IMPORTANT INFORMATION

Section 1A - Specifications

1 A

Table of Contents

Master Specifications

Model 210/240 M² Jet Drive			
HORSEPOWER (KW)			210 (156.6) 240 (178.9)
M² JET DRIVE WEIGHT	**210 HP**	**Powerhead** **Pump Unit**	218 lb. (99 kg) 110 lb. (49 kg)
	240 HP	**Powerhead** **Pump Unit**	231 lb. (105 kg) 110 lb. (49 kg)
CYLINDER BLOCK	**Type** **Displacement**		V-6 Cylinder, Two Cycle, Loop Charged 153.0 cu. in. (2507cc)
STROKE	**Length (All Models)**		2.650 in. (67.31mm)
CYLINDER BORE	**Diameter (Std)** **Taper/Out of Round/Maximum Wear** **Bore Type**		3.501 in. (88.925mm) 0.003 in. (0.076mm) Cast Iron
PISTON	**Piston Type** **Standard** **0.015 in. (0.381 mm) Oversize**		Aluminum 3.494 in. ± 0.001 in. (88.748mm ± 0.025mm) 3.509 in. ± 0.001 in. (89.129mm ± 0.025mm)
REEDS	**210 HP**	**Reed Type** **Reed Stand 0pen (Max.)** **Reed Stop (Max.)**	Steel 0.020 in. (0.50mm) Not Adjustable
	240 HP	**Reed Type** **Reed Stop (Max.)**	2 Stage Plastic No Stop
FUEL SYSTEM	**Fuel** **Recommended Gasoline** **Gasoline/Oil Ratio** **Fuel Pressure – @ Idle** **– @ WOT**		Gasoline w/Oil Injection 210 HP - Unleaded 87 Octane Minimum 240 HP - Unleaded 89 Octane Minimum 50:1 (25:1 Break-In) 2 PSI 8 PSI
STARTING SYSTEM	**Electric Start – All Models** **Starter Draw (Under Load)** **Starter Load (No Load)** **Battery Rating**		 175 Amperes 40 Amperes 670 Marine Cranking Amps (MCA) or 520 Cold Cranking Amps (CCA)
IGNITION SYSTEM	**210 HP**	**Type** **Spark Plug Type** **Spark Plug Gap**	Capacitor Discharge NGK BU8H or BUZ8H Surface Gap
	240 HP	**Type** **Spark Plug Type** **Spark Plug Gap**	Capacitor Discharge NGK BPZ8HS10 .040 in. (1.0mm)
CHARGING SYSTEM	**210 HP**	**Alternator Output (Regulated)**	15 Amperes @ 3000 RPM
	240 HP	**Alternator Output (Regulated)**	40 Amperes @ 5000 RPM

210/240 HP M^2 Jet Drive (Continued)

210 HP Carburetor	**Idle RPM**	1000 - 1100 RPM	
	Wide Open Throttle (WOT) RPM	5250 - 5750	
	Idle Mixture Screw Adjustment (Preset - Turns Out)	1-1/2 turns out from a lightly seated position	
	– All Carbs		
	Float Setting	Set parallel to body flange	
	Main Jet	Port Carb Bore	Stbd Carb Bore
	–Top Carb	.082 (#1 cyl.)	.080 (#2 cyl.)
	–Middle Carb	.084 (#3 cyl.)	.086 (#4 cyl.)
	–Bottom Carb	.082 (#5 cyl.)	.082 (#6 cyl.)
	Idle Air Jet		
	–Top Carb	.054 (#1 cyl.)	.044 (#2 cyl.)
	–Middle Carb	.048 (#3 cyl.)	.048 (#4 cyl.)
	–Bottom Carb	.054 (#5 cyl.)	.048 (#6 cyl.)
	Vent Jet		
	–Top Carb	.080	
	–Middle Carb	.080	
	–Bottom Carb	.080	
240 HP Fuel Injection	**Idle RPM**	1000 - 1100 RPM	
	Wide Open Throttle (WOT) RPM	5750 - 6250	
	Float Adjustment (Vapor Separator)	Preset @ Factory	
	Float Level		
	Injectors		
	Quantity	6	
	Ignition Controller Uses the Trigger Signal as an Injector Timing Signal as Follows:		
	#1 Trigger Circuit	#3 and #4 Injectors	
	#3 Trigger Circuit	#5 and #6 Injectors	
	#5 Trigger Circuit	#1 and #2 Injectors	
	Line Pressure @ Injectors	34 - 36 PSI (234 - 248 kPa)	
210 HP Timing	**Maximum Timing BTDC**		
	@ Cranking Speed	24° BTDC	
	@ 5000 RPM	22° BTDC	
	Idle Timing		
	BTDC	6° ± 2° @ 1000 - 1100 RPM	
	Firing Order	1-2-3-4-5-6	
240 HP Timing	**Maximum Timing BTDC**		
	@ Cranking Speed	26° BTDC	
	@ 5750 RPM	20° BTDC	
	Idle Timing		
	BTDC	6° ± 2° @ 1000 - 1100 RPM	
	Firing Order	1-2-3-4-5-6	

210/240 HP M^2 Jet Drive (Continued)		
OIL INJECTION	**Recommended Oil**	Mercury Precision or Quicksilver Premium Plus NMMA Certified TC-W3
	Oil Tank Capacity	3 Gallons (11.4 Litres)
	Approximate Time	6.6 Hours
	Reserve Capacity/Approximate Time	.94 qt. (.89 Litre) / 30-35 minutes
	Output @ 1000 RPM for 3 Minutes with Pump @ Full Open	15cc @ 1000RPM

Torque Chart

PUMP UNIT

Special Items	Torque
Impeller Nut	150 lb. ft. (203 N·m)
Impeller Gear Nut	90 lb. ft. (122 N·m)
Pinion Shaft Housing Screw	180 lb. in. (20 N·m)
Drive Housing Cover Nuts	35 lb. ft. (47.5 N·m)
Stator Bolts	35 lb. ft. (47.5 N·m)
Nozzle to Stator Bolts	35 lb. ft. (47.5 N·m)
Rudder Pivot Bolt	50 lb. ft. (68 N·m)
Reverse Gate Pivot Bolt	50 lb. ft. (68 N·m)
Steering Lever Screw	180 lb. in. (20.2 N·m)
Reverse Gate Stop Screw	120 lb. in. (13.6 N·m)
Inlet Screen Screw (6 mm)	75 lb. in. (8.5 N·m)
Inlet Screen Screw (8 mm)	200 lb. in. (23 N·m)
Ride Plate Screw	75 lb. in. (8.5 N·m)
Impeller Shaft Cover Screw	180 lb. in. (20 N·m)

POWERHEAD

Special Items	Torque
Adaptor Plate to Powerhead	35 lb. ft. (47.5 N·m)
Powerhead to Drive Housing Nuts	35 lb. ft. (47.5 N·m)
Cylinder Head	225 lb. in. (25.4 N·m) Then Turn Additional 90°
Flywheel Nut	120 lb. ft. (162.7 N·m)
Main Bearing Bolts	270 lb. in. (30.4 N·m)
Connecting Rod Screws	120 lb. in. (13.6 N·m) Then Turn Additional 90°
Transfer Port Cover	80 lb. in. (9.03 N·m)
Exhaust Manifold	180 lb. in. (20 N·m)
Expansion Chamber Nuts	35 lb. ft. (47.5 N·m)

Standard Hardware

Screw or Nut Size	Torque
6 - 32	9 lb. in. (1.0 N·m)
8 - 32	20 lb. in. (2.3 N·m)
10 - 24	30 lb. in. (3.4 N·m)
10 - 32	35 lb. in. (3.9 N·m)
12 - 24	45 lb. in. (5.0 N·m)
1/4 - 20	70 lb. in. (7.8 N·m)
5/16 - 18	160 lb. in. (18.1 N·m)
3/8 - 16	270 lb. in. (30.4 N·m)

Metric Hardware

A	B	Torque Specification		
		lb. in.	lb. ft.	N·m
8 mm	M5	36	3	4
10 mm	M6	70	6	8
12 mm	M8	156	13	18
14 mm	M10	312	26	36
17 mm	M12	372	31	42