

Outboard Motor Service Log

Service an outboard by hours rather than by dates, and keep the impeller and anode record that decides whether the motor has a long life or a short one.

Hours, servicing and salt-water flushing for an outboard motor. The impeller and the anodes are the two cheap parts whose neglect turns into an expensive one.

Motor make & model

Serial number

Year

Boat

Shaft length

Two or four stroke

Fuel

SPECIFICATIONS from your own manual — look them up once

Engine oil grade & qty

Gear oil grade & qty

Oil filter part no.

Water pump / impeller kit

Spark plugs & gap

Fuel filter part no.

Anode part numbers

Propeller & pitch

Prop nut torque

SERVICE LOG

Date	Hours	Eng oil	Gear oil	Impeller	Plugs	Anodes	Fuel filt	Work and notes

[illegible]

AFTER EVERY USE IN SALT WATER

- ☐ Flushed with fresh water long enough for the block to run cool
 - ☐ Cowling off, engine wiped down and inhibitor sprayed
 - ☐ Anodes looked at — they are meant to waste, but not to vanish
 - ☐ Fuel connector, clamps and controls rinsed and dried
 - ☐ Propeller checked for line, weed and a bent blade
 - ☐ Motor tilted down to drain, then stored as the manual says

Notes and anything specific to yours