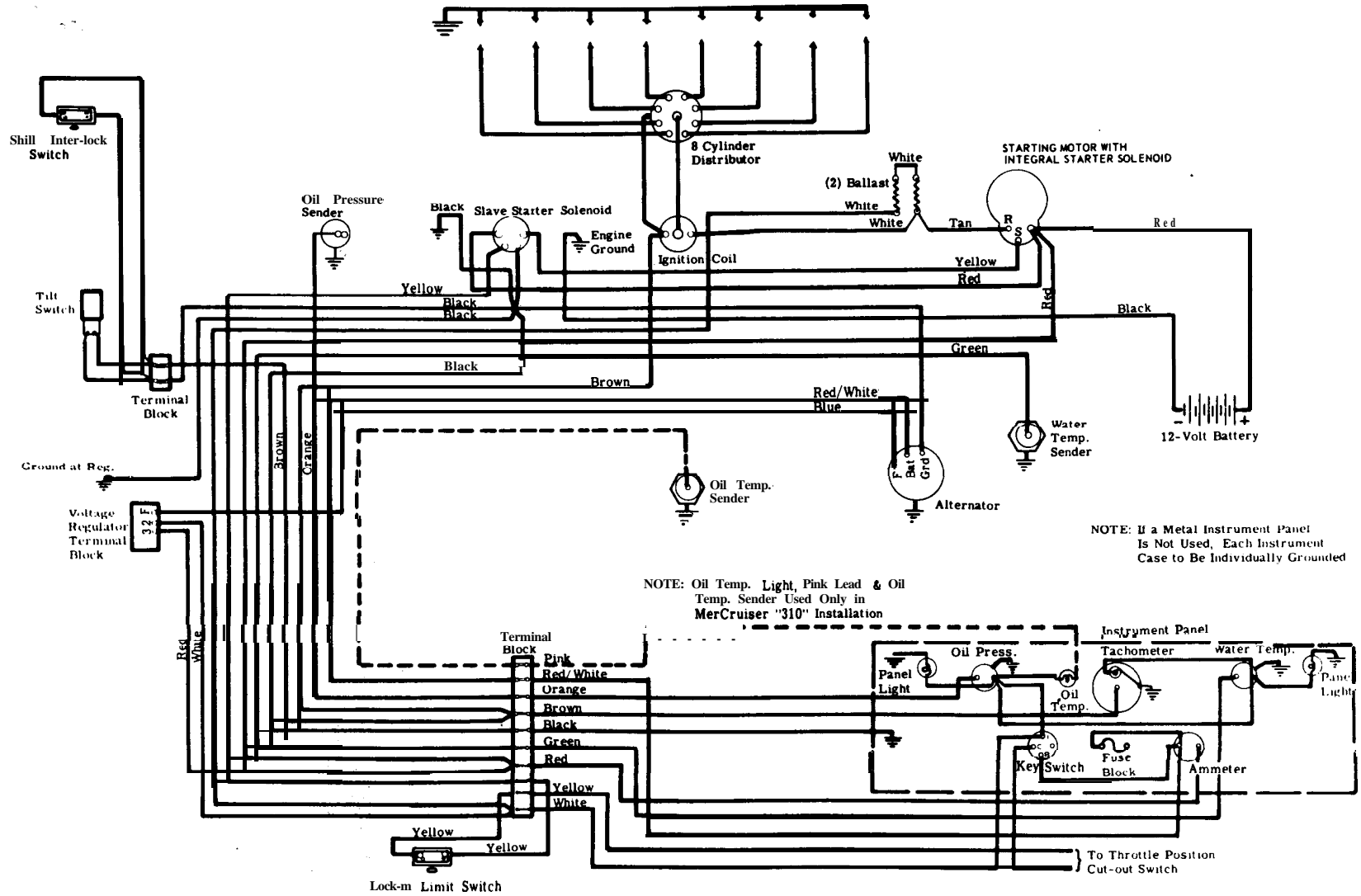
# ENGINE—MERCURISER 215-E



# ENGINE—MERCURISER 21bH

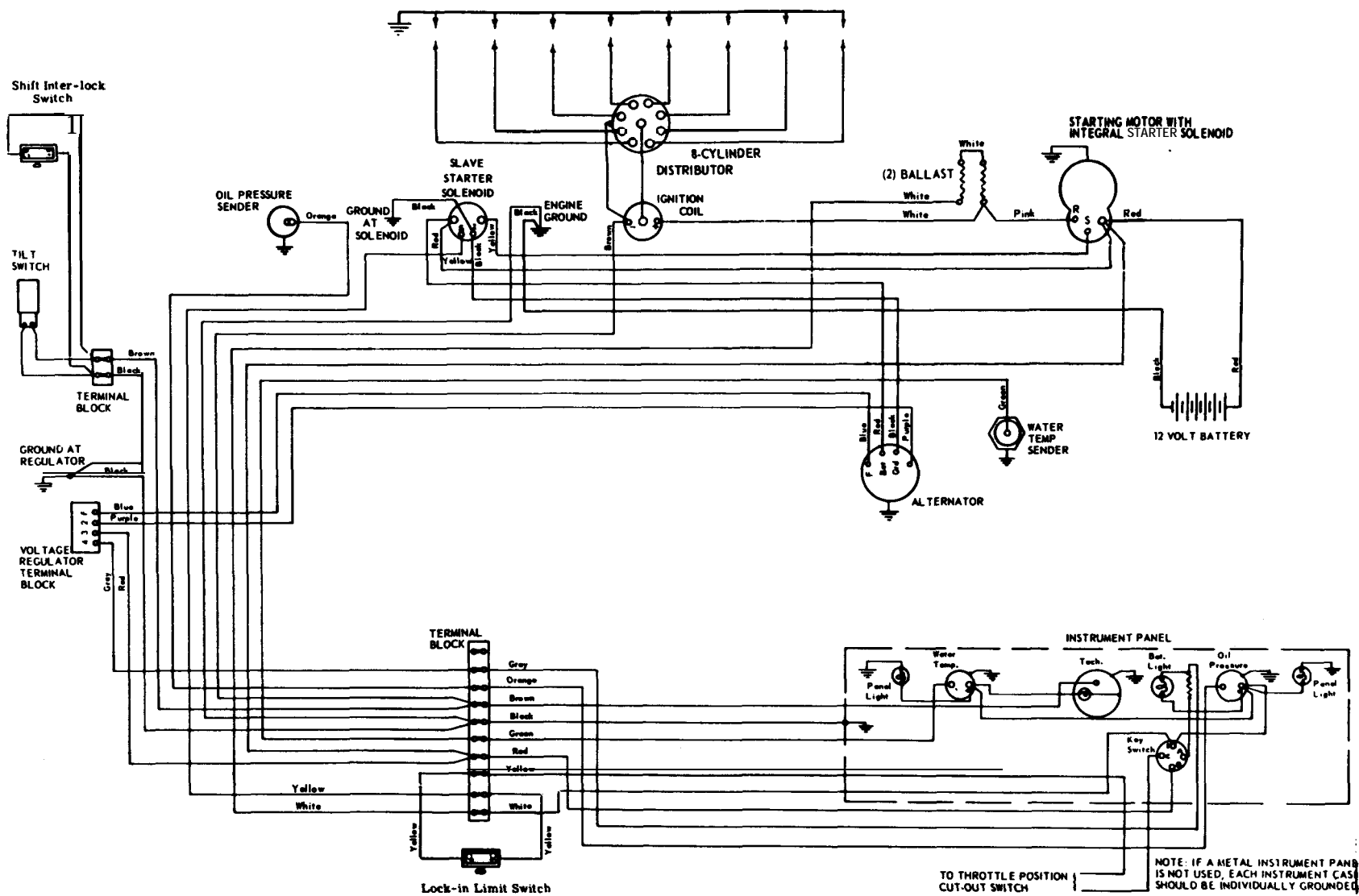


### ENGINE—MERCUISER 190 AND 229 WITH ELECTROMECHANICAL REGULATOR AND AMMETER

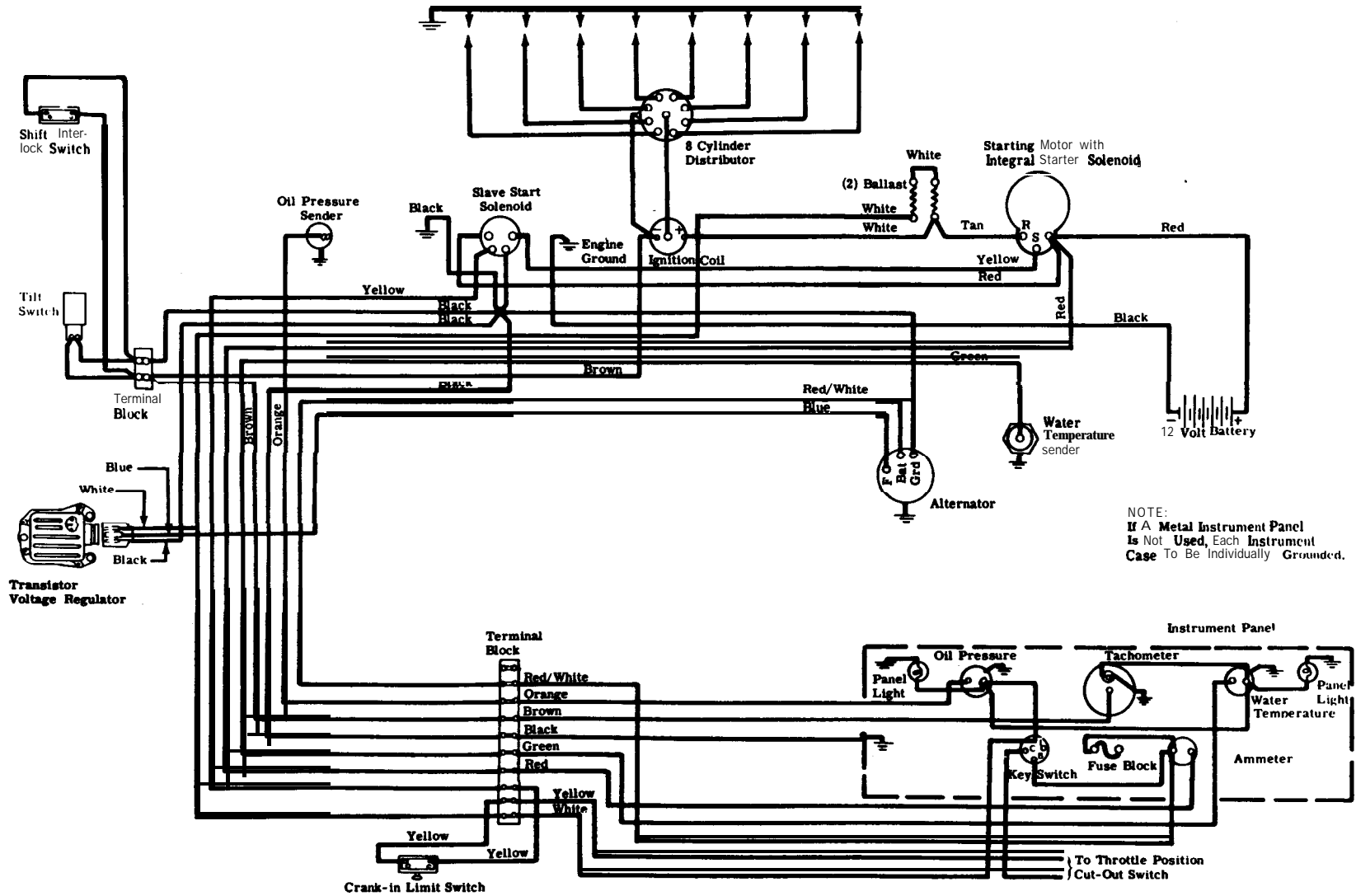




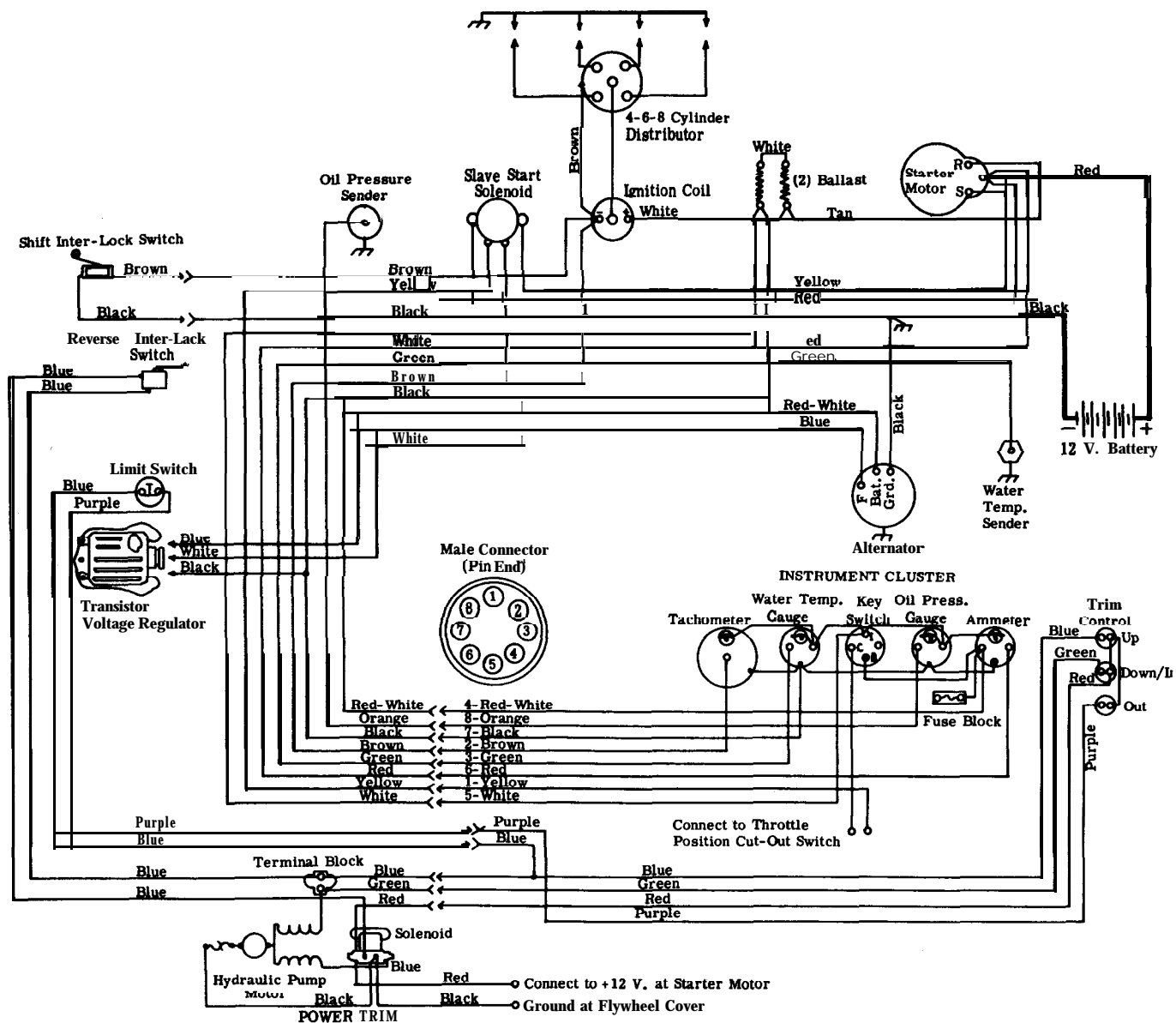
## ENGINE—MERCUISER 225 WITH ELECTROMECHANICAL REGULATOR AND INDICATOR LIGHT



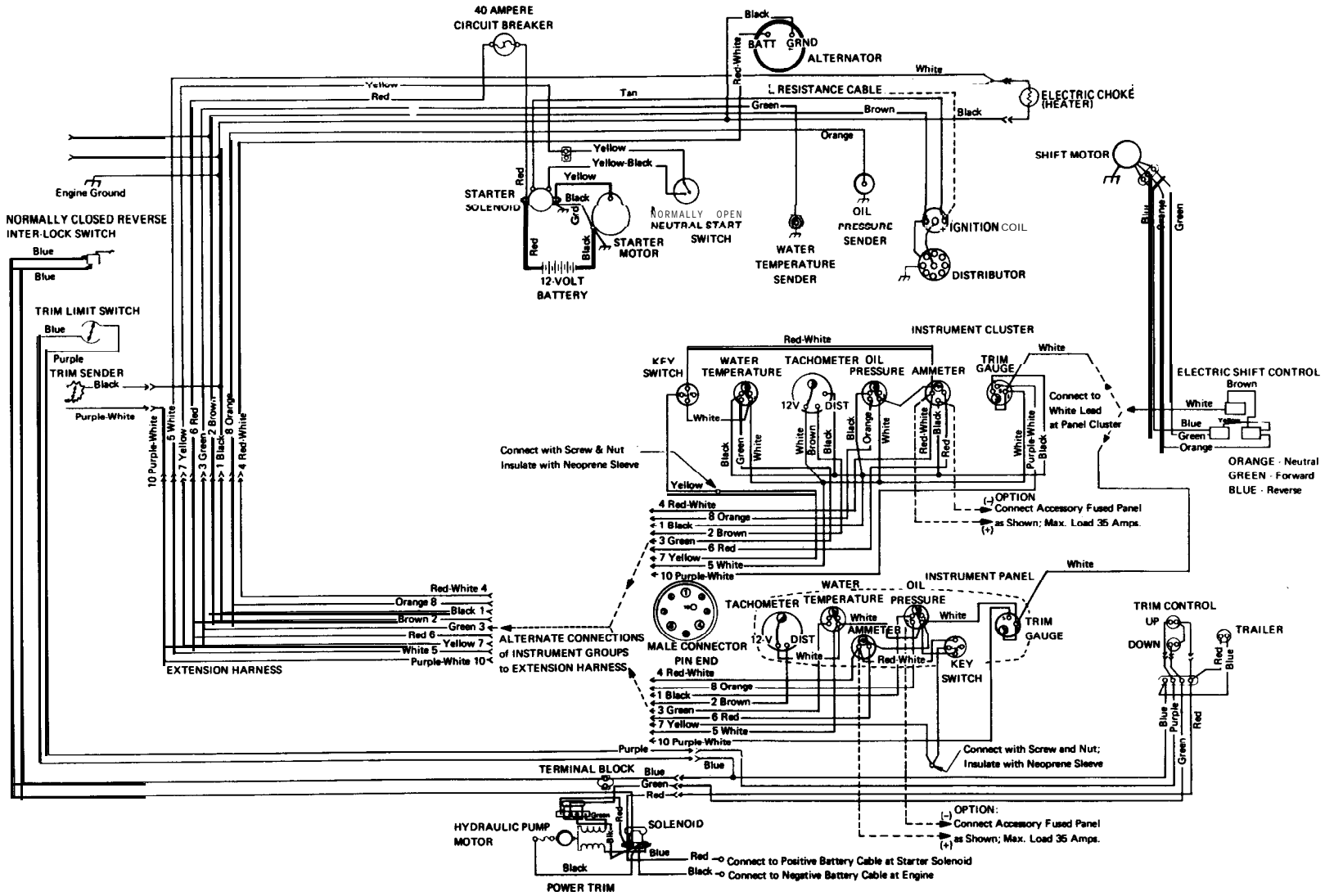
# ENGINE—MERCURISER 225 WITH TRANSISTOR REGULATOR



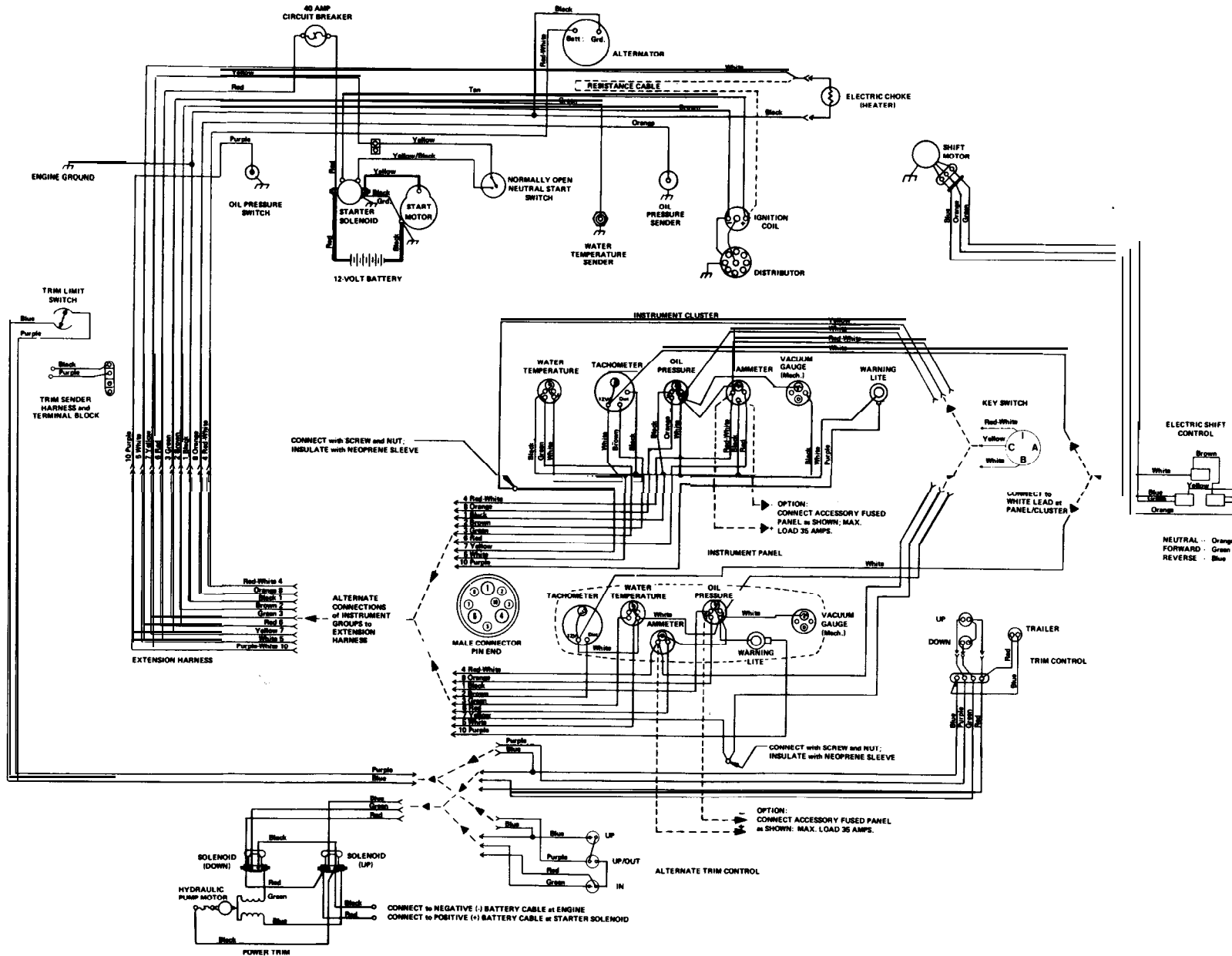
## ENGINE—MERCUISER 225 WITH ELECTRIC CHOKE



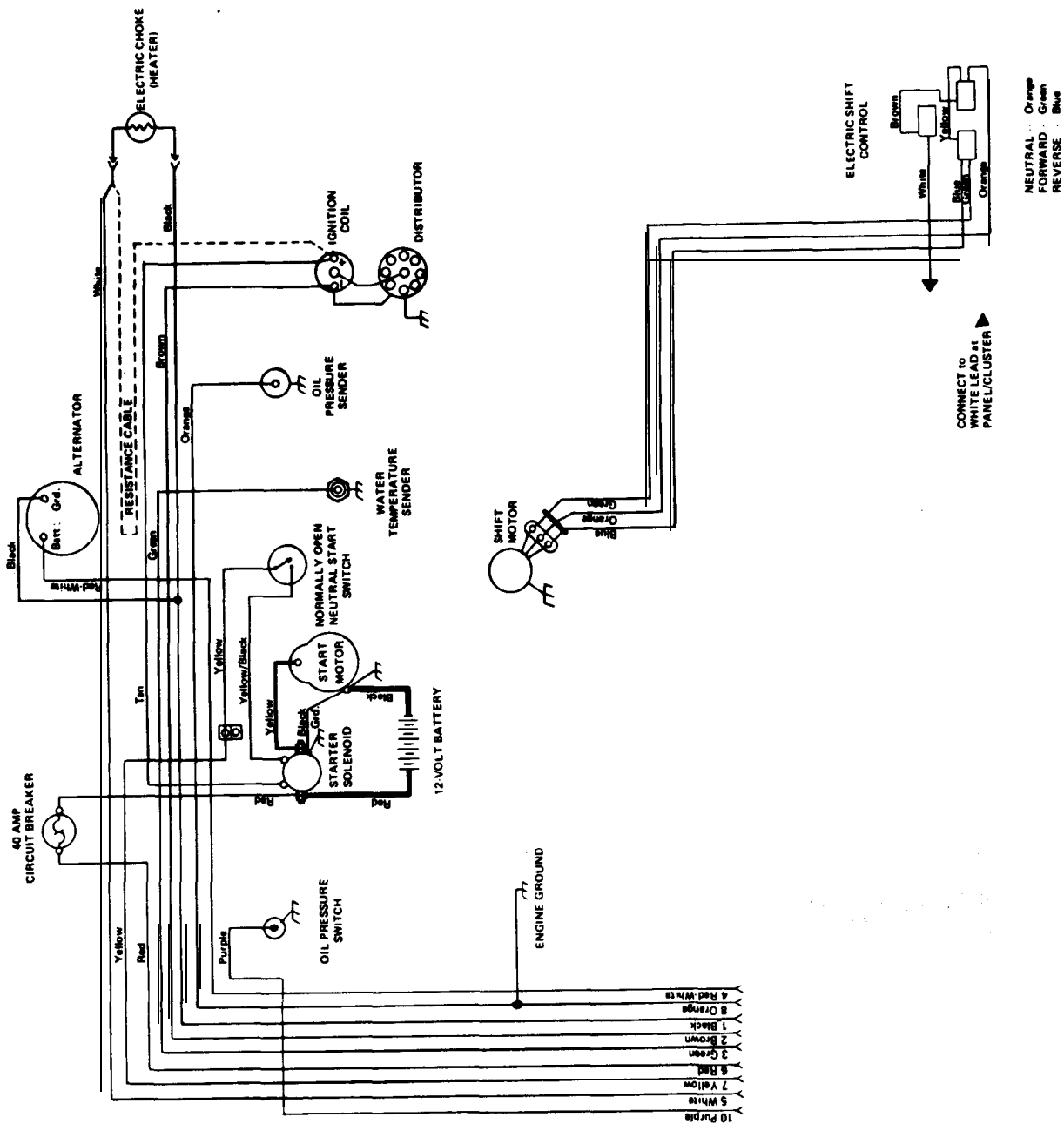
# ENGINE—MERCURISER 225II-TR AND 255II-TR



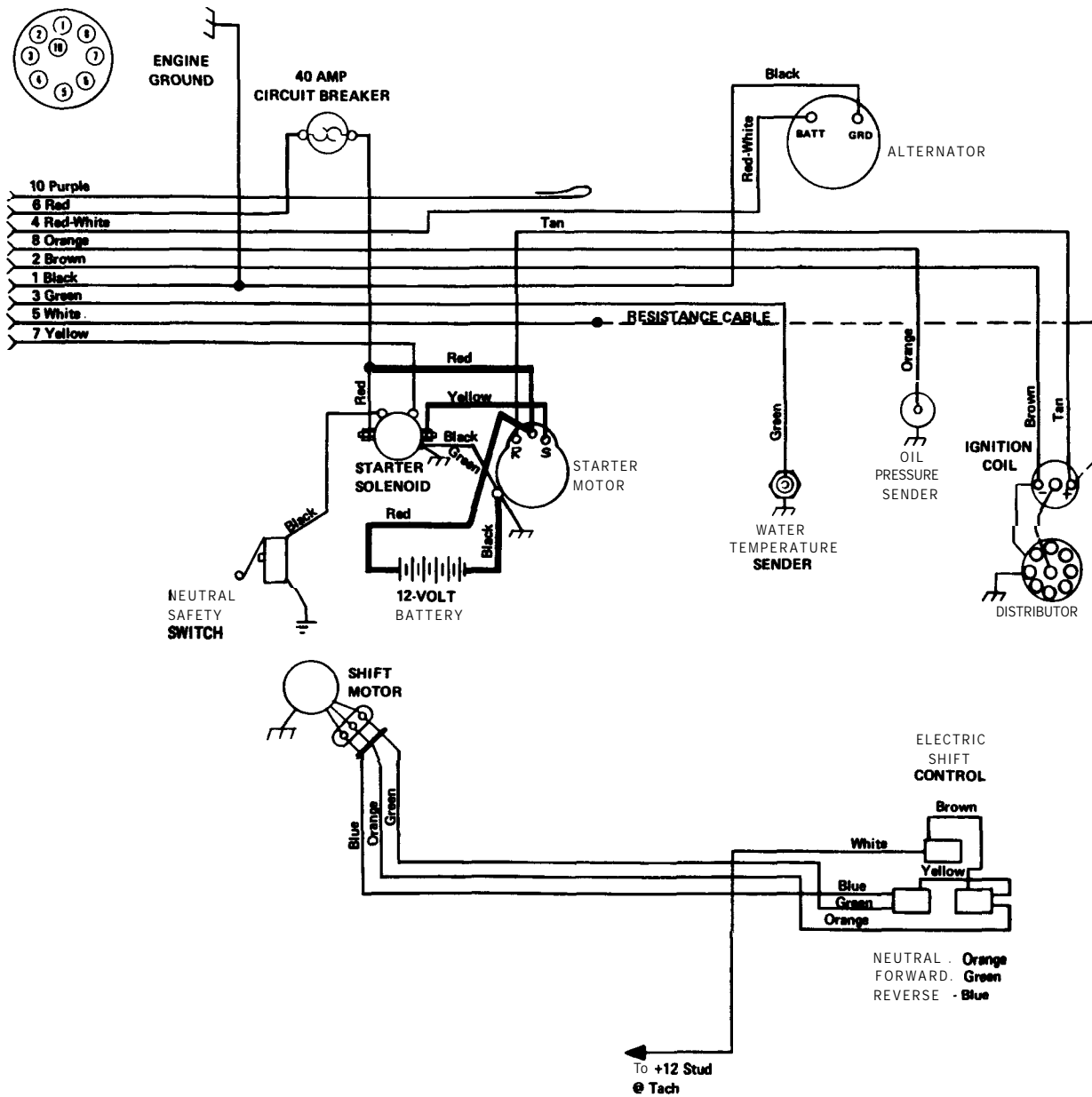
**ENGINE—MERCURISER 225II-TR (SERIAL NO. 3779775 AND UP),  
225IITR AND 225II-TRS (3938788 AND UP)**



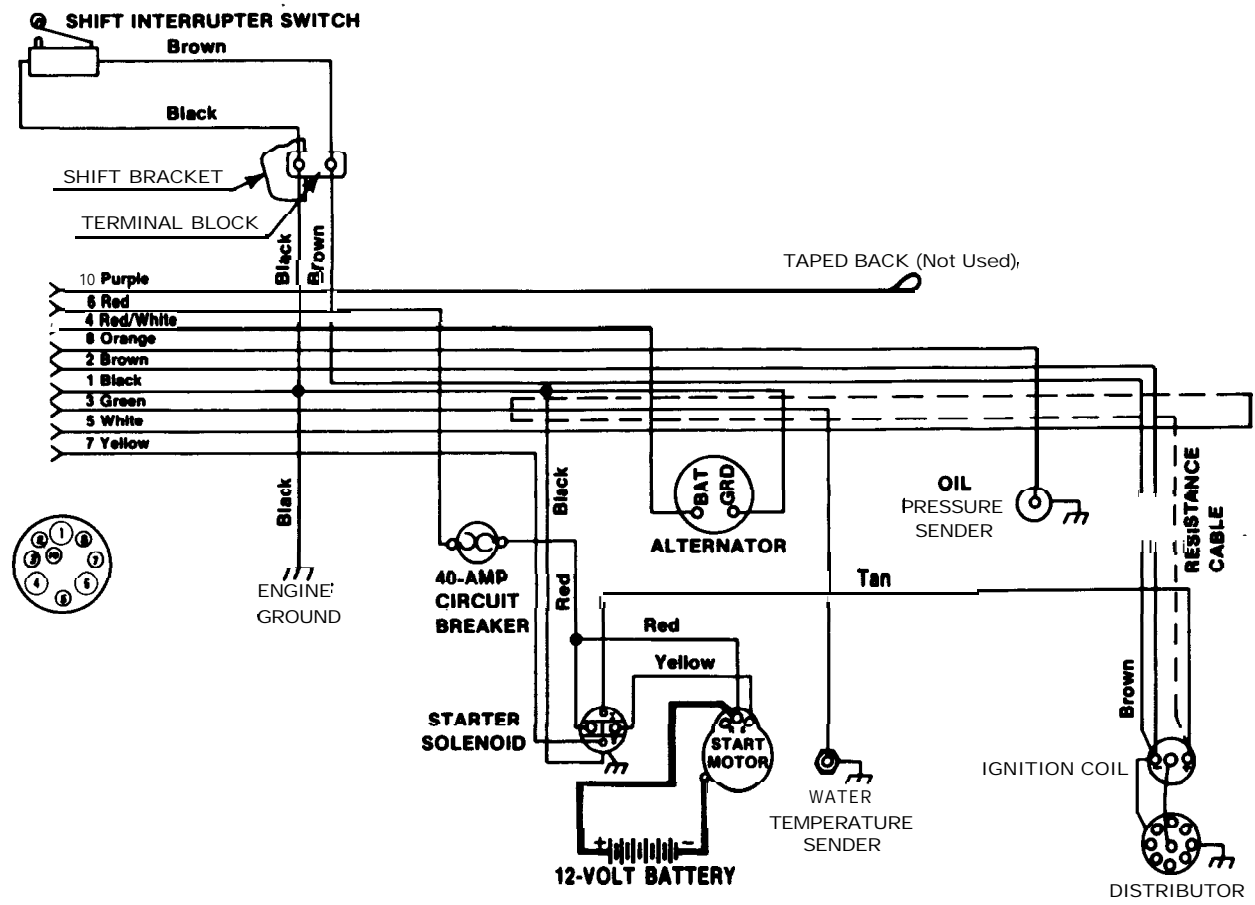
**ENGINE—MERCURUISER 225II-TR (SERIAL NO. 3779775 AND UP),  
255II-TR AND 255II-TRS (3838788 THROUGH 4175499)**



**ENGINE—MERCUISER 228-TR, 255-TR (SERIAL NO. 4175500 AND UP),  
280-TRS, 330-TR AND 330-TRS**

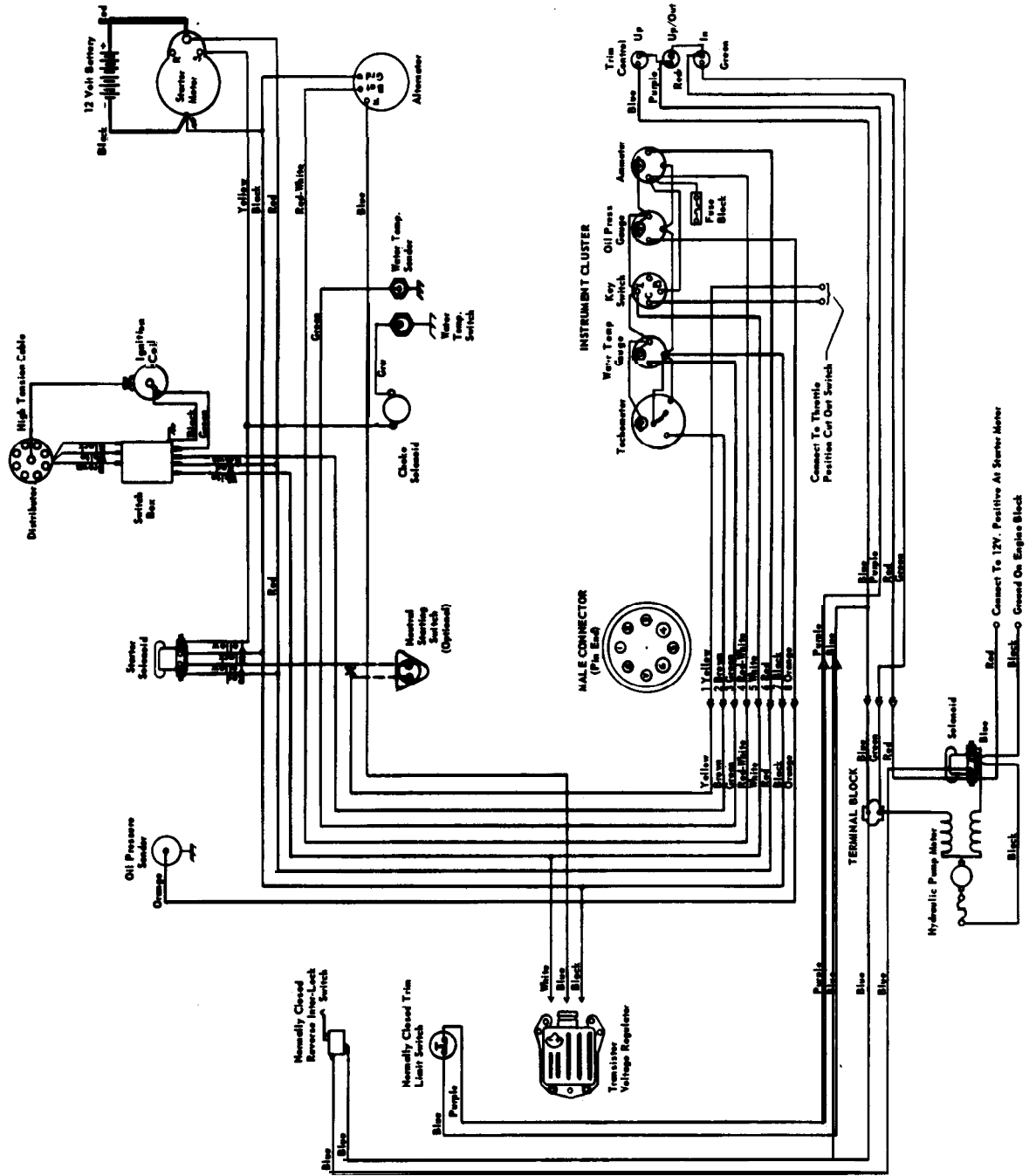


**ENGINE—MERCURISER 228 AND 250 (SERIAL NO. 4657551 AND UP)**

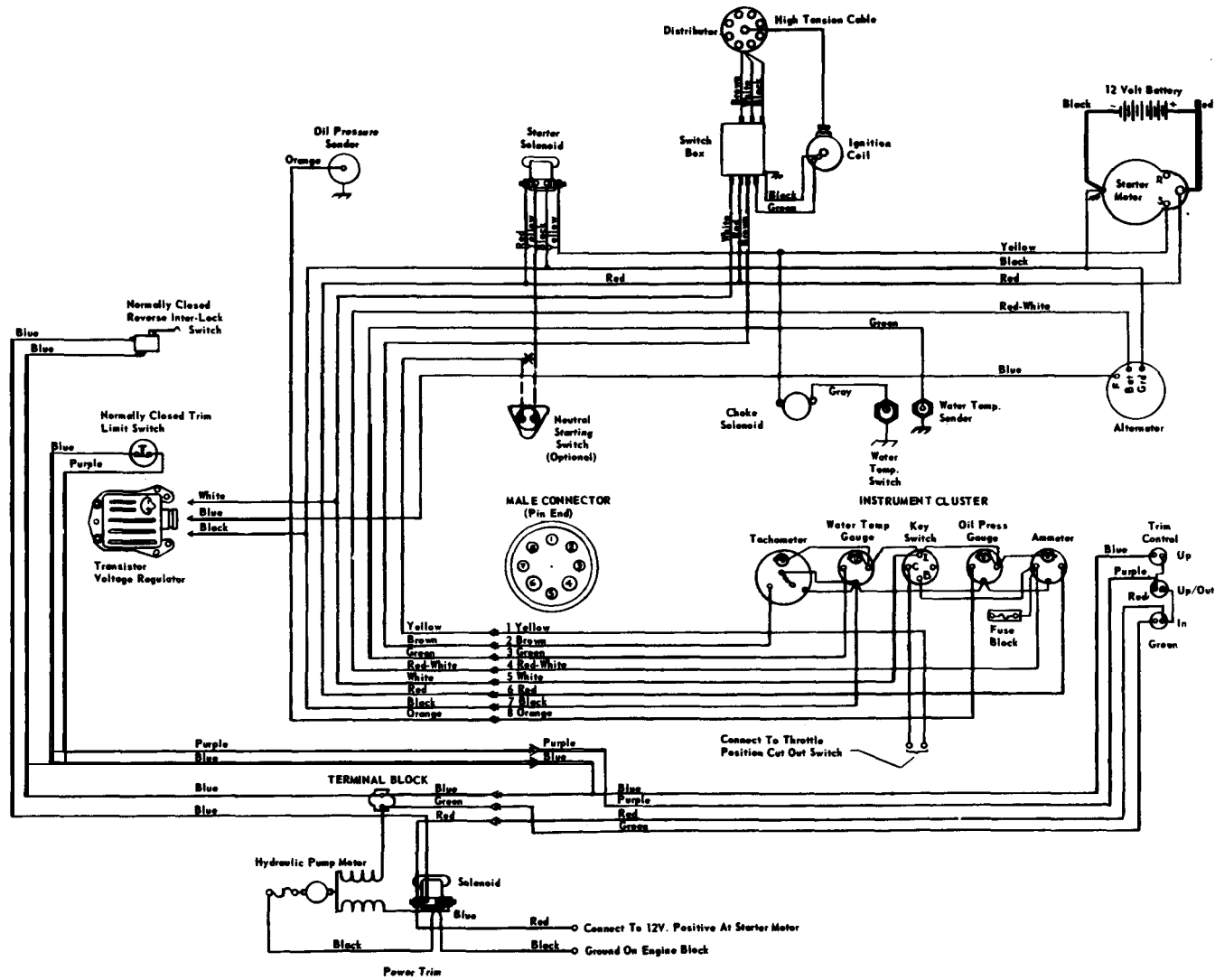




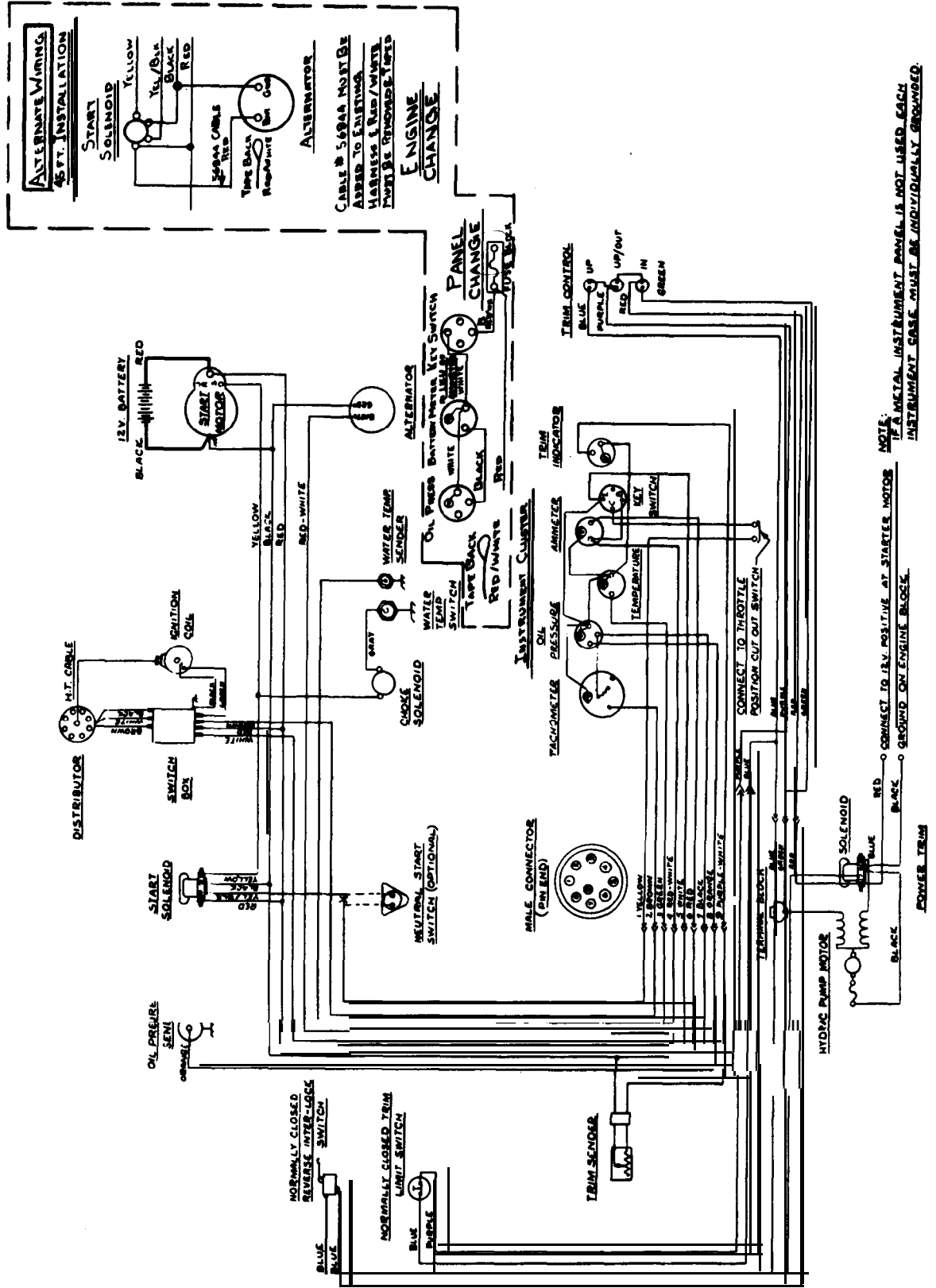
**ENGINE—MERCRUISER 250 AND 325 WITH SWITCH BOX**



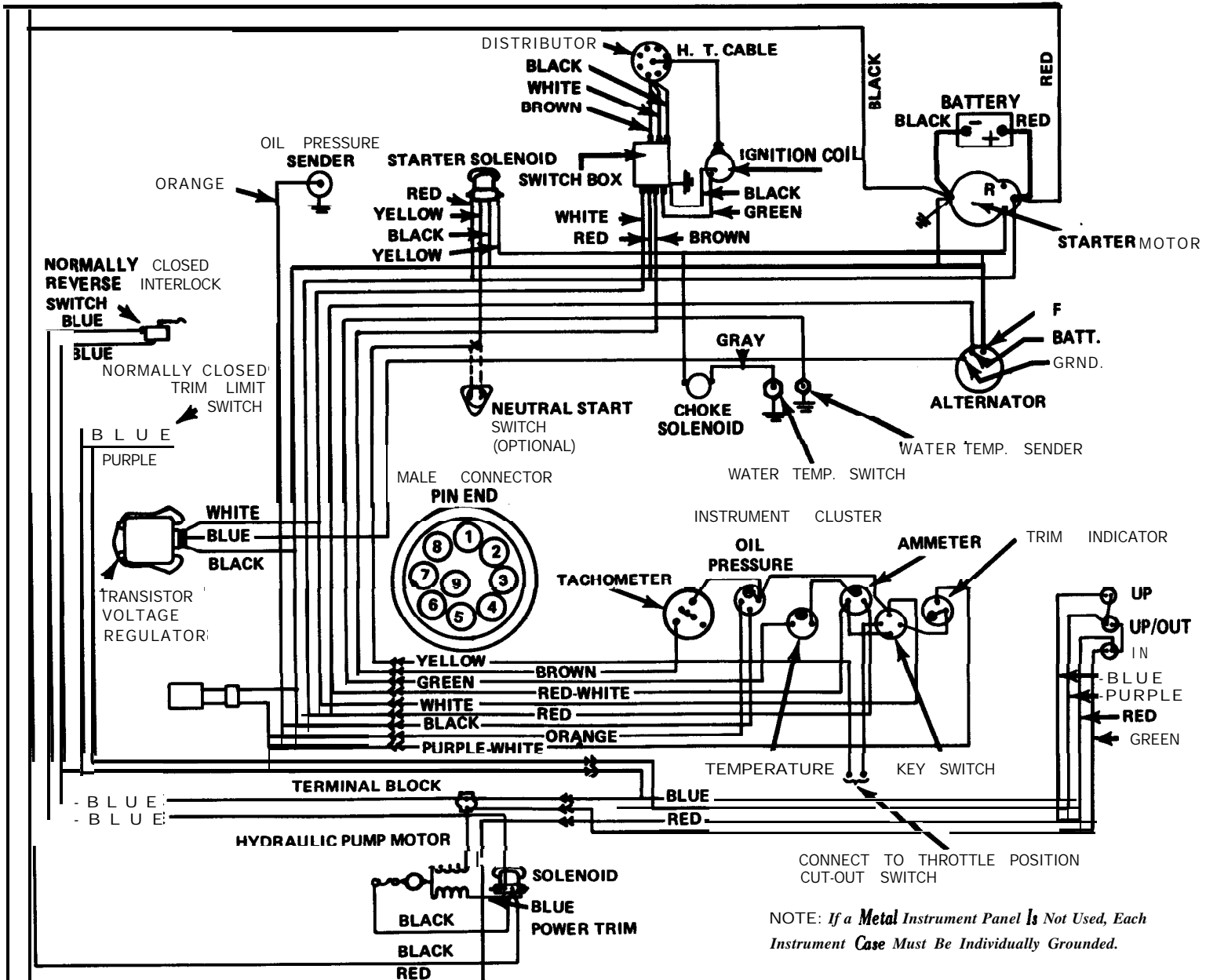
# ENGINE—MERCUISER 250 AND 325 WITH WATER TEMPERATURE SWITCH



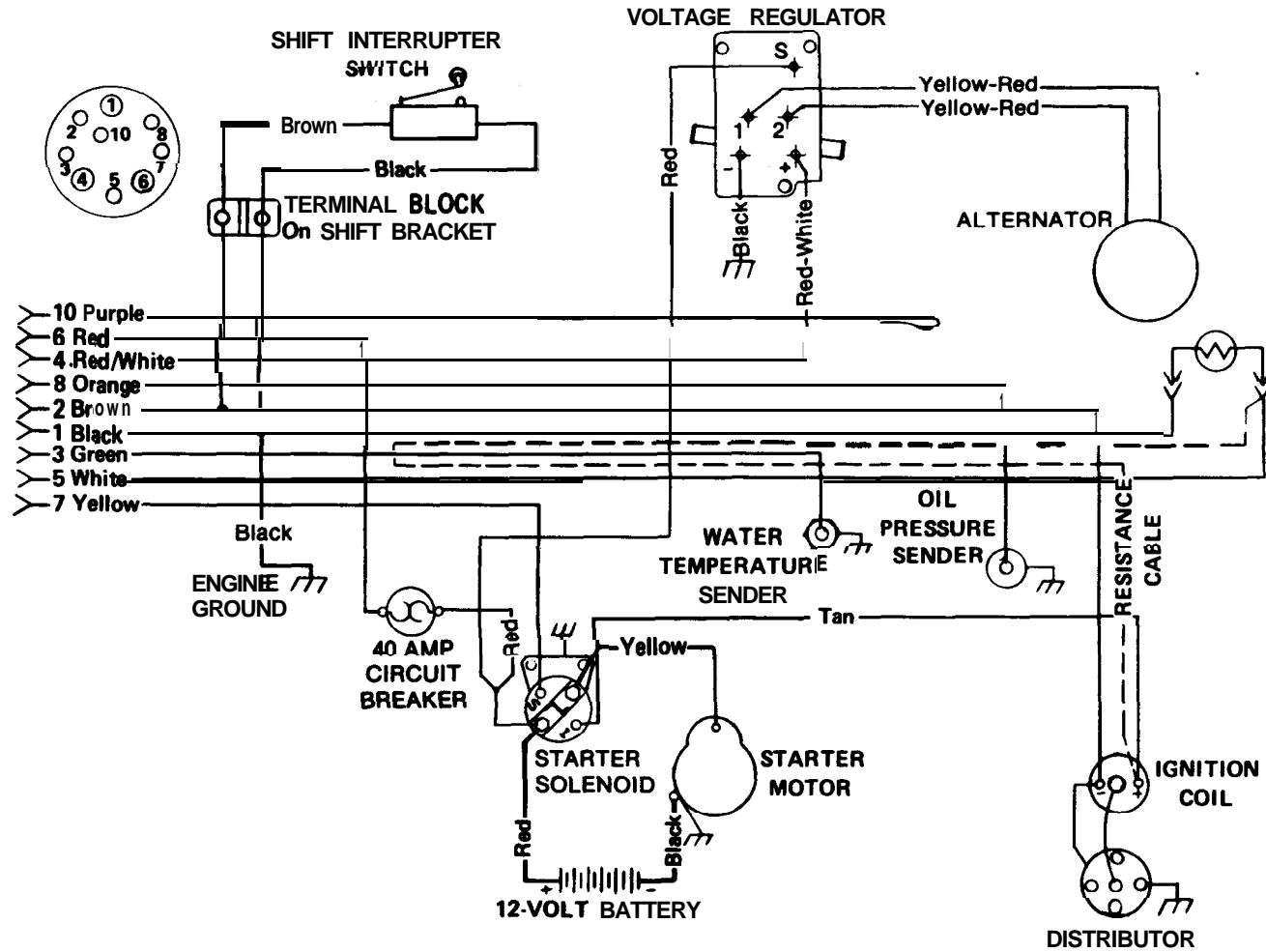
ENGINE—MERCURISER 270



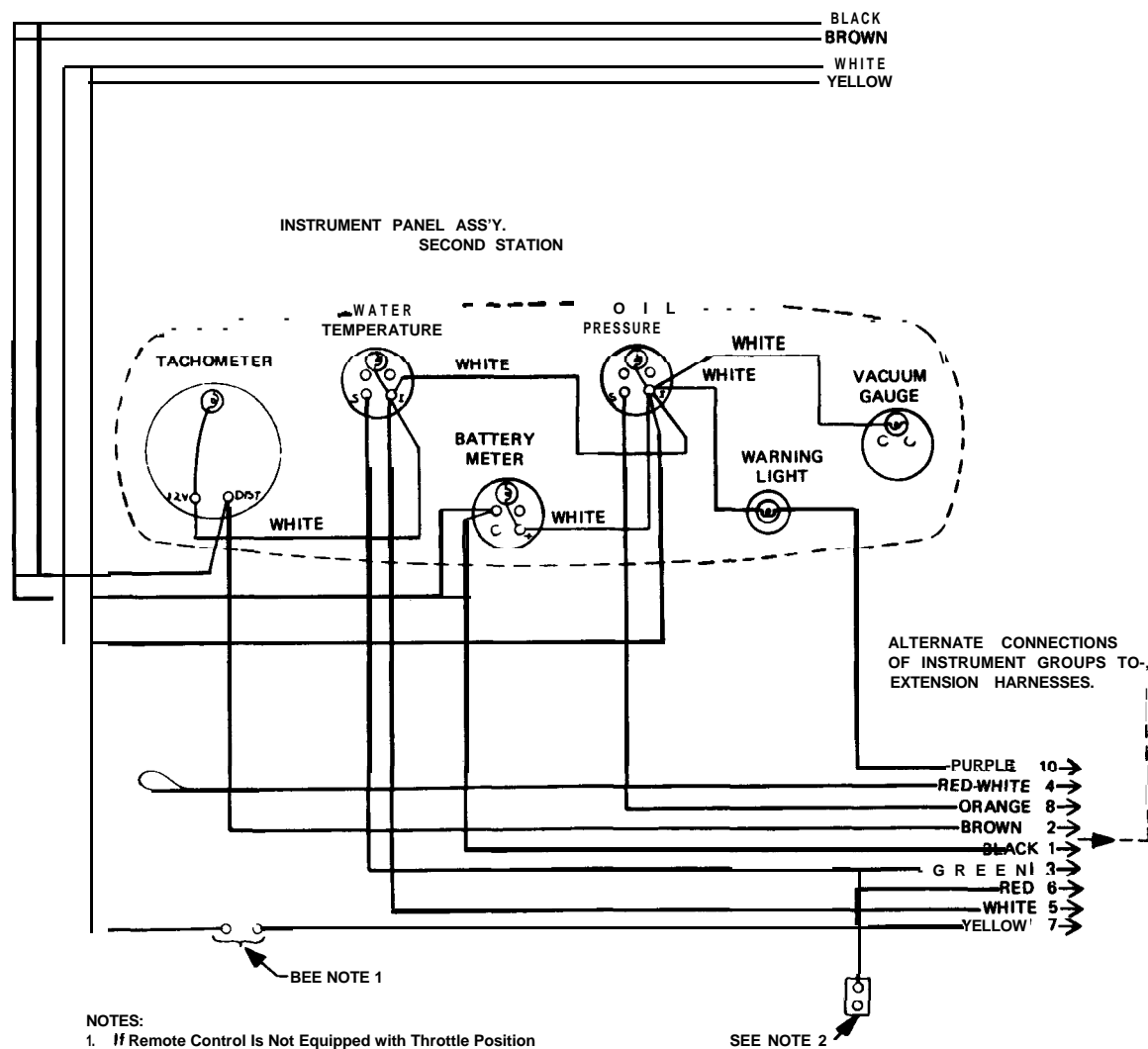
**ENGINE—MERCURISER 325 WITH WATER TEMPERATURE SWITCH AND TRIM SENDER**



**ENGINE—MERCUISER 470 WITH WATER-COOLED VOLTAGE REGULATOR**



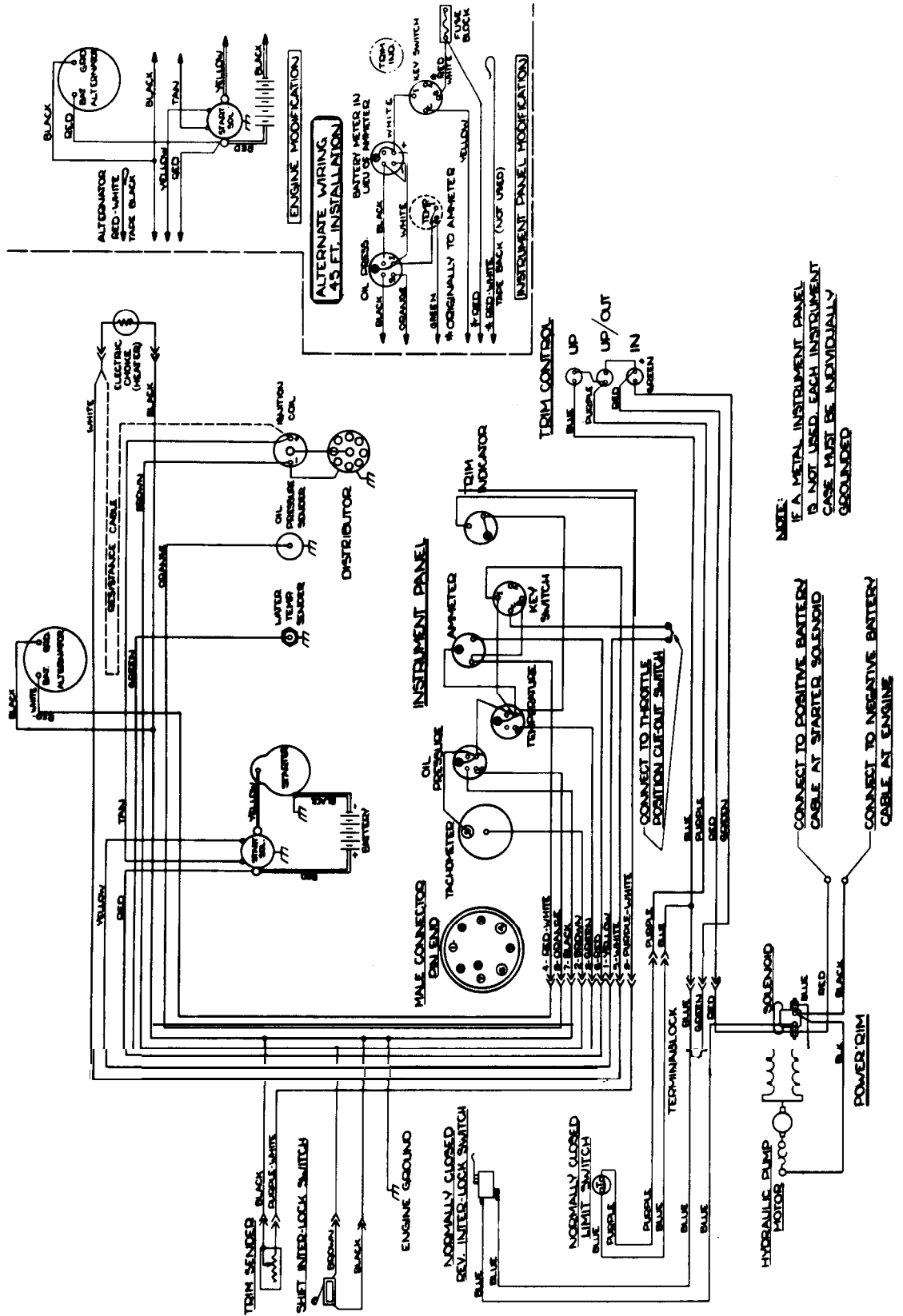
## INSTRUMENT PANEL SECOND STATION



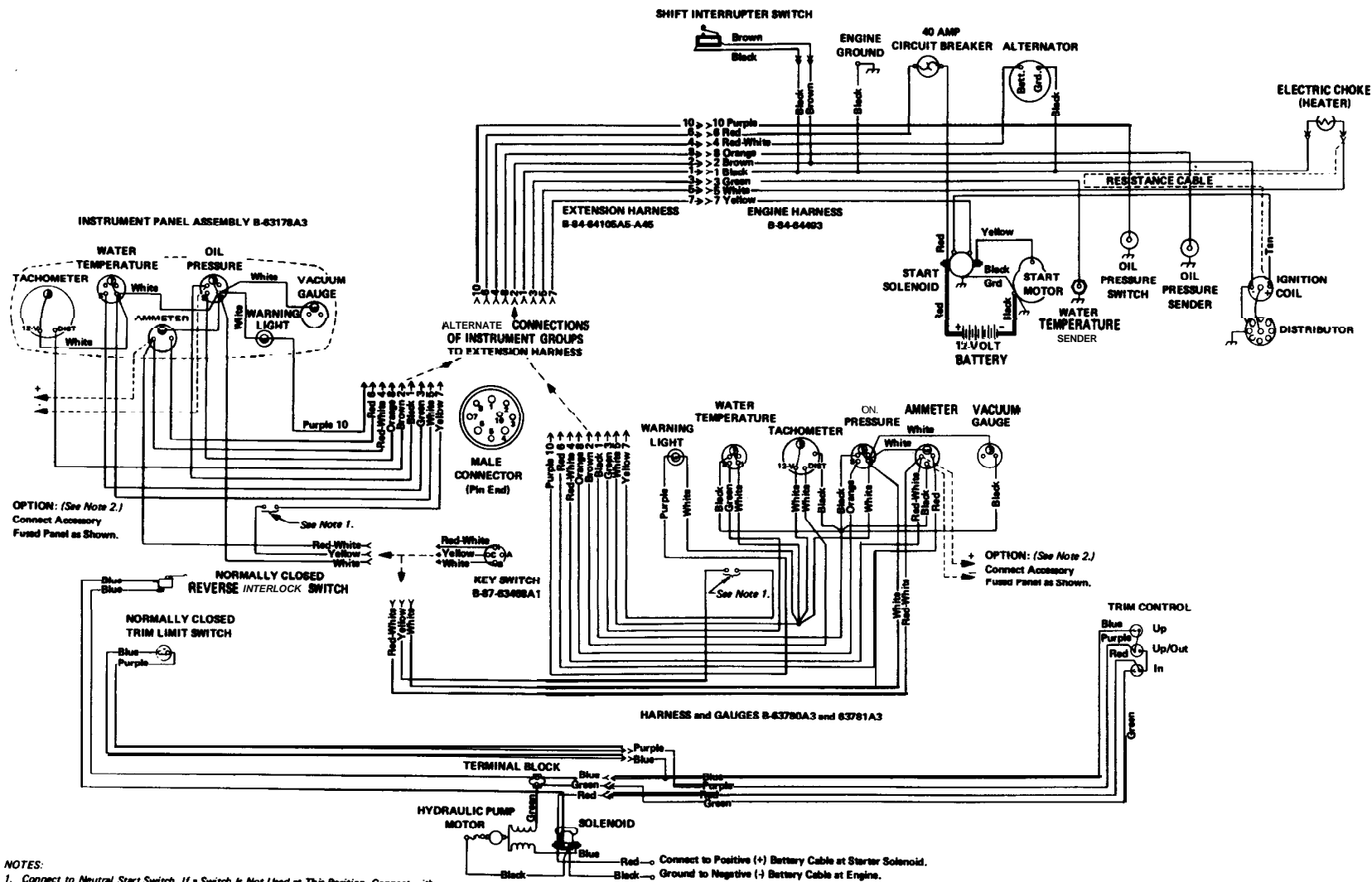
## NOTES:

1. If Remote Control Is Not Equipped with Throttle Position Cut-Out Switch, (A) Connect Leads with Screw and Nut; Insulate with Neoprene. OR (B) Connect to Neutral Safety Switch, If a Switch Is Not Used at This Position, Connect with Screw and Nut; Insulate with Neoprene Sleeve.
2. The Sum of the Electrical Loads Drawn from the Upper and Lower Accessories Taps Cannot Exceed 35 Amps.

**ENGINE—MERCURISER 888**



# ENGINE—MERCURISER 888 WITH CIRCUIT BREAKER AND VACUUM GAUGE

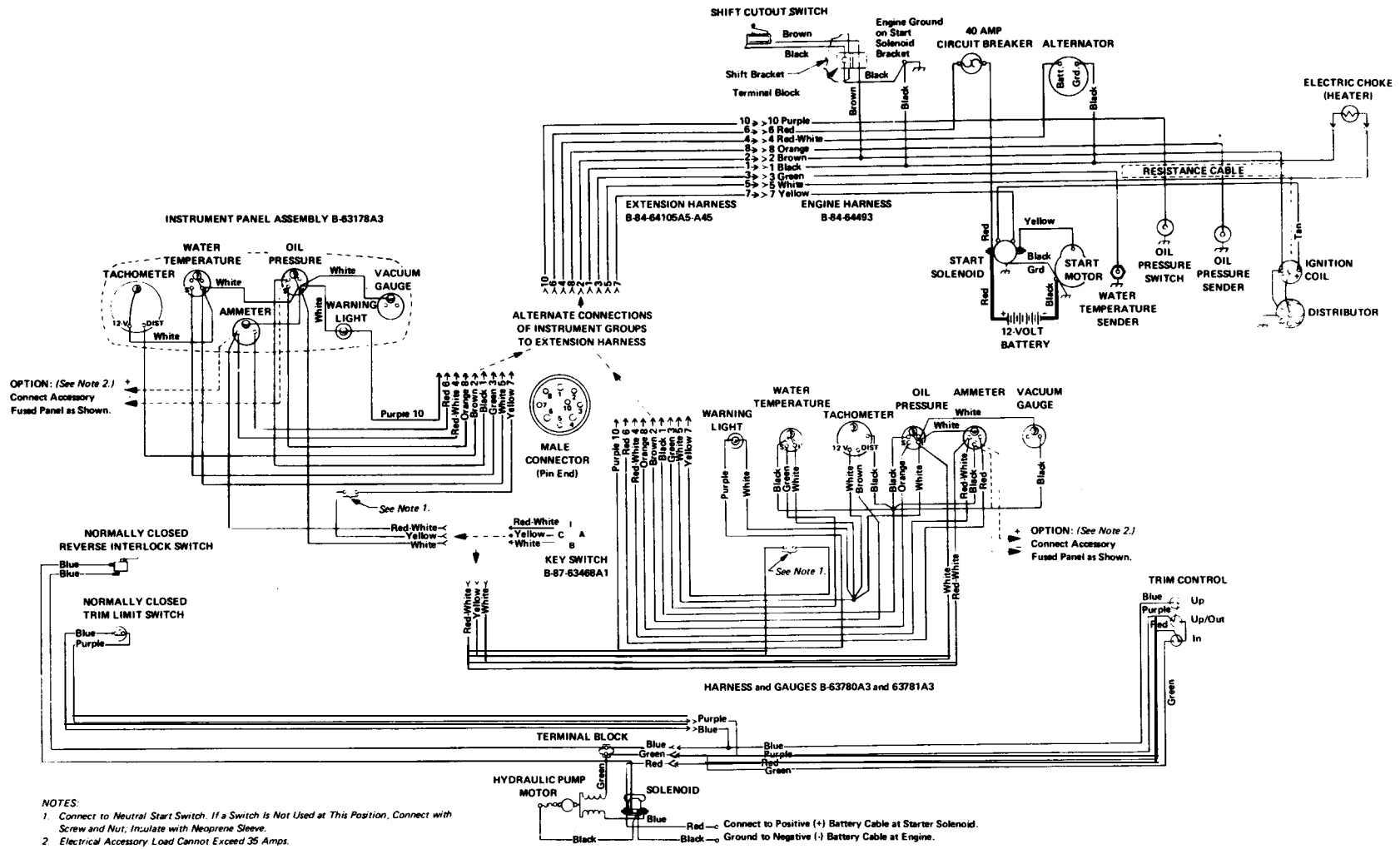


**NOTES:**  
 1. Connect to Neutral Start Switch. If a Switch is Not Used at This Position, Connect with Screw and Nut; Insulate with Neoprene Sleeve.  
 2. Electrical Accessory Load Cannot Exceed 35 Amps.

Red — Connect to Positive (+) Battery Cable at Starter Solenoid.  
 Black — Ground to Negative (-) Battery Cable at Engine.



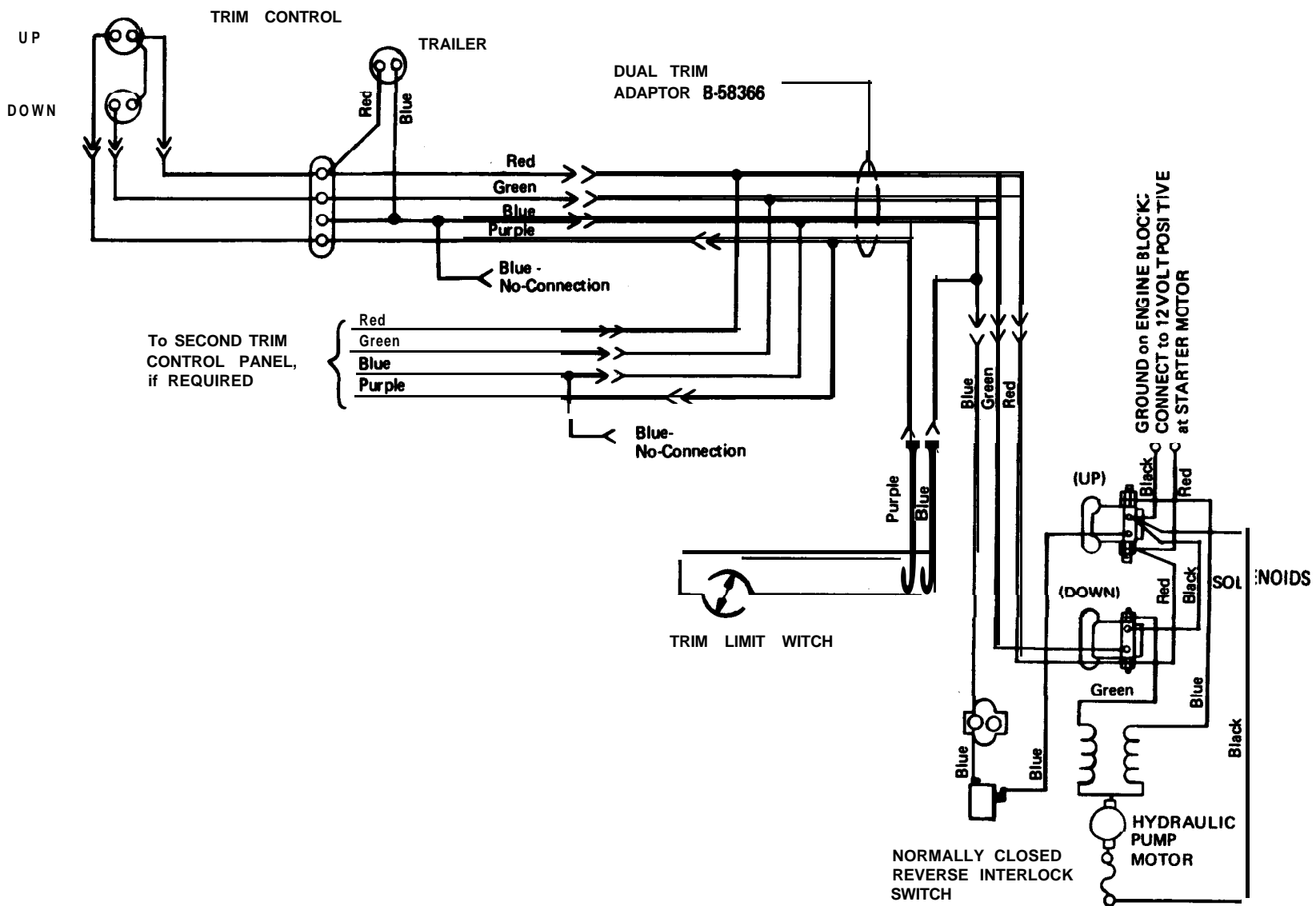
**ENGINE—MERCURISER 888** (SERIAL NO. 3777490 AND UP)  
AND 225-S **(3836688** AND UP)



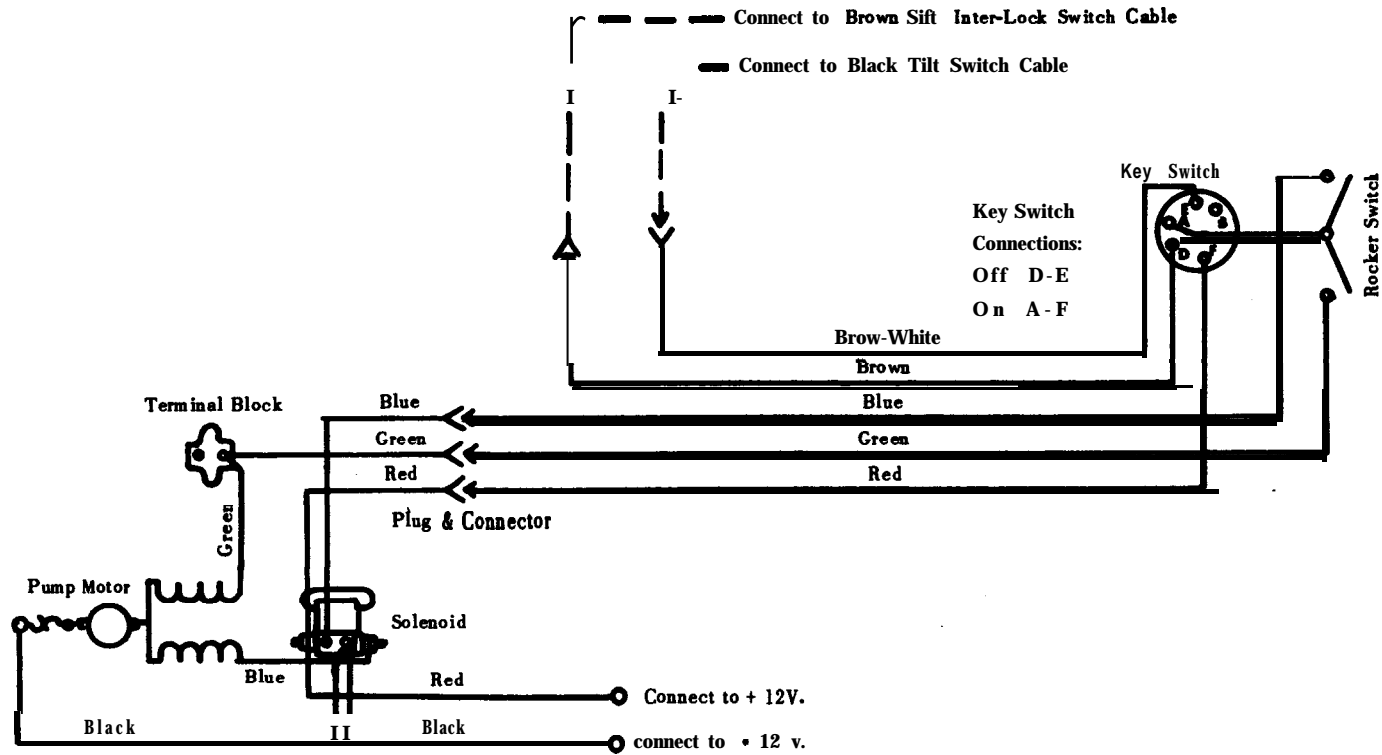
**NOTES:**

1. Connect to Neutral Start Switch. If a Switch is Not Used at This Position, Connect with Screw and Nut. Insulate with Neoprene Sleeve.
2. Electrical Accessory Load Cannot Exceed 35 Amps.

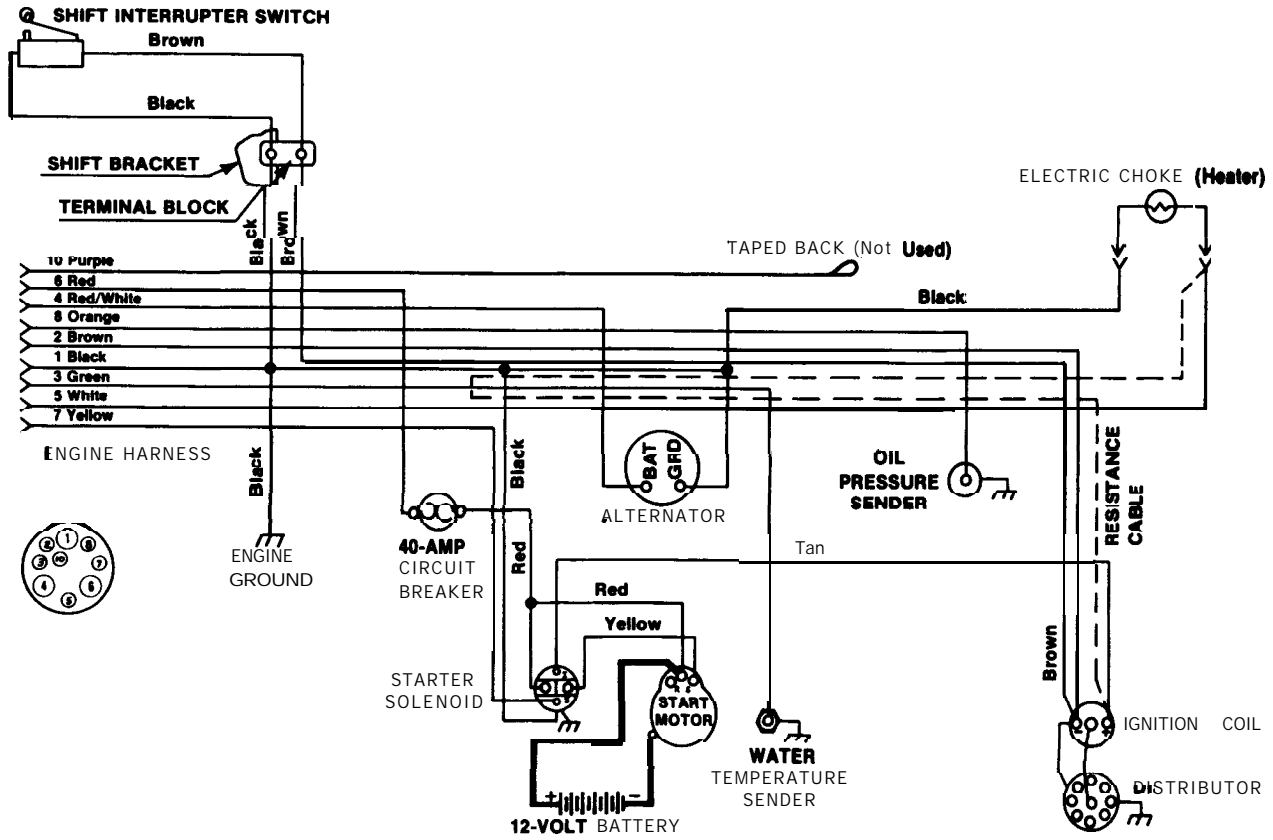
POWER TRIM—MERCUISER 215, 225II-TR AND 255II-TR



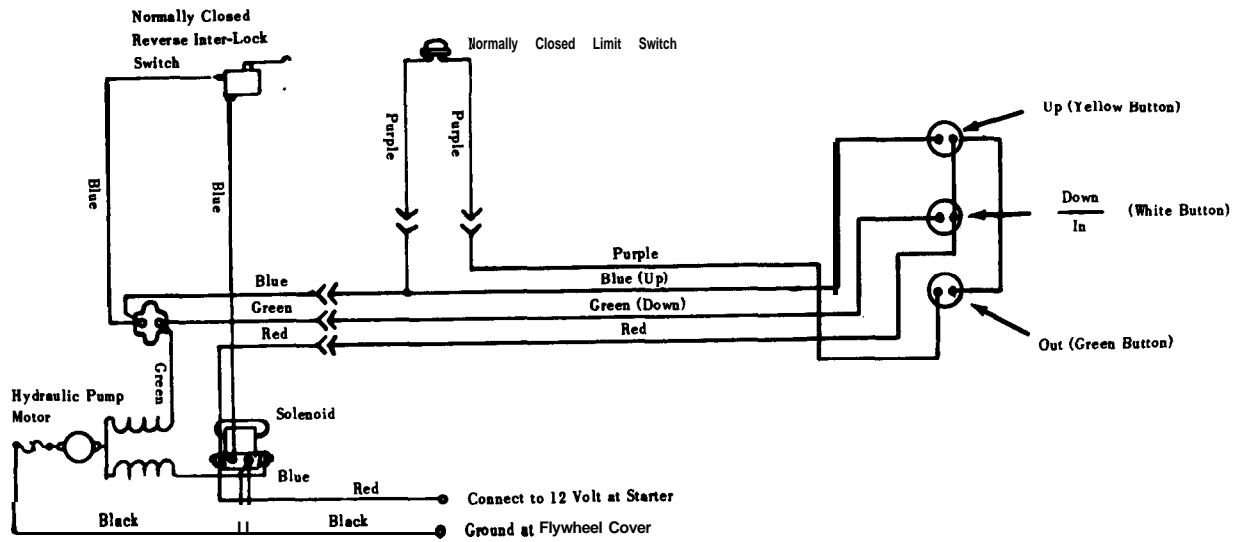
POWER TILT



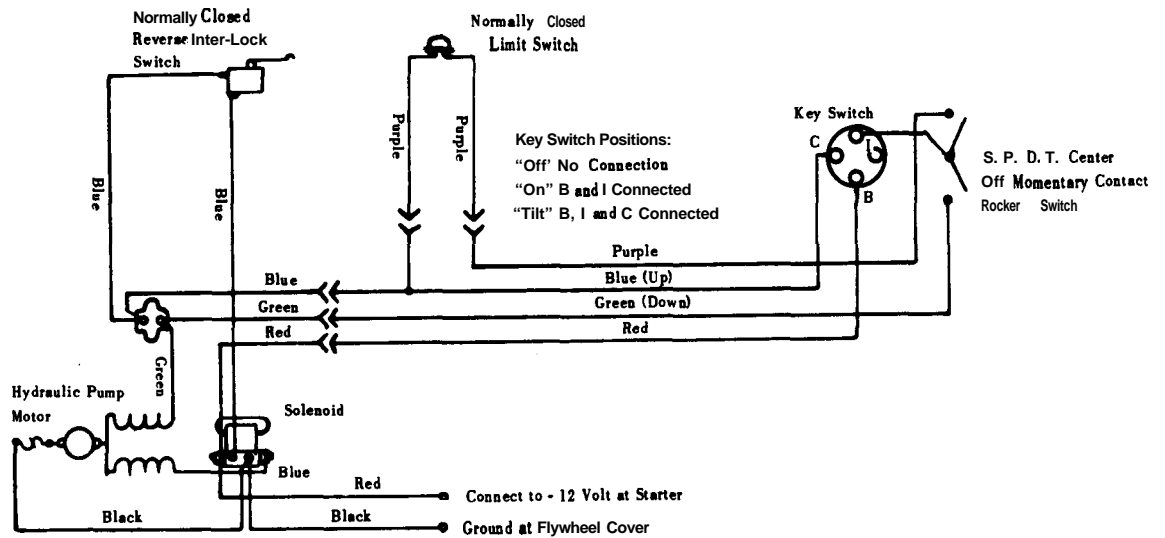
**ENGINE—MERCUISER 898**



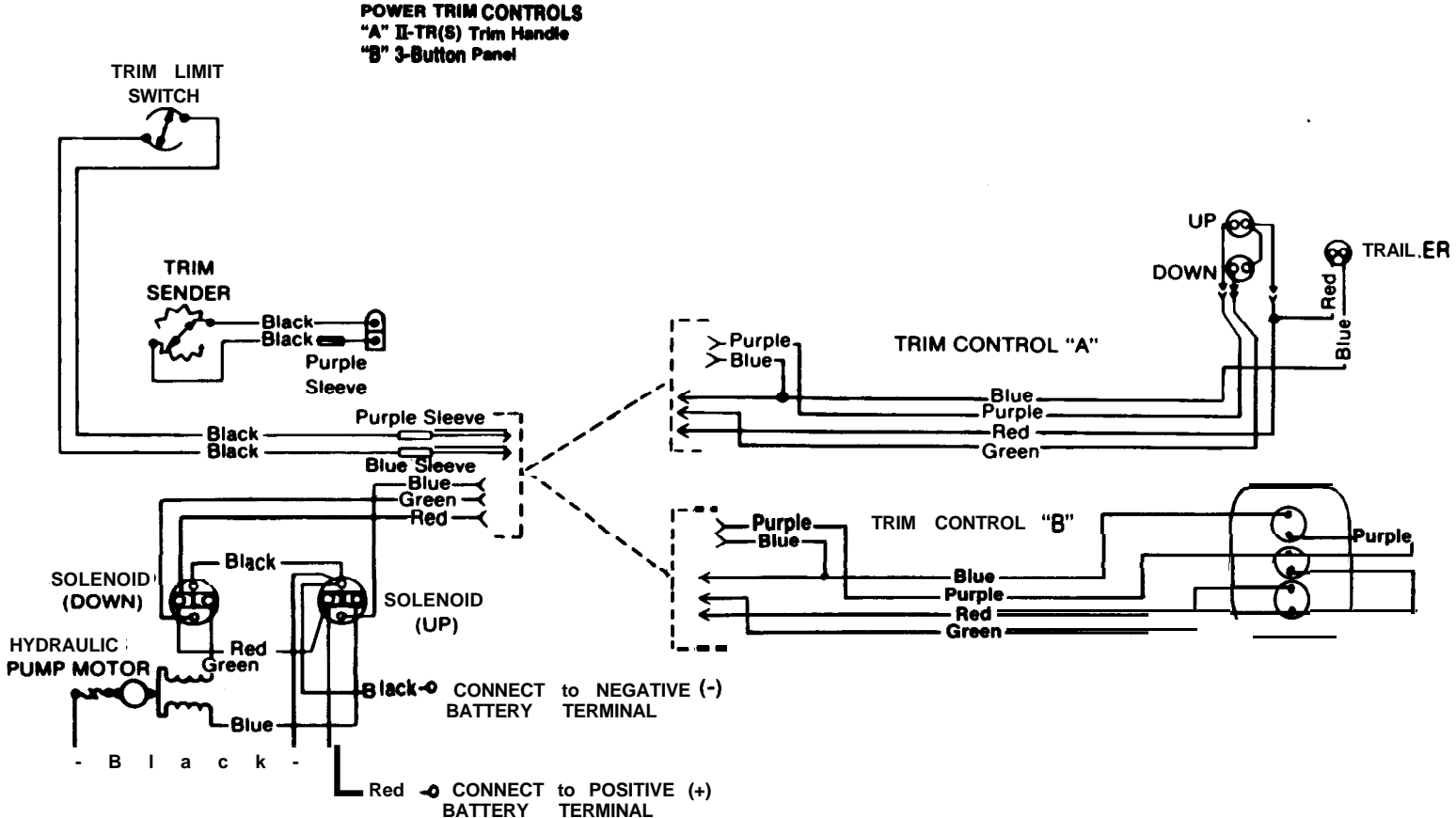
POWER TRIM WITH PUSH BUTTON (EARLY)



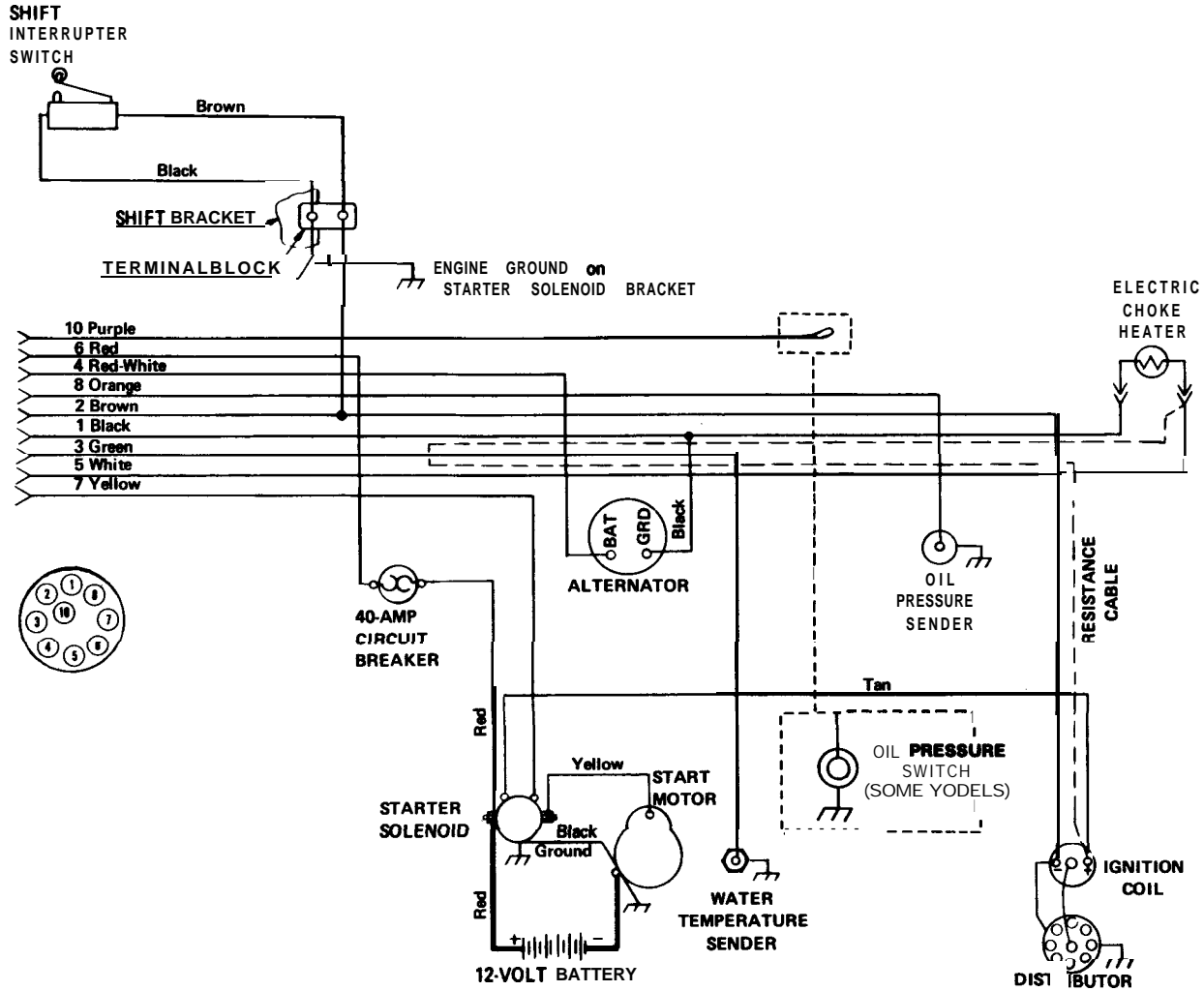
POWER TRIM WITH ROCKER SWITCH



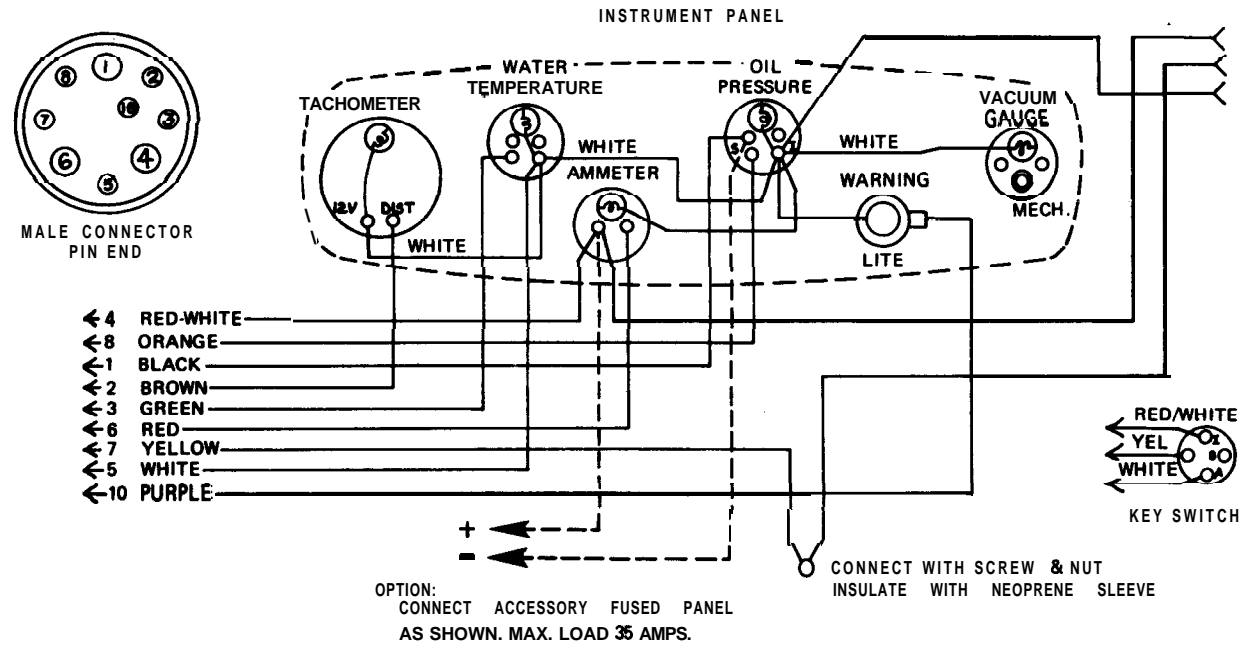
POWER TRIM WITH TRIM SENDER (DOUBLE SOLENOID SYSTEM)



**ENGINE—MERCURISER 888 (SERIAL NO. 3777480 AND UP),  
225-S (3838888 AND UP) AND 233**

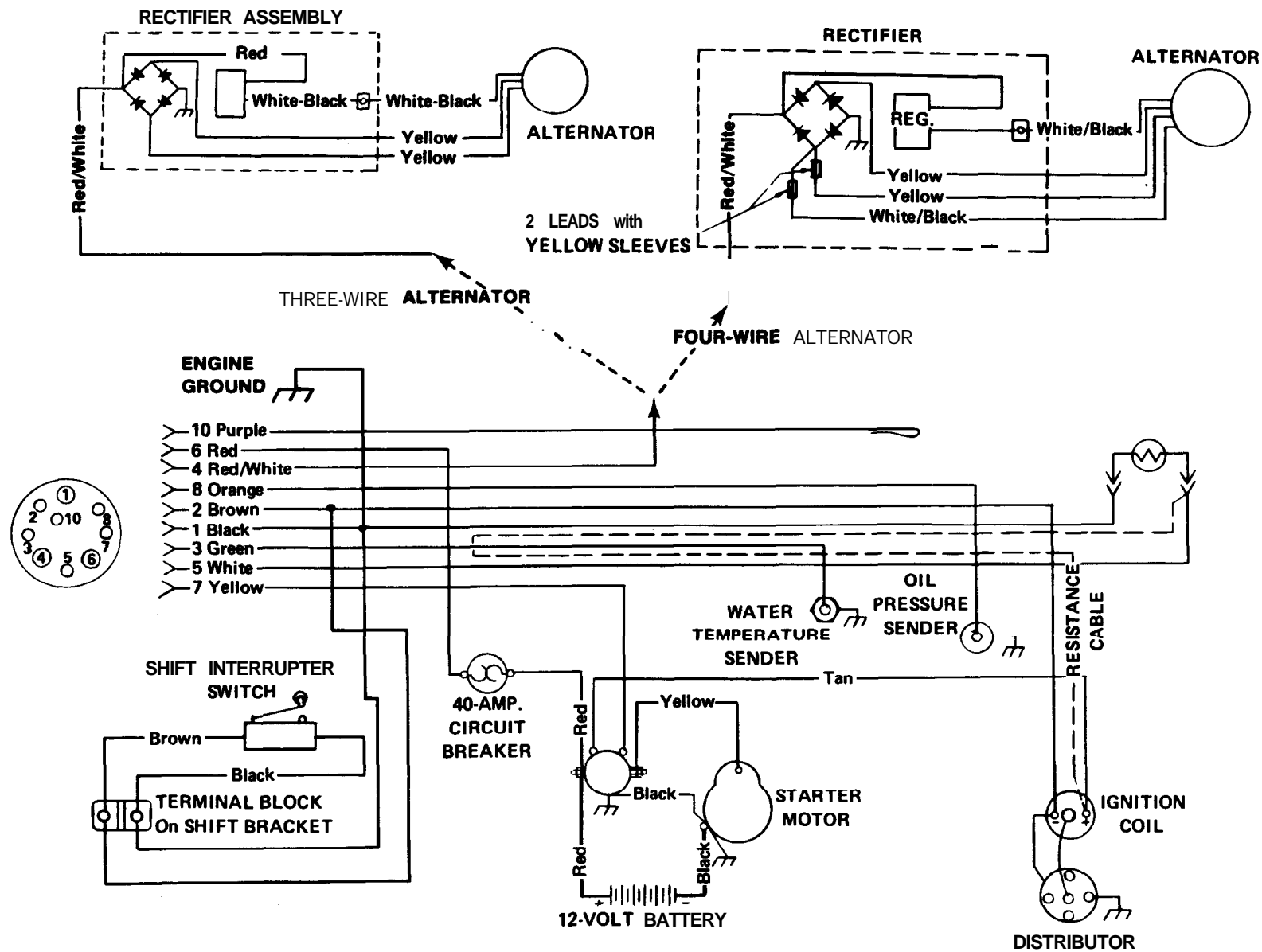


# INSTRUMENT PANEL

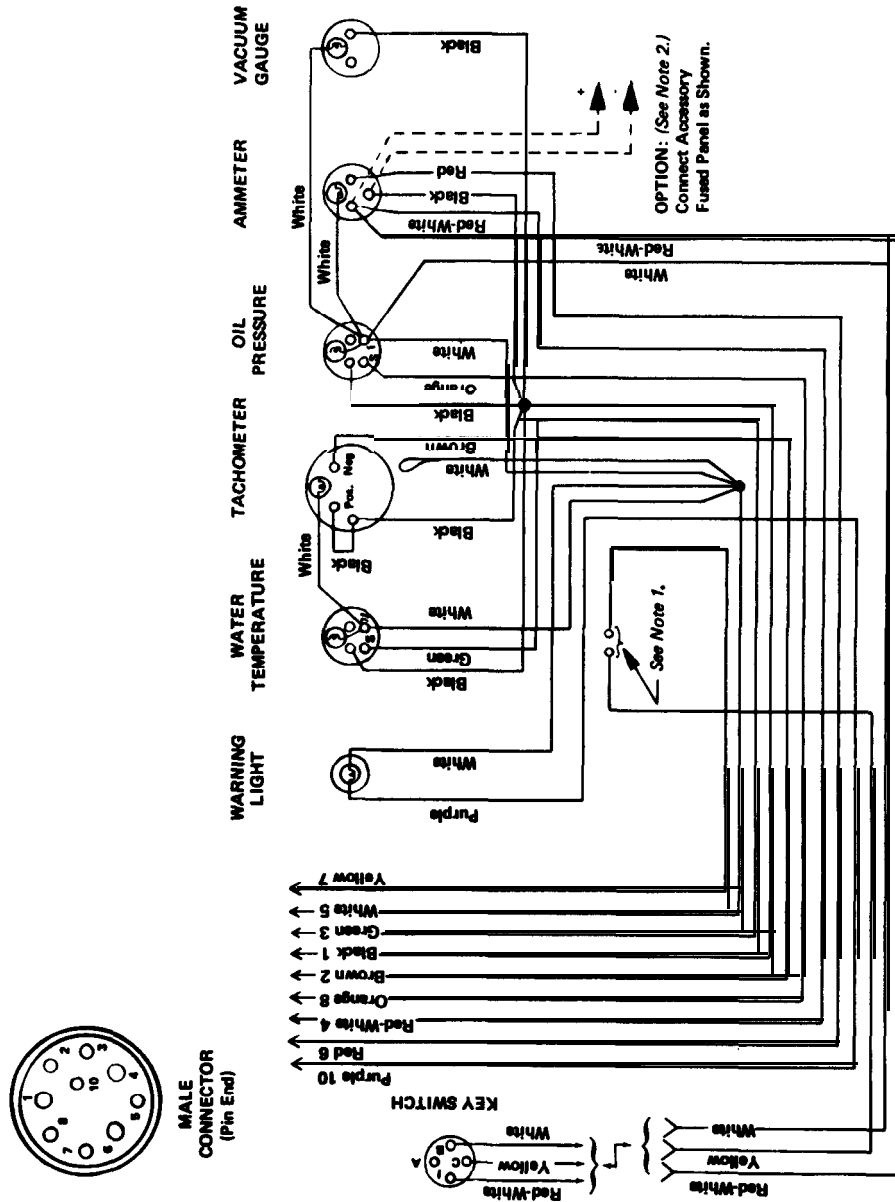




# ENGINE—MERCURISER 470 WITH AIR-COOLED VOLTAGE REGULATOR

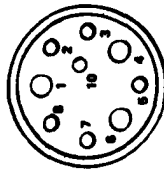


**INSTRUMENT CLUSTER WITH WARNING LIGHT (THUNDERBOLT IGNITION)**



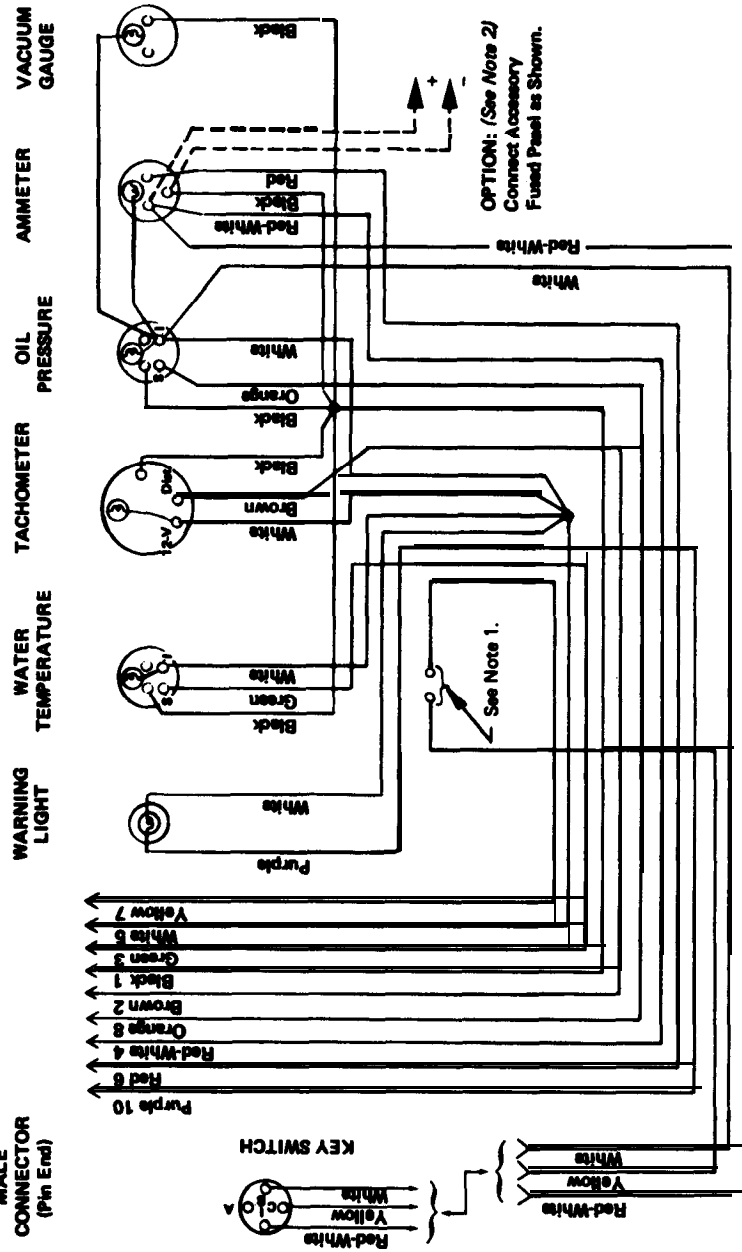
- NOTES:**
1. Connect to neutral start switch. If a switch is not used at this position, connect with screw and nut and insulate with neoprene sleeve.
  2. Electrical accessory load cannot exceed 35 amps.

**INSTRUMENT CLUSTER WITH WARNING LIGHT (BREAKER POINT)**



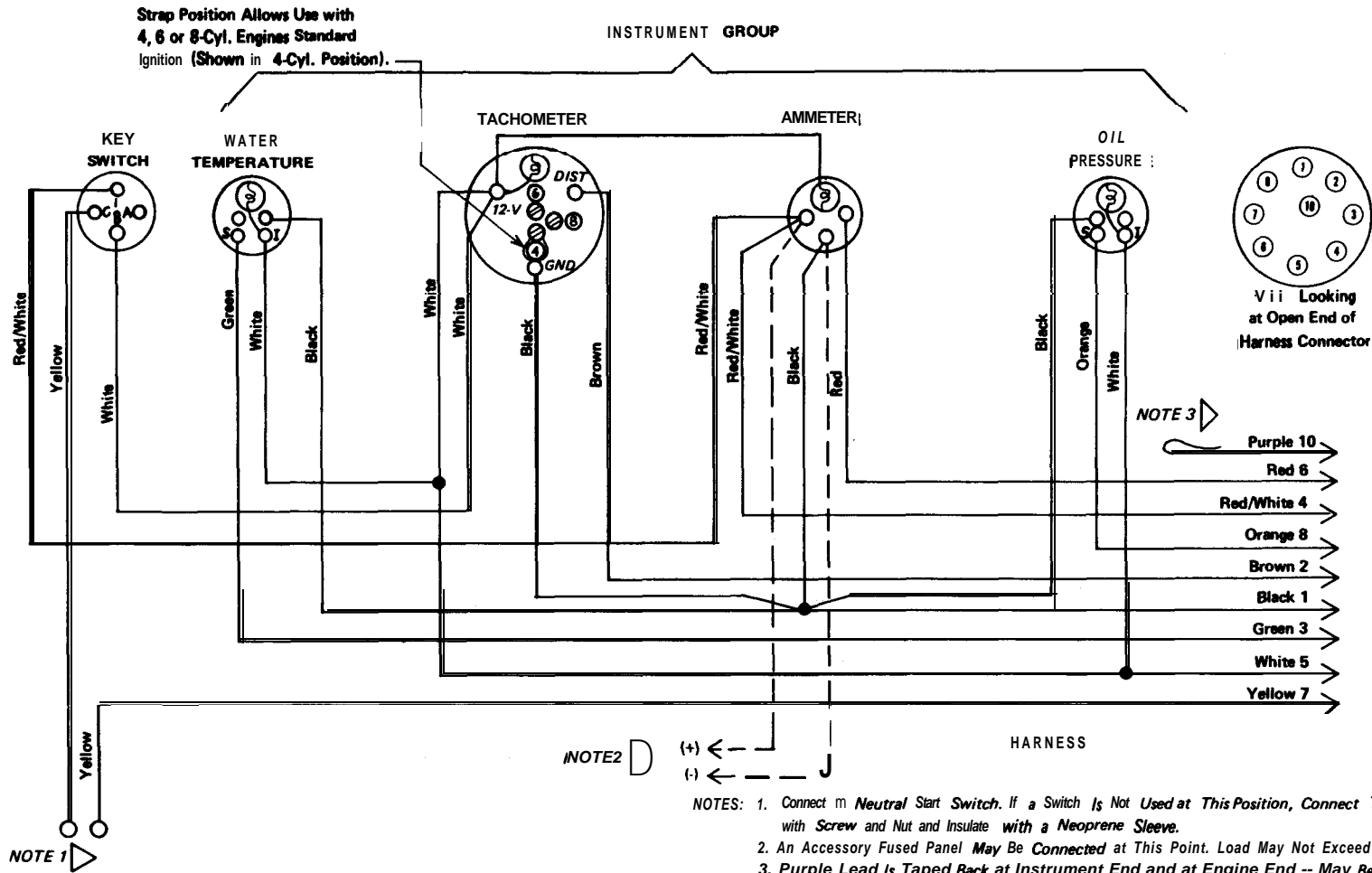
**MALE CONNECTOR (Pin End)**

- NOTES:** 1. Connect to neutral start switch. If a switch is not used at this position, connect with screw and nut and insulate with neoprene sleeve.  
 2. Electrical accessory load cannot exceed 35 amps.



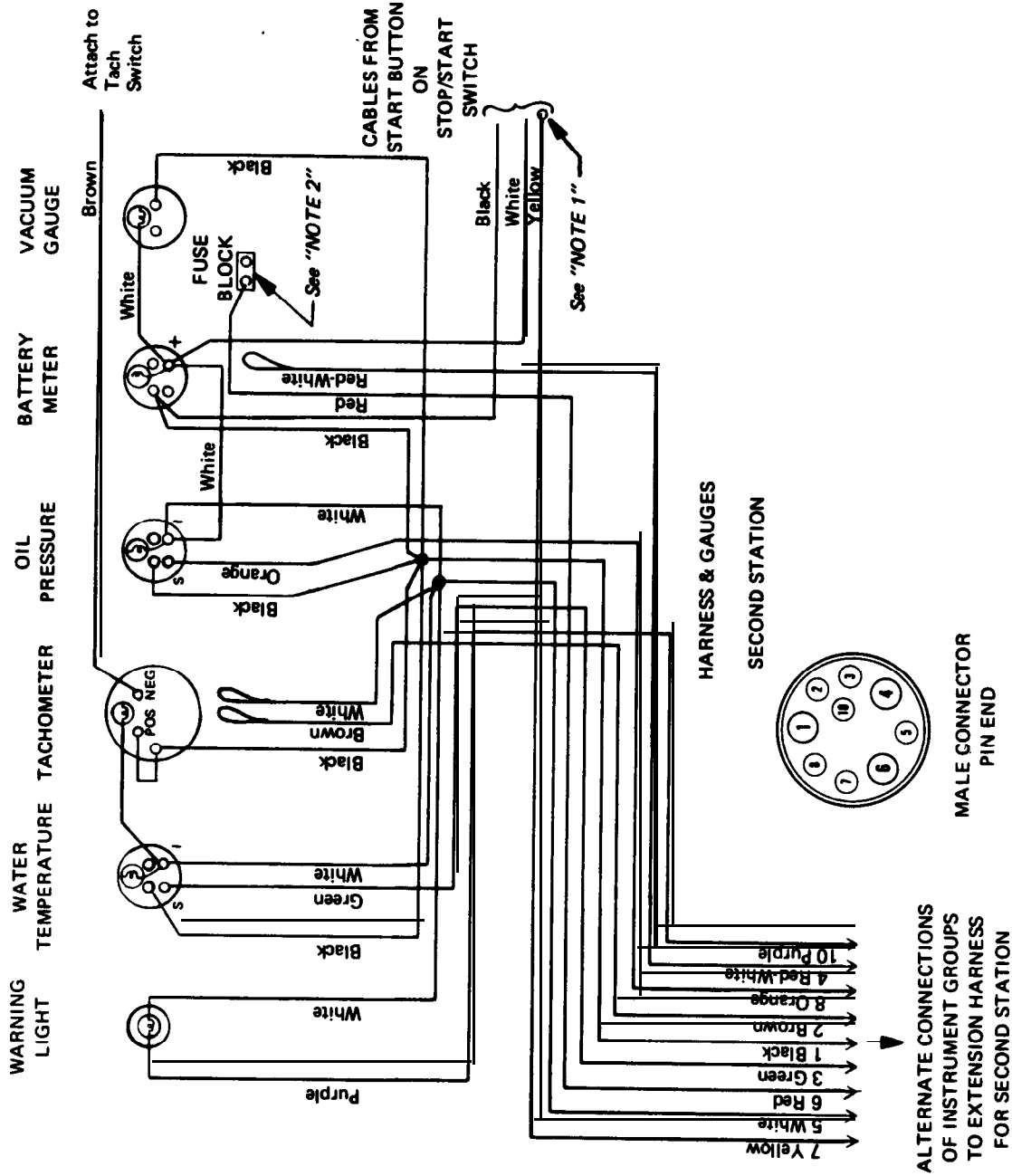
**OPTION:** (See Note 2)  
 Connect Accessory Fused Panel as Shown.

INSTRUMENT CLUSTER **WITHOUT WARNING LIGHT (BREAKER POINT)**



- NOTES:
1. Connect in *Neutral Start Switch*. If a Switch is Not Used at This Position, Connect These Leads with *Screw and Nut* and Insulate *with a Neoprene Sleeve*.
  2. An *Accessory Fused Panel* *May Be Connected* at This Point. Load May Not Exceed 35 Amps.
  3. *Purple Lead is Taped Back* at Instrument End and at Engine End -- *May Be Used* for Accessories. Limit: 5 Amps.

**INSTRUMENT CLUSTER SECOND STATION (THUNDERBOLT IGNITION)**



- NOTES:**
1. Connect to Neutral Safety Switch. If a Switch is Not Used at This Position, Connect with Screw and Nut; Insulate with Neoprene Sleeve.
  2. The Sum of the Electrical Loads (Drawn from the Upper and Lower Accessories Taps) Cannot Exceed 35 Amps.

INSTRUMENT CLUSTER SECOND STATION (BREAKER POINT)

