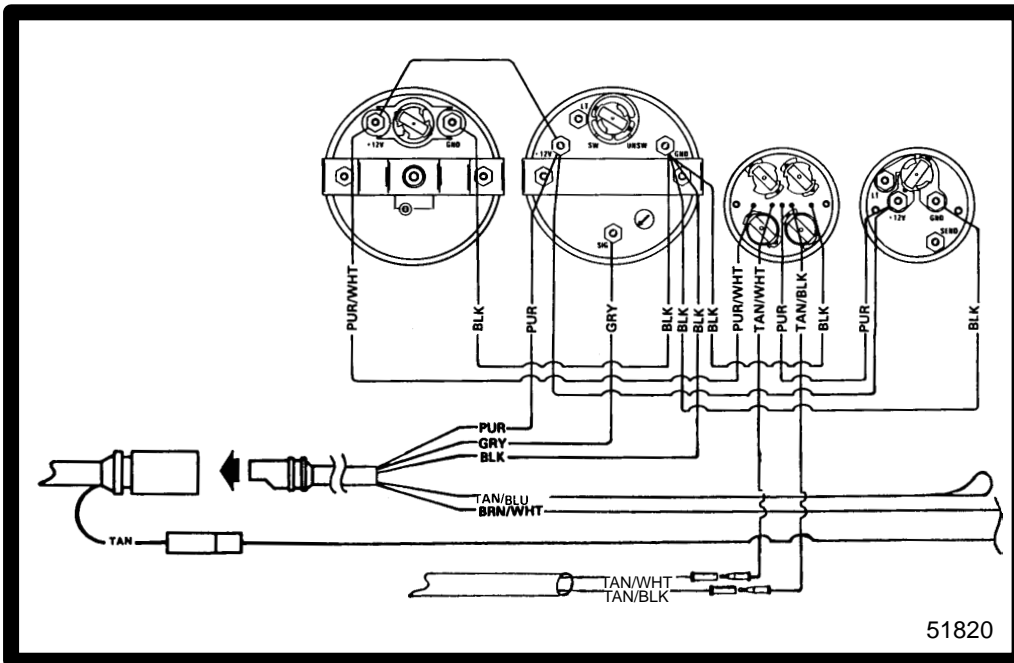




# ELECTRICAL

2

D



## WIRING



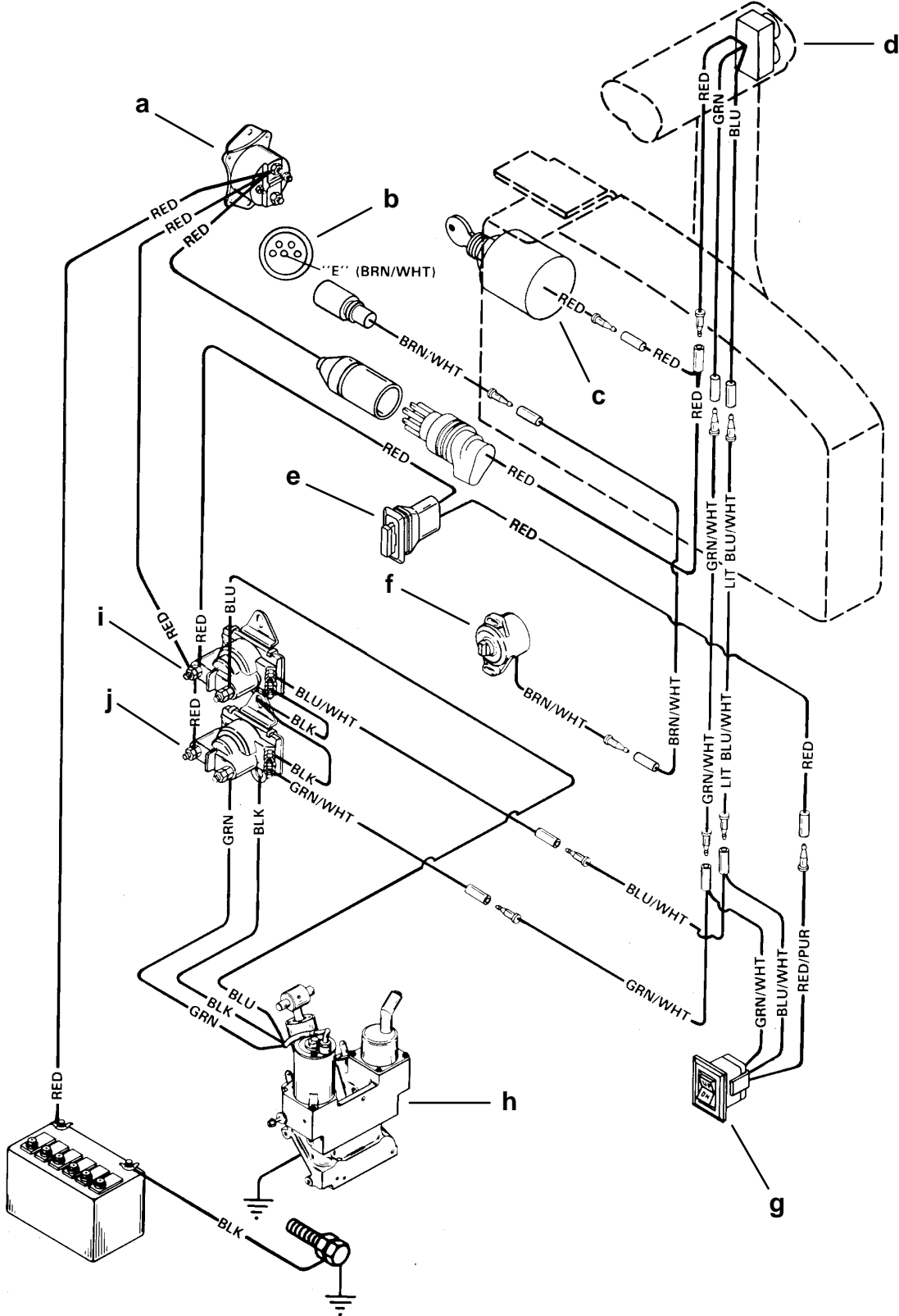
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# Power Trim Wiring Diagram 1994 Models



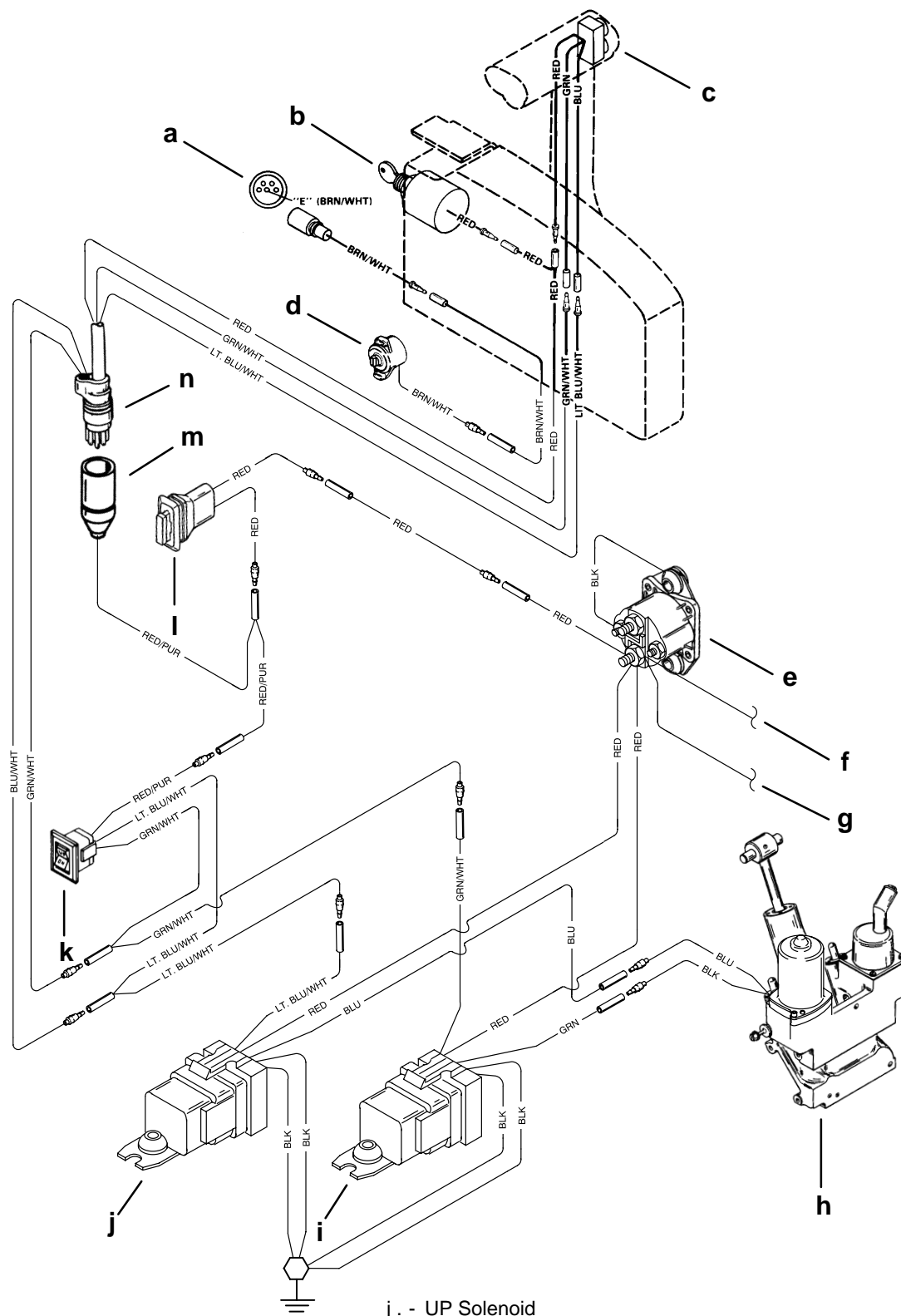
- a - Start Solenoid
- b - Tach. Connector
- c - Key Switch Assembly
- d - Trim Switch
- e - 20 Ampere Fuse
- f - Trim Sender
- g - Bottom Cowl Switch

- h - Pump and Motor
- i - UP Solenoid
- j - DOWN Solenoid

52203



# Power Trim Wiring Diagram 1995/1996/1997/1998 Models



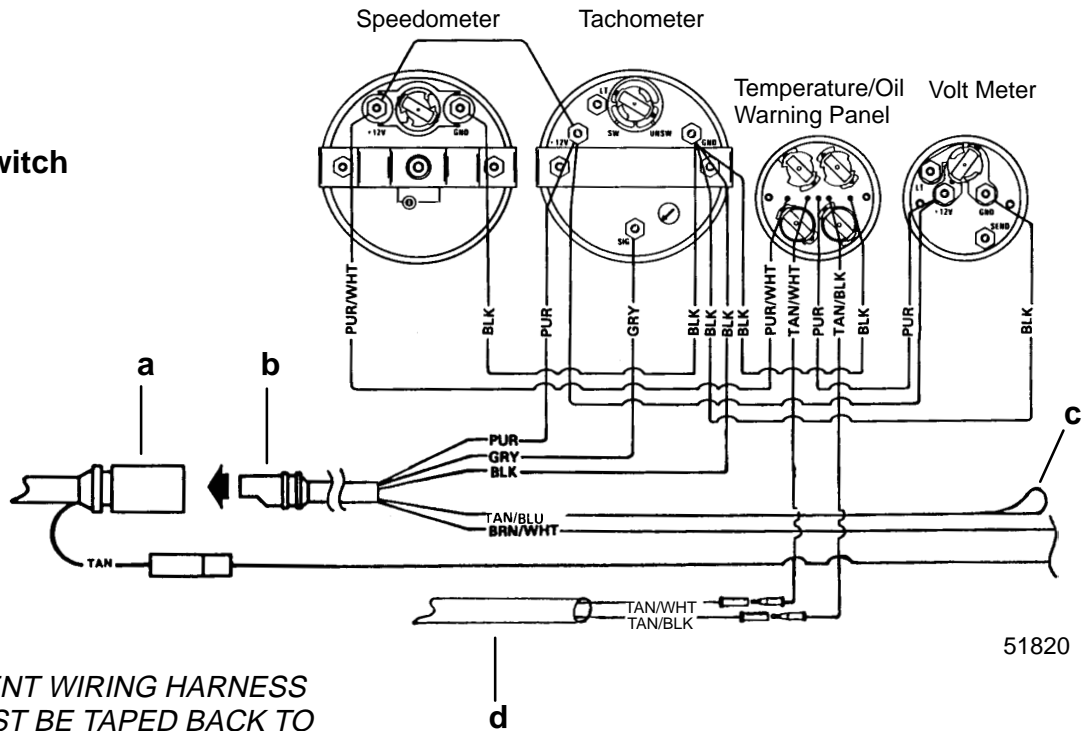
- a - Tach. Connector
- b - Key Switch Assembly
- c - Trim Switch
- d - Trim Sender
- e - Start Solenoid
- f - To Battery
- g - To Alternator
- h - Trim Pump and Motor
- i - DOWN Solenoid

- j - UP Solenoid
- k - Bottom Cowl Switch
- l - 20 Ampere Fuse
- m - Engine Harness
- n - Remote Control Harness



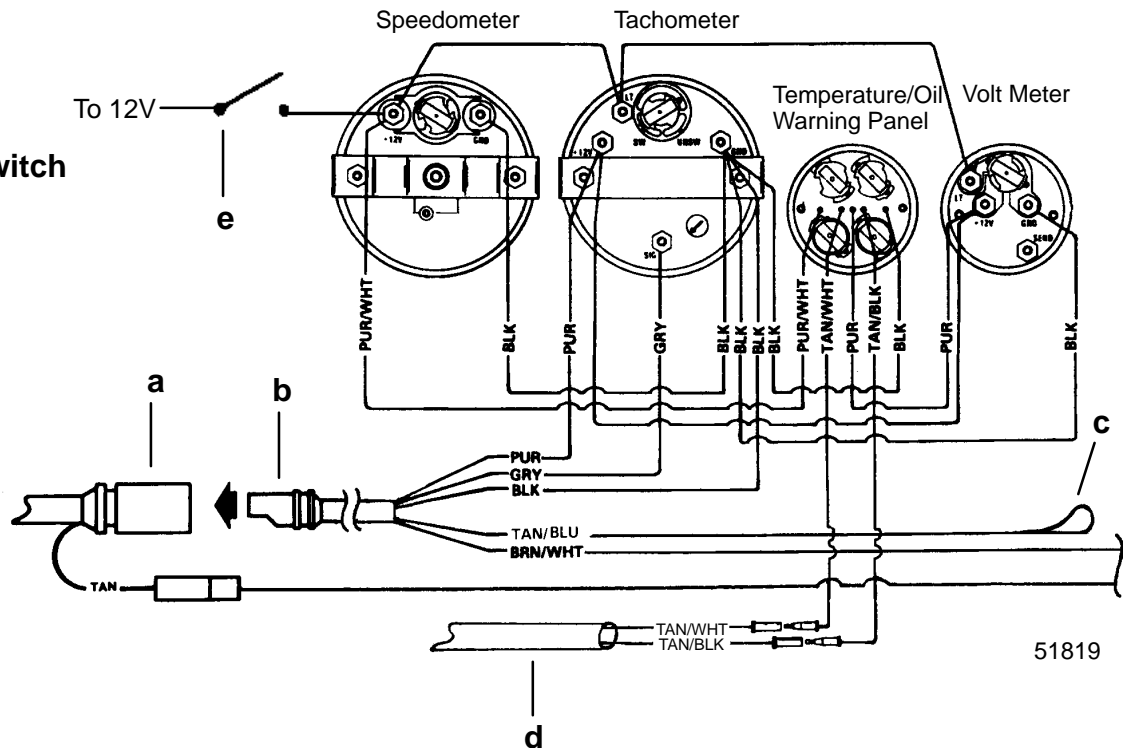
# Instrument Wiring Connections

**Figure 1**  
**Without Light Switch**



**NOTE: ANY INSTRUMENT WIRING HARNESS LEADS NOT USED MUST BE TAPED BACK TO THE HARNESS.**

**Figure 2**  
**With Light Switch**



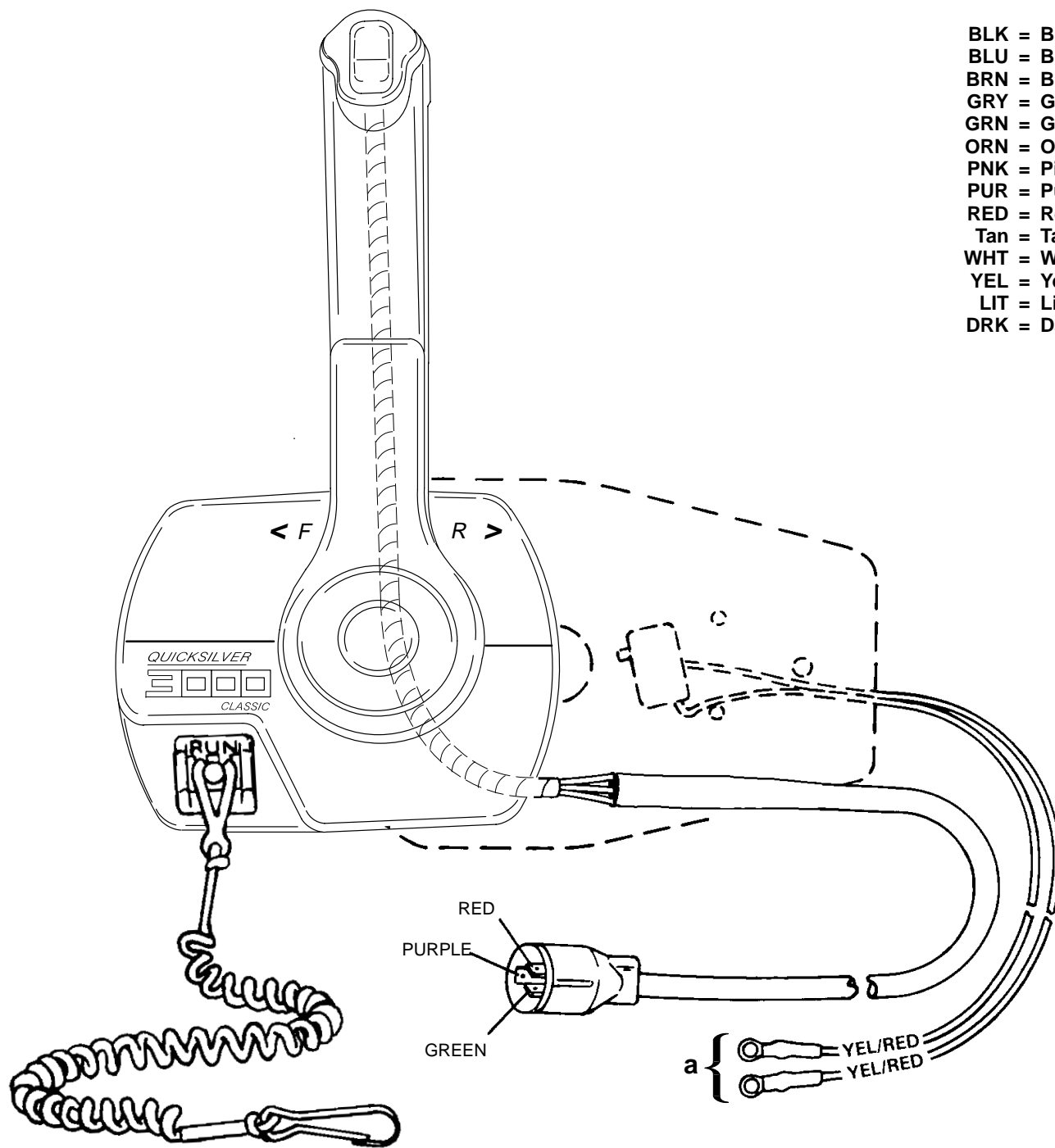
- a - Tachometer Receptacle - From Control Box or Ignition/Choke Switch
- b - Tachometer Wiring Harness
- c - Lead to Optional Visual Warning Kit (Taped Back to Harness)
- d - Cable Extension (For Two Function Warning Panel)
- e - Light Switch

Wire Color	Where To
BLK = BLACK	GROUND
TAN/WHT = TAN/WHITE	OIL LIGHT
TAN/BLK = TAN/BLACK	TEMPERATURE LIGHT
TAN = TAN	TEMPERATURE GAUGE
PUR = PURPLE	IGNITION 12 VOLT
GRY = GRAY	TACHOMETER
BRN/WHT = BROWN/WHITE	TRIM GAUGE
TAN/BLU = TAN/BLUE	VISUAL WARNING KIT (OPT.)



# Commander 3000 Classic Panel Remote Control

- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- Tan = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark

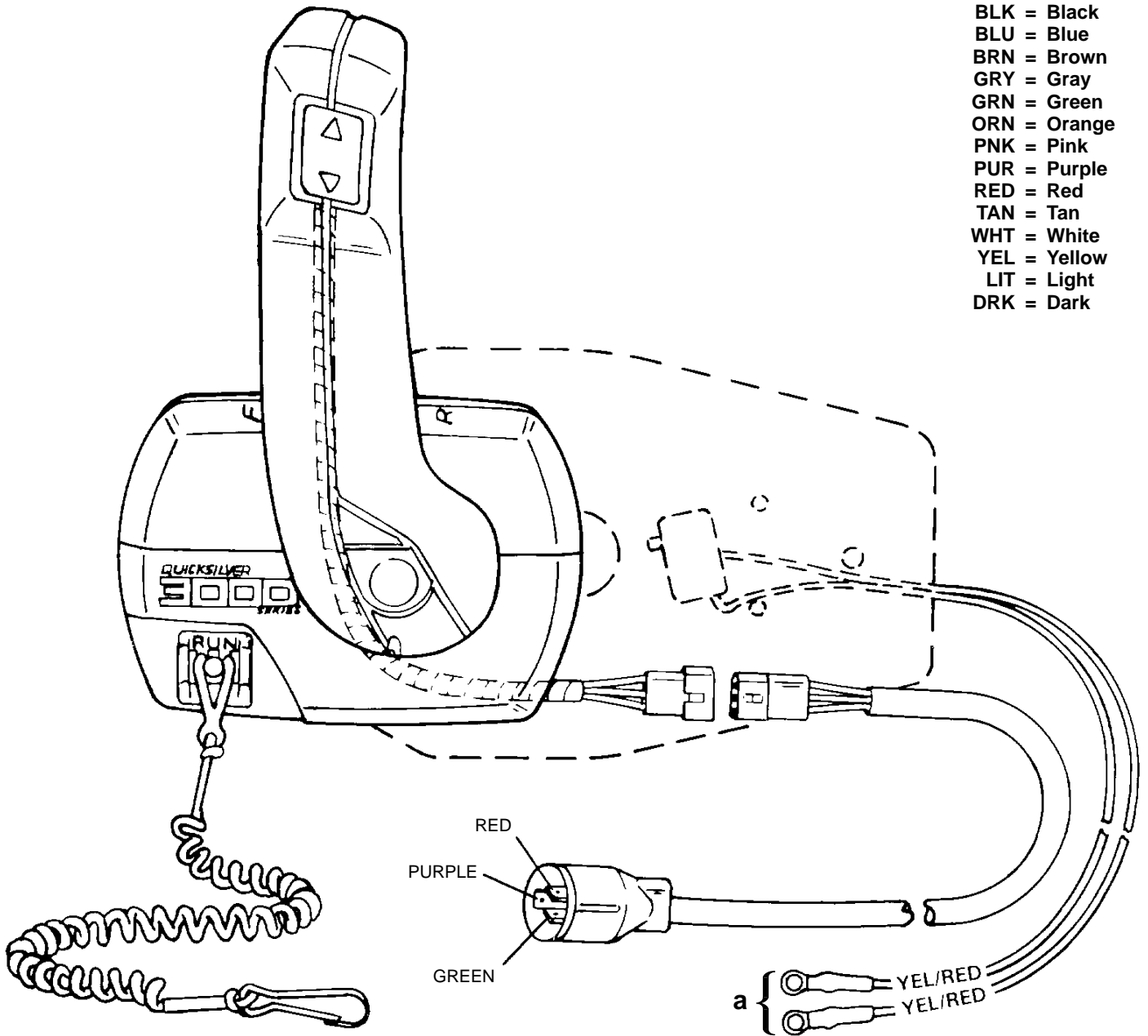


a - Neutral Interlock Switch



# Commander 3000 Panel Remote Control

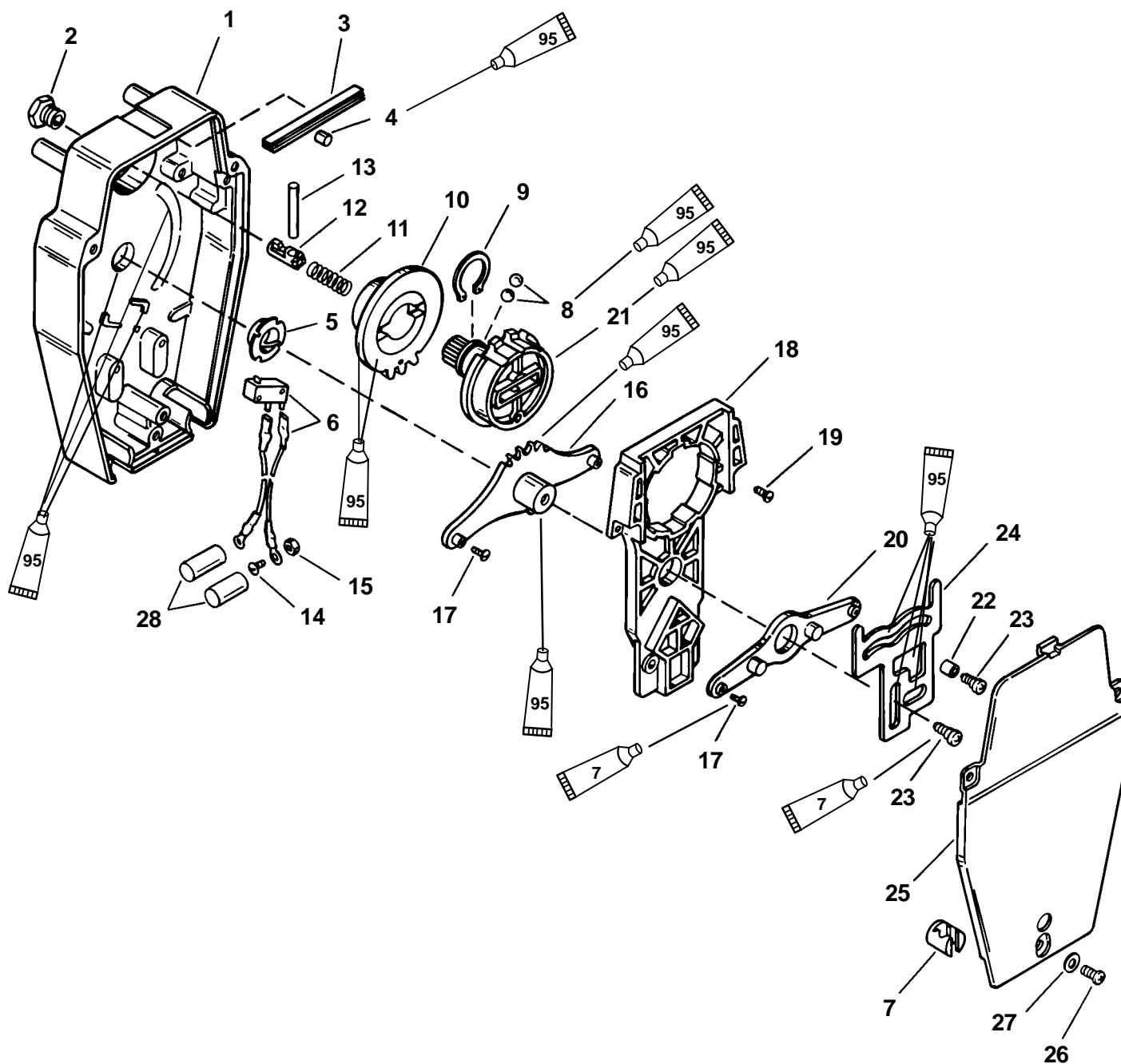
- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- TAN = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark

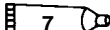


a - Neutral Interlock Switch



# Commander 3000/3000 Classic Components



 Loctite 271 (92-809820)

 2-4-C With Teflon (92-825407A12)



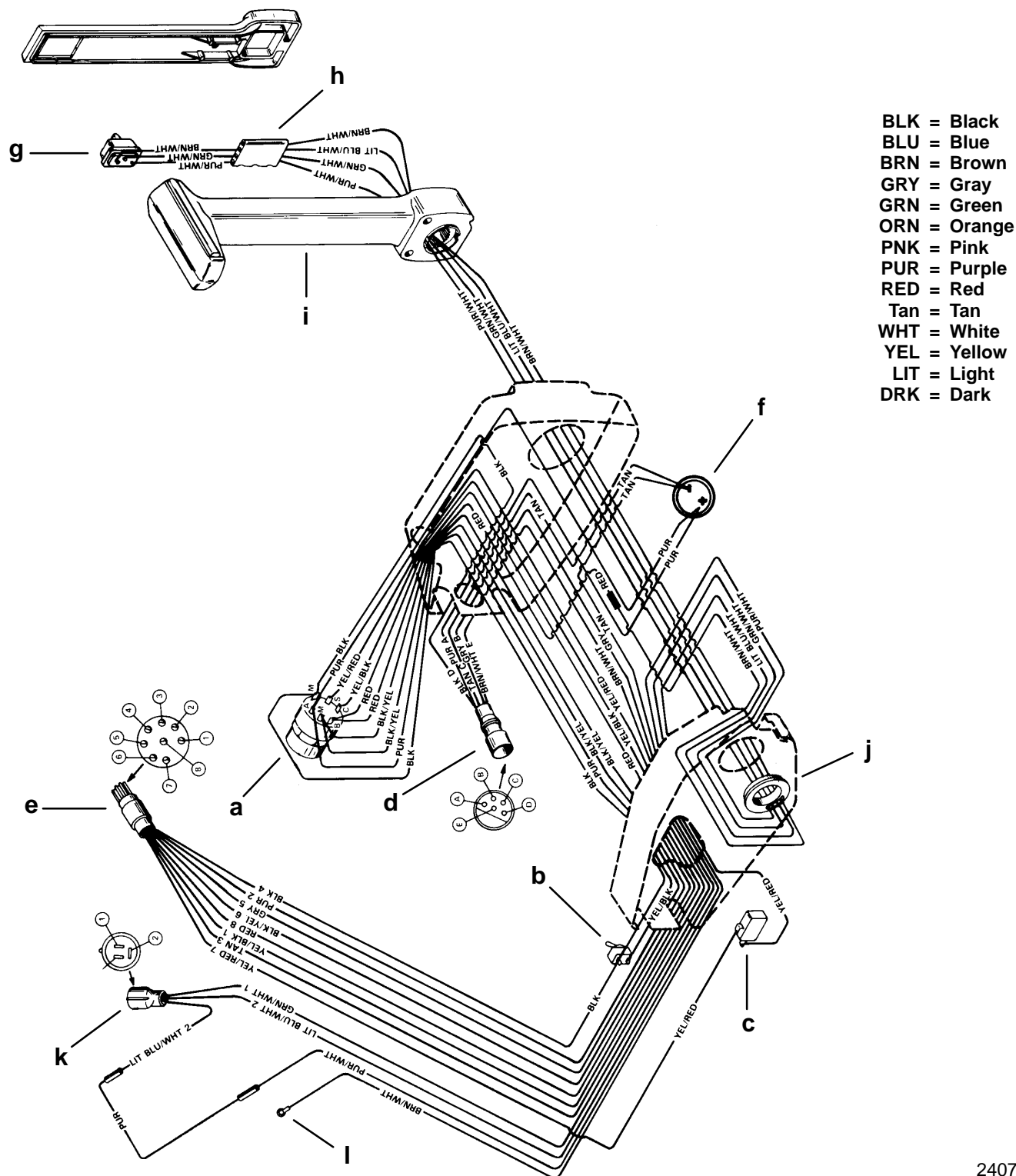


## Commander 3000/3000 Classic Components

REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb. in.	lb. ft.	N-m
1	1	HOUSING-Control ( <b>Panel Mount</b> )			
1	1	HOUSING-Control ( <b>Console Mount</b> )			
2	1	BOLT-Locking (Special)	150	12.5	17.0
3	5	SPRING			
4	1	ROLLER			
5	1	BUSHING			
6	1	SWITCH ASSY-Neutral Start ( <b>2 Ring Terminals</b> )			
6	1	SWITCH ASSY-Neutral Start ( <b>No Terminals</b> )			
7	2	GROMMET			
8	2	BALL-Steel			
9	1	RING-Retaining			
10	1	GEAR-Shift			
11	1	SPRING			
12	1	SHAFT-Throttle Only			
13	1	PIN-Shift Gear			
14	2	SCREW (#10-32 x 1/4")			
15	2	NUT (10-32)			
16	1	ARM ASSEMBLY-Shift			
17	2	SCREW (#8-32 x 3/8")	25		3.0
18	1	SUPPORT ASSEMBLY-Shaft			
19	4	SCREW (#10-32 x 5/8")	35		4.0
20	1	ARM ASSEMBLY-Throttle			
21	1	SHAFT KIT-Handle			
22	1	ROLLER-Throttle Plate			
23	2	BOLT-Shoulder (Special)	35		4.0
24	1	PLATE			
25	1	BACK PLATE			
26	3	SCREW (#10-32 x 5/8")	10		1.0
27	1	WASHER			
28	2	INSULATOR (2")			



# COMMANDER Side Mount Remote Control (Power Trim/Tilt Electric Start with Warning Horn) Wiring Diagram



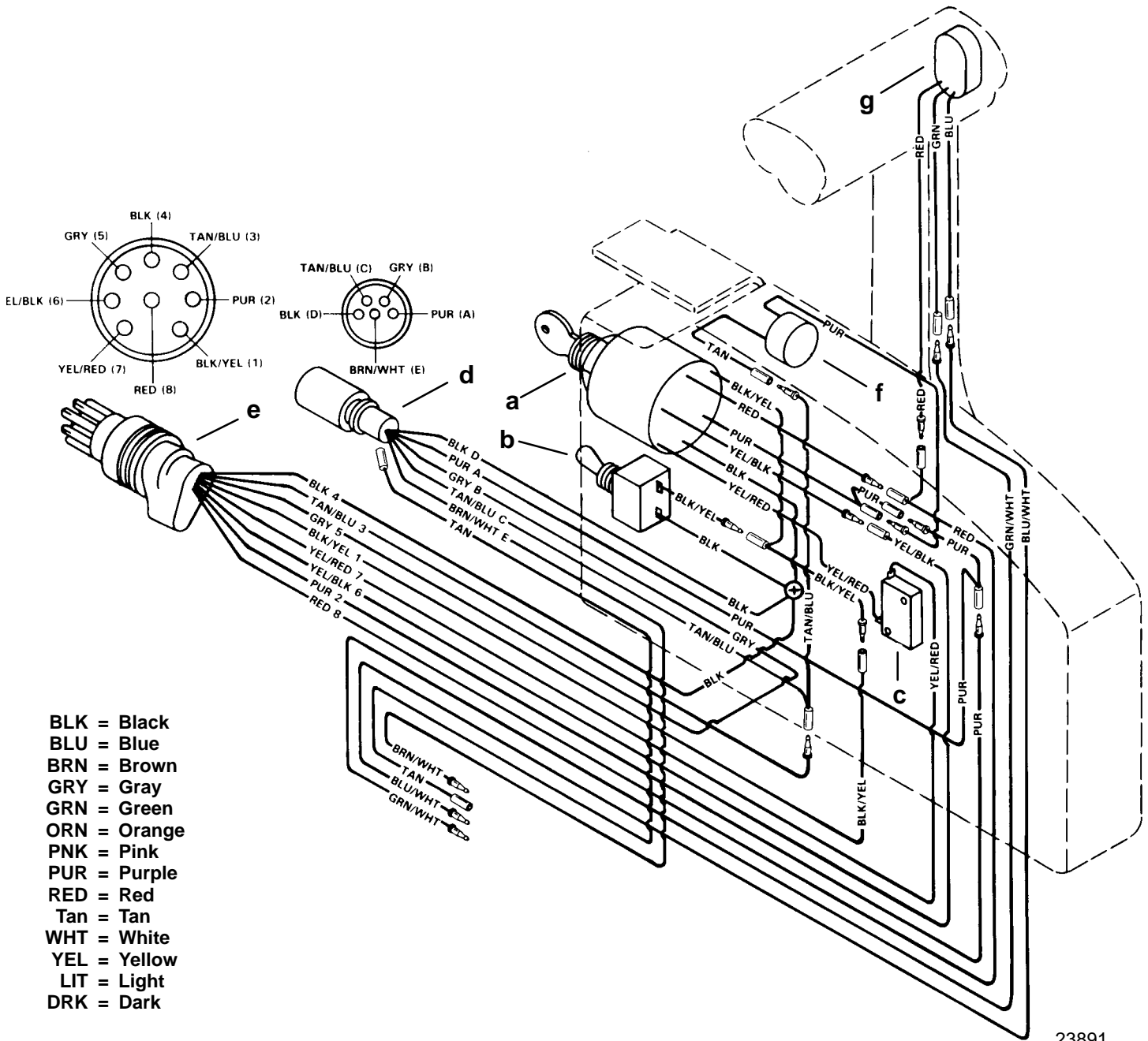
24072

- a - Ignition/Choke Switch
- b - Emergency Stop
- c - Neutral Start Switch
- d - Tachometer/Accessories Harness Connector
- e - Wiring Harness Connector
- f - Warning Horn
- g - Trim/Tilt Switch
- h - Wire Retainer
- i - Control Handle

- J - Trim Harness Bushing
- k - Trim Harness Connector
- l - Lead to Trim Indicator Gauge



# COMMANDER 2000 Side Mount Remote Control (Power Trim/Tilt Electric Start with Warning Horn) Wiring Diagram



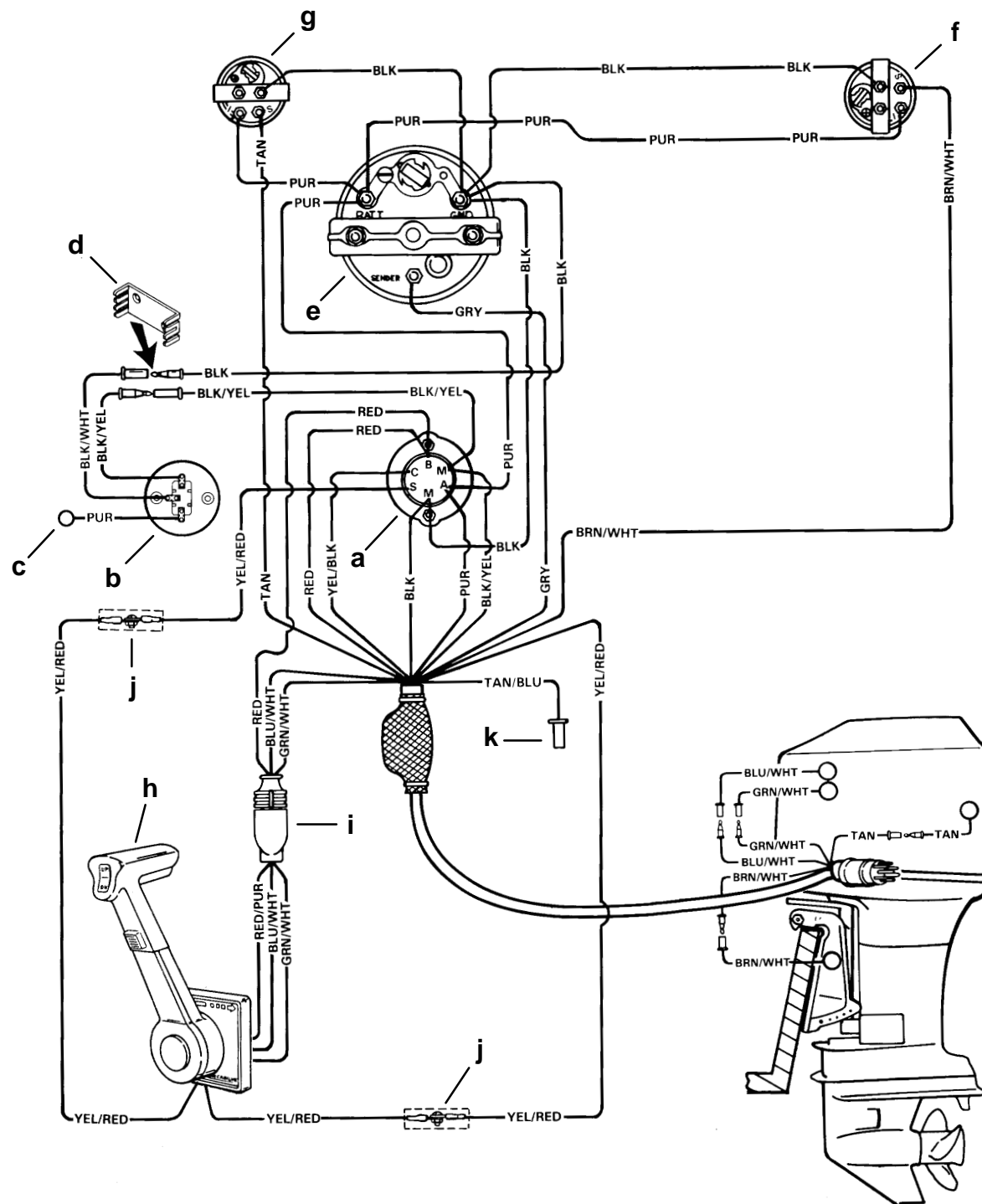
BLK = Black  
 BLU = Blue  
 BRN = Brown  
 GRY = Gray  
 GRN = Green  
 ORN = Orange  
 PNK = Pink  
 PUR = Purple  
 RED = Red  
 Tan = Tan  
 WHT = White  
 YEL = Yellow  
 LIT = Light  
 DRK = Dark

- a - Ignition/Choke Switch
- b - Emergency Stop Switch
- c - Neutral Start Switch
- d - Tachometer/Accessories Harness Connector
- e - Wiring Harness Connector
- f - Warning Horn
- g - Trim/Tilt Switch



# Instrument/Lanyard Stop Switch Wiring Diagram

BLK=BLACK  
 BLU=BLUE  
 BRN=BROWN  
 GRN=GREEN  
 GRY=GRAY  
 PUR=PURPLE  
 RED=RED  
 TAN=TAN  
 WHT=WHITE  
 YEL=YELLOW



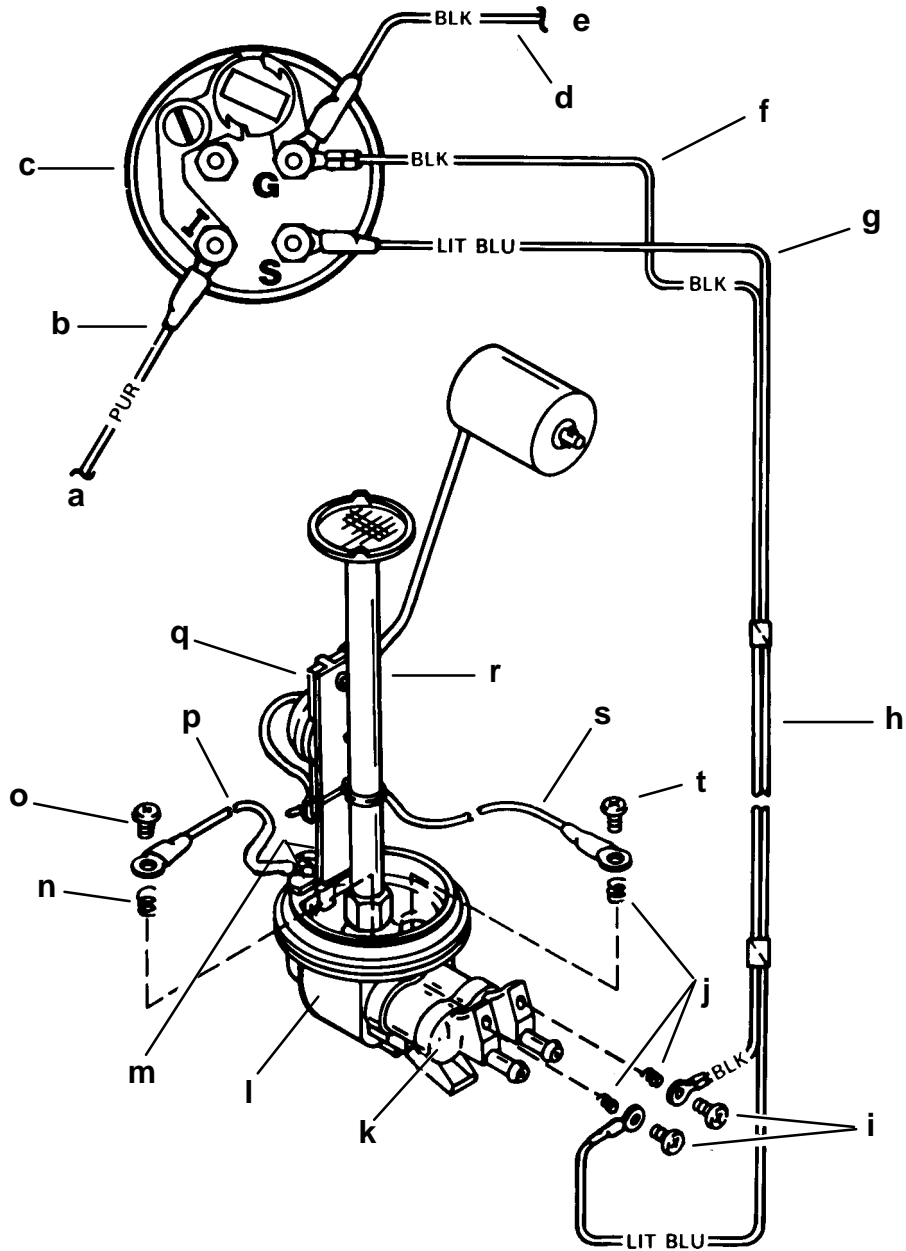
52204

- a - Ignition/Choke Switch
- b - Lanyard Stop Switch
- c - Lead Not Used on Outboard Installations
- d - Retainer
- e - Tachometer
- f - Trim Indicator Gauge (Optional)
- g - Temperature Gauge
- h - Remote Control
- i - Power Trim Harness Connector
- j - Connect Wires Together w/Screw and Nut (2 Places); Apply Liquid Neoprene to Connections and Slide Rubber Sleeve over each Connection.
- k - Lead to Optional Visual Warning Kit

**IMPORTANT:** On installations where gauge options will not be used, tape back any unused wiring harness leads.



# Oil Level Gauge Wiring Diagram

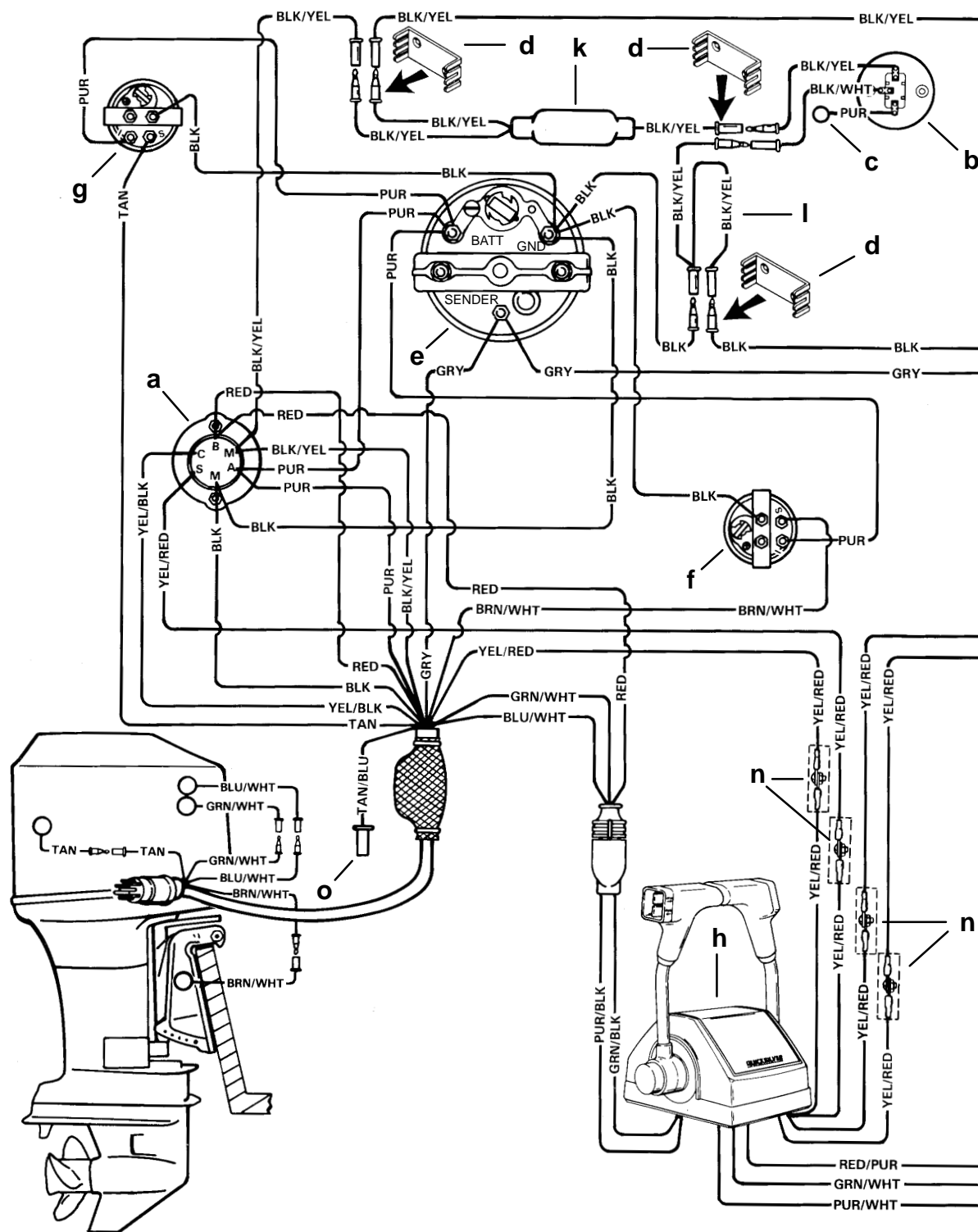


- a - To 12 Volt Source
- b - PURPLE Wire (Connect to Trim Indicator Gauge "I" [or POSITIVE (+) 12 Volt Source that is Turned "ON" and "OFF" with Ignition Switch])
- c - Oil Level Gauge
- d - BLACK Wire (Connects to NEGATIVE Ground)
- e - To Ground
- f - BLACK Wire (From Gauge to Oil Clip Connector)
- g - LIGHT BLUE Sender Lead to Gauge
- h - Wiring Harness (LT. BLU. and BLACK)
- i - Screw (10-16 x 5/8 in.)
- j - Spring
- k - Oil Clip Connector
- m - Screw (10-16 x 1/4 in.)
- n - Spring
- o - Screw (10-16 x 5/8 in.)
- p - BLACK Wire
- q - Oil Level Sender Unit
- r - Oil Pick-Up Tube
- s - WHITE Lead (from Oil Level Sender)
- t - Screw (10-16 x 5/8 in.)



# Instrument/Lanyard Stop Switch Wiring Diagram (Dual Outboard)

BLK=BLACK  
 BLU=BLUE  
 BRN=BROWN  
 GRN=GREEN  
 GRY=GRAY  
 PUR=PURPLE  
 RED=RED  
 TAN=TAN  
 WHT=WHITE  
 YEL=YELLOW



PORT INSTALLATION

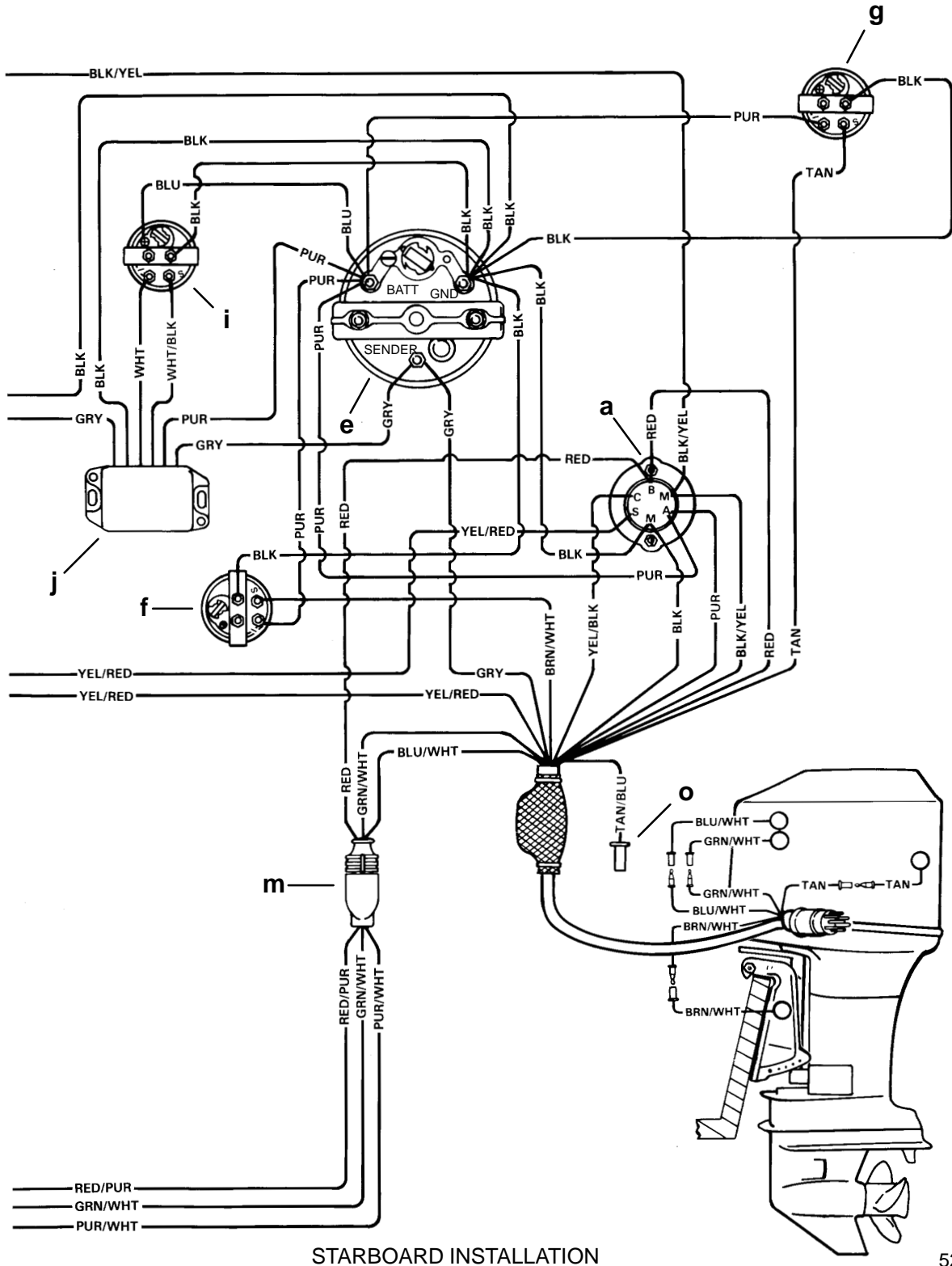
52205

- a - Ignition/Choke Switch
- b - Lanyard Stop Switch
- c - Lead not used on Outboard Installations
- d - Retainer
- e - Tachometer
- f - Trim Indicator Gauge

- g - Temperature Gauge
- h - Remote Control
- i - Synchronizer Gauge
- j - Synchronizer Module
- k - Lanyard Switch (Isolation) Diode



**IMPORTANT:** On installations where gauge options will not be used, tape back and isolate unused wiring harness leads



STARBOARD INSTALLATION

52206

- l - Y Harness
- m - Power Trim Harness Connector
- n - Connect Wires together with Screw and Nut (4 Places);  
Apply Liquid Neoprene to Connections and slide Rubber Sleeve over each Connection.
- o - Lead to Visual Warning Kit



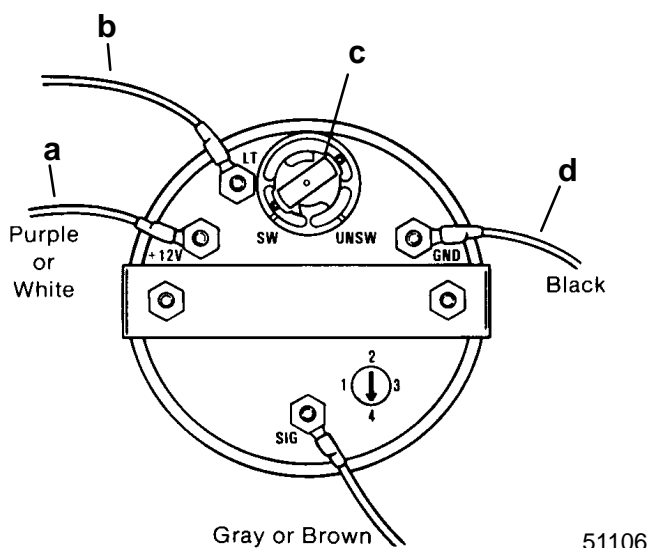
# QSI Gauge Wiring Diagrams

## Tachometer Wiring Diagram

Tachometer dial on back side of case must be set to position number 4.

### WIRING DIAGRAM A

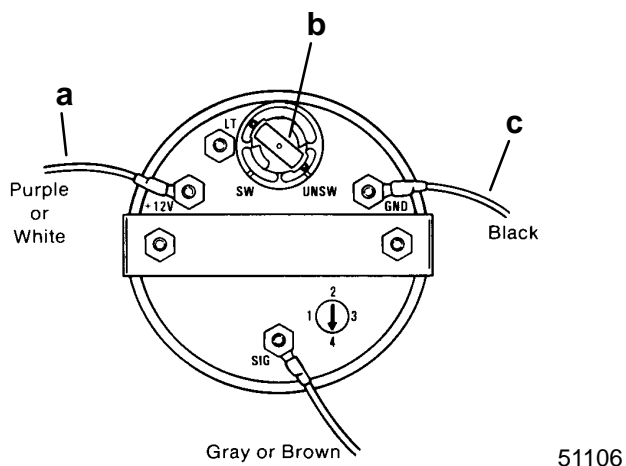
Use this wiring diagram when using a separate light switch for instrument lighting.



- a - Connect to + 12 Volt
- b - +12 Volt Light Switch Wire
- c - Position Light Bulb to the Switched Position
- d - Connect to NEGATIVE (-) Ground

### WIRING DIAGRAM B

Use this wiring diagram when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)

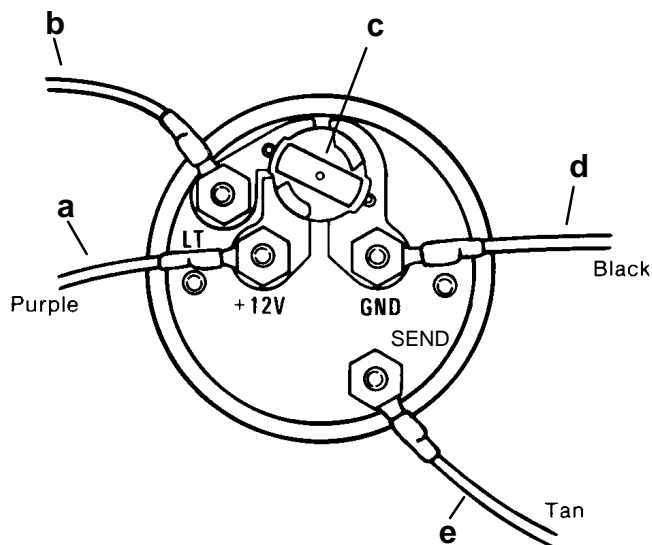


- a - Connect to +12 Volt
- b - Position Light Bulb to the Unswitched Position
- c - Connect to NEGATIVE (-) Ground

## Water Temperature Gauge

### WIRING DIAGRAM A

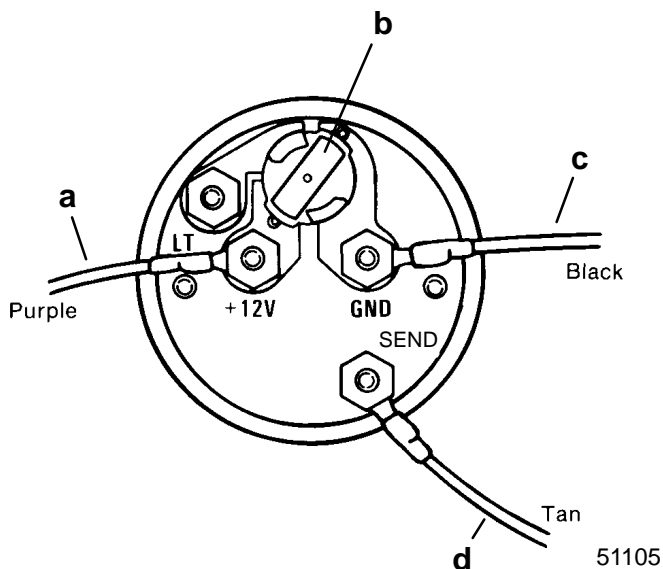
Use this wiring diagram when using a separate light switch for instrument lighting.



- a - Connect to + 12 Volt
- b - +12 Volt Light Switch Wire
- c - Position Light Bulb to the Switched Position
- d - Connect to NEGATIVE (-) Ground
- e - Connect to TAN Lead located at the Tachometer Receptacle on Commander Side Mount Remote Control or TAN Lead coming from Accessory Ignition/Choke Assembly.

### WIRING DIAGRAM B

Use this wiring diagram when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key is turned on.)



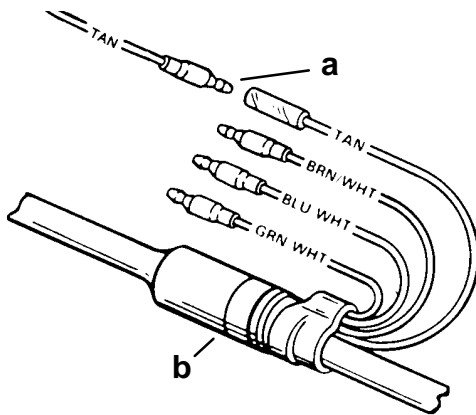
- a - Connect to +12 Volt
- b - Position Light Bulb to the Unswitched Position
- c - Connect to NEGATIVE (-) Ground
- e - Connect to TAN Lead located at the Tachometer Receptacle on Commander Side Mount Remote Control or TAN Lead coming from Accessory Ignition/Choke Assembly





Route TAN lead on starboard side of engine to engine/remote control harness. Connect as shown.

**IMPORTANT: Tape back and isolate any unused wiring harness leads.**



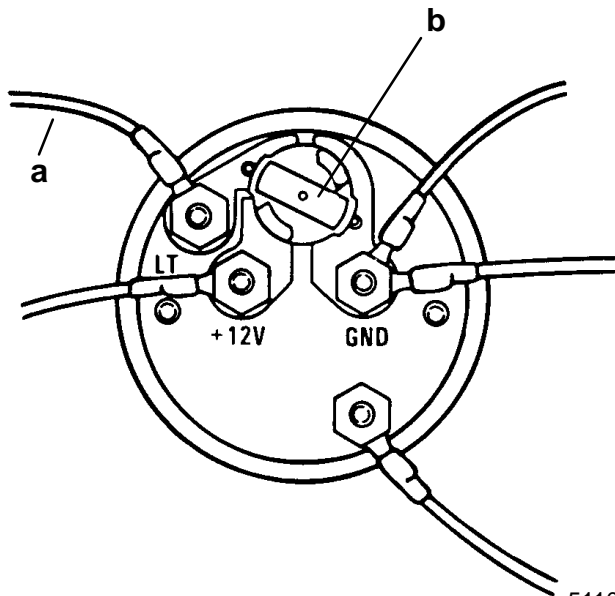
28086

- a - Lead from Temperature Sender
- b - Engine/Remote Control Harness

## Oil Level Gauge Wiring

### LIGHT BULB POSITION A

Use this position when using a separate light switch for instrument lighting.

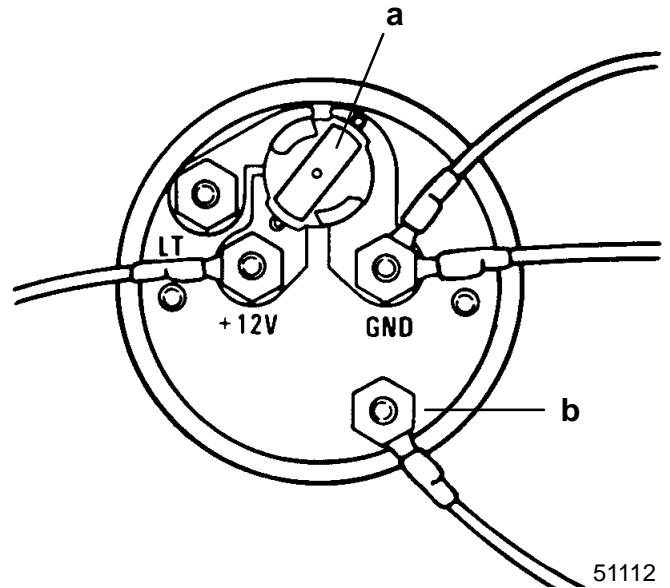


51109

- a - +12 Volt Light Switch Wire
- b - Position Light Bulb to the Switched Position

### LIGHT BULB POSITION B

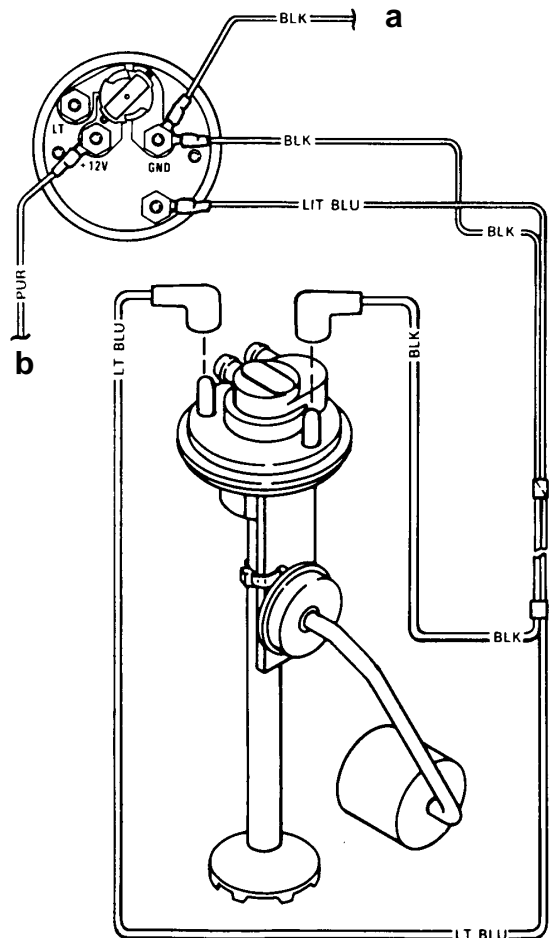
Use this position when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)



51112

- a - Position Light Bulb to the Unswitched Position
- b - Sender

### SENDER WIRING



51108

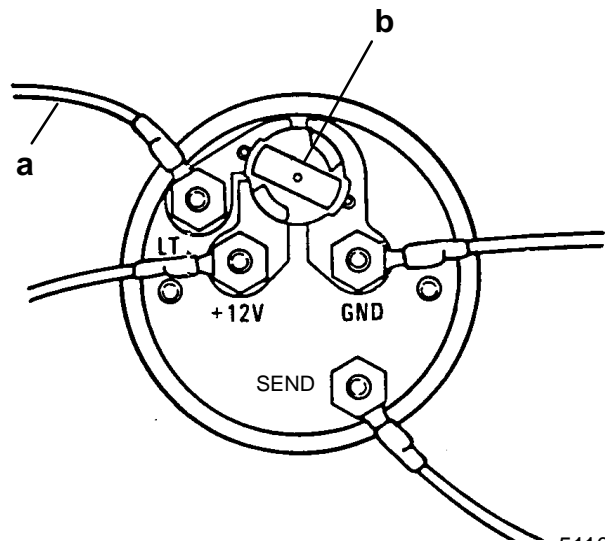
- a - Connect to +12 Volt
- b - Connect to NEGATIVE (-) Ground



## Engine Synchronizer Wiring Diagram

### LIGHT BULB POSITION A

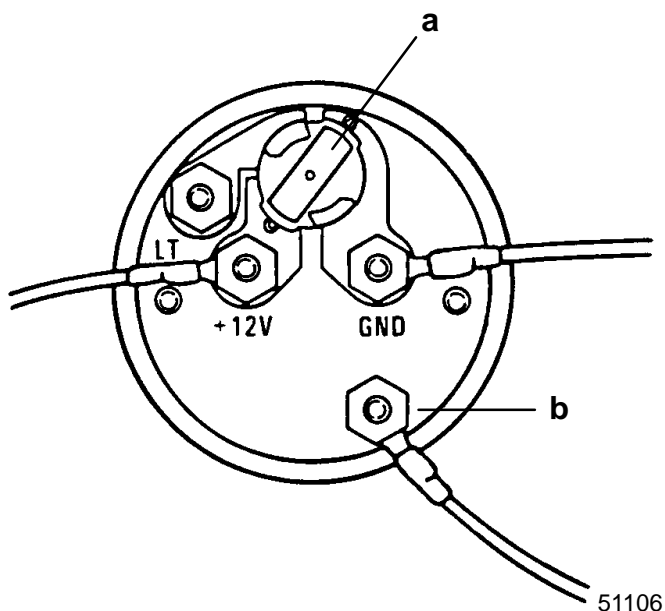
Use this position when using a separate light switch for instrument lighting.



- a - +12 Volt Light Switch Wire
- b - Position Light Bulb to the Unswitched Position

### LIGHT BULB POSITION B

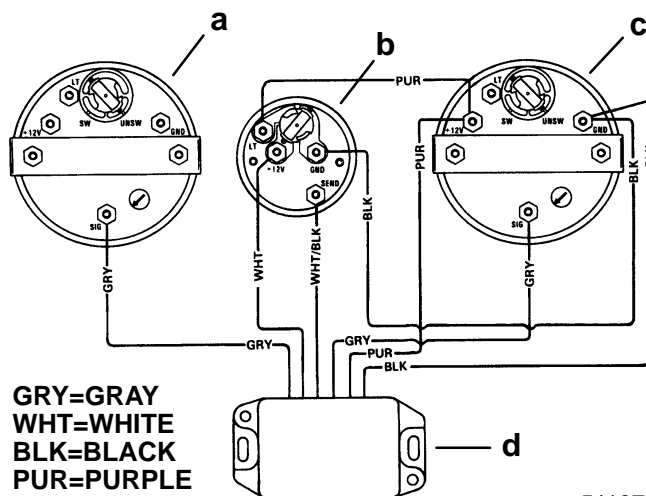
Use this position when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)



- a - Position Light Bulb to the Switched Position
- b - Sender

Synchronizer wiring can be accomplished two different ways as an option to the user.

## Wiring Diagram – Gauge needle to point toward slow running engine

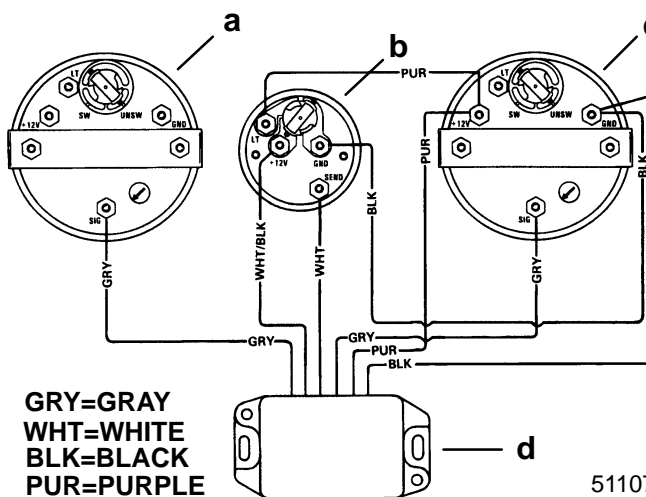


GRY=GRAY  
WHT=WHITE  
BLK=BLACK  
PUR=PURPLE

51107

- a - Tachometer Starboard Engine
- b - Synchronizer Gauge
- c - Tachometer Port Engine
- d - Synchronizer Module

## Wiring Diagram – Gauge needle to point toward fast running engine



GRY=GRAY  
WHT=WHITE  
BLK=BLACK  
PUR=PURPLE

51107

- a - Tachometer Starboard Engine
- b - Synchronizer Gauge
- c - Tachometer Port Engine
- d - Synchronizer Module

## Maintenance

Clean gauge by washing with fresh water to remove sand and salt deposits. Wipe off with a soft cloth moistened with water. The gauge may be scored or damaged if wiped with abrasive material (sand, saline or detergent compounds, etc.) or washed with solvents such as trichloroethylene, turpentine, etc.



## 2 Function Gauge (Carburetor Models)

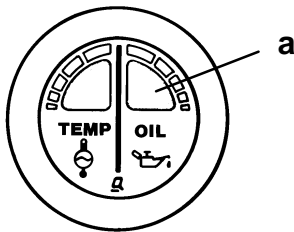
### Operation of Warning Panel

When the ignition key is initially turned on, the warning horn will sound (beep) for a moment as a test to tell you the system is working. Failure of this test sound (beep) indicates a problem with the outboard or warning panel.

### LOW OIL LEVEL

The low oil level warning is activated when the remaining oil in the engine mounted oil reservoir tank drops below 50 fl. oz. (1.5 liters).

The Low Oil Indicator Light will come on and the warning horn will begin a series of four beeps. If you continue to operate the outboard, the light will stay on and the horn will beep every two minutes. The engine has to be shut off to reset the warning system.

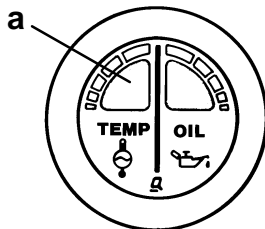


a - Low Oil Level Indicator Light

### ENGINE OVERHEAT

The engine overheat warning is activated when the engine temperature is too hot.

The Engine Overheat Indicator Light will come on and the warning horn sounds continuously. The warning system will automatically limit the engine speed to 3000 RPM.

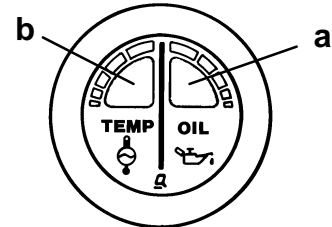


a - Engine Overheat Indicator Light

### ENGINE OVER-SPEED

The engine over-speed protection system is activated when the engine speed exceeds the maximum allowable RPM.

Anytime the engine over-speed system is activated, the warning horn begins beeping and the Engine Overheat and Low Oil Indicator Lights will turn on and alternately flash. In addition, the system will automatically reduce the engine speed to within the allowable limit by retarding the ignition timing.

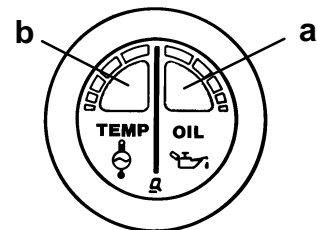


a - Low Oil Level Indicator Light  
b - Engine Overheat Indicator Light

### ELECTRICAL SENSOR NOT FUNCTIONING

The warning system is activated if the electrical throttle sensor or engine temperature sensor is not functioning, or is out of its operating range.

The warning horn begins beeping and the Engine Overheat and Low Oil Indicator Lights will turn on and alternately flash.

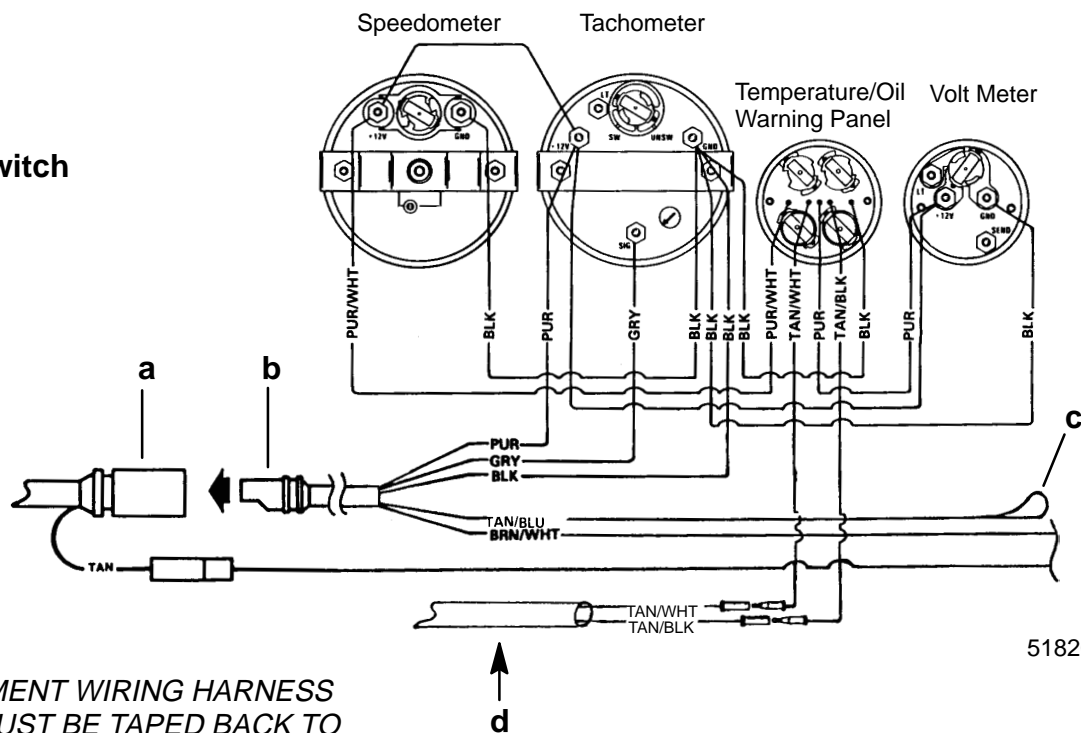


a - Low Oil Level Indicator Light  
b - Engine Overheat Indicator Light



# Instrument Wiring Connections (2 Function Gauge)

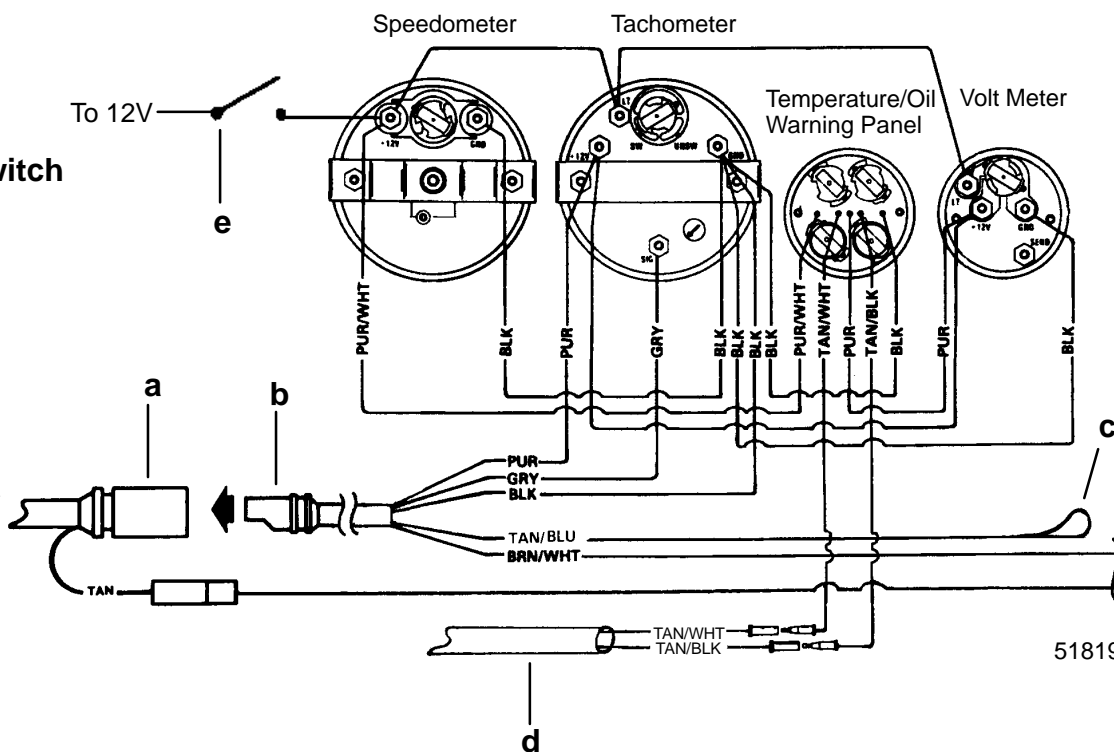
### Figure 1 Without Light Switch



51820

**NOTE:** ANY INSTRUMENT WIRING HARNESS LEADS NOT USED MUST BE TAPED BACK TO THE HARNESS.

### Figure 2 With Light Switch



51819

- a - Tachometer Receptacle - From Control Box or Ignition/Choke Switch
- b - Tachometer Wiring Harness
- c - Lead to Optional Visual Warning Kit (Taped Back to Harness)
- d - Cable Extension (For Two Function Warning Panel)
- e - Light Switch

Wire Color	Where To	
BLK	BLACK	GROUND
TAN/WHT	TAN/WHITE	OIL LIGHT
TAN/BLK	TAN/BLACK	TEMPERATURE LIGHT
TAN	TAN	TEMPERATURE GAUGE
PUR	PURPLE	IGNITION 12 VOLT
GRY	GRAY	TACHOMETER
BRN/WHT	BROWN/WHITE	TRIM GAUGE
TAN/BLU	TAN/BLUE	VISUAL WARNING KIT (OPT.)



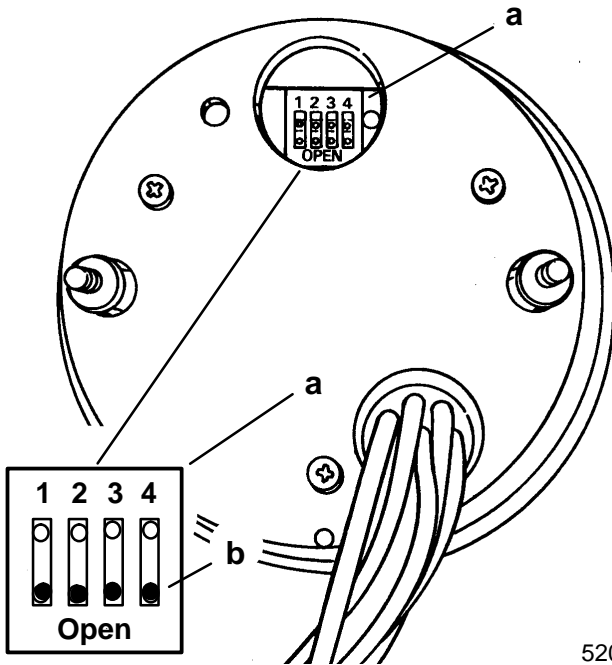
# Multi-Function Gauge

## Dip Switch Setting/Testing

**NOTE:** The multi-function gauge "Dip Switch" must be set on the back of gauge prior to operation. Turn the ignition switch to the "OFF" position before setting dip switch. The gauge will reset to selected settings when the ignition is turned "On".

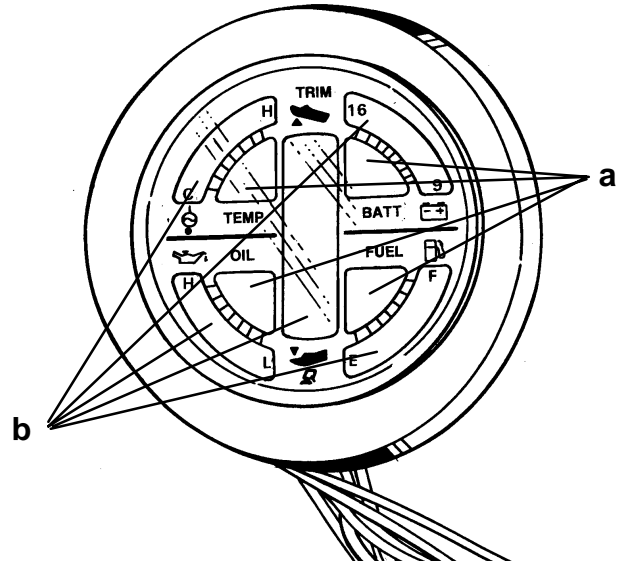
**IMPORTANT:** Test the gauge and related wiring BEFORE making final "Dip Switch" settings and BEFORE securing the gauge to dashboard of boat.

1. With the ignition switch in the "Off" position, set the multi-function gauge "Dip Switch" in (test) position as shown. (Black dot indicates switch position).



a - "Dip Switch" (shown in test position)  
 b - Black Dot - Switch in "Open" Position

2. Turn ignition switch to the "Run" position. The multi-function gauge now is in the display test mode. The gauge Temp, Batt, Oil, and Fuel red warning lights should be alternately flashing "On" and "Off"; the Black L.C.D. bar graphs should be cycling. (This indicates that all gauge functions are operational.)
3. Turn ignition switch to the "Off" position. Reset the gauge "Dip Switch" to the correct operating position for the outboard application.



a - Gauge Lights (Red)  
 b - Gauge L.C.D. Bar Graph (Black)

## Outboard Multi-Function Gauge Setting

Model	Dip Switch Setting
Test Display (All)	
275 hp (3.4 Litre) Outboards (single engine)	
135-250 hp Outboards (single engine)	
<b>"Note" On Dual Engine/Single Fuel Tank Applications: Position Dip Switch 4 "Open" *</b>	

\* Dip Switch (4) in "Open Position" For Dual Engine Single Fuel Tank Applications. Switches 1,2,3 Must Be In Specified Model Position.



# 225 EFI/250 EFI Warning Panel (3 Function Gauge)

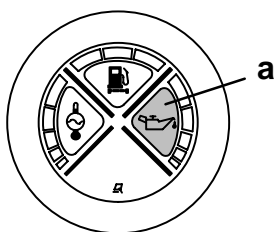
## Operation of Warning Panel

When the ignition key is initially turned on, the warning horn will sound (beep) for a moment as a test to tell you the system is working. Failure of this test sound (beep) indicates a problem with the outboard or warning panel.

### LOW OIL LEVEL

The low oil level warning is activated when the remaining oil in the engine mounted oil reservoir tank drops below 50 fl. oz. (1.5 liters).

The Low Oil Indicator Light will come on and the warning horn will begin a series of four beeps. If you continue to operate the outboard, the light will stay on and the horn will beep every two minutes. The engine has to be shut off to reset the warning system.

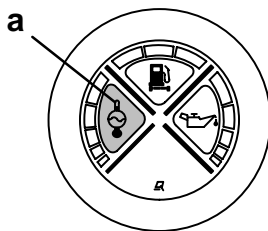


a - Low Oil Level Indicator Light

### ENGINE OVERHEAT

The engine overheat warning is activated when the engine temperature is too hot.

The Engine Overheat Indicator Light will come on and the warning horn sounds continuously. The warning system will automatically limit the engine speed to 3000 RPM.

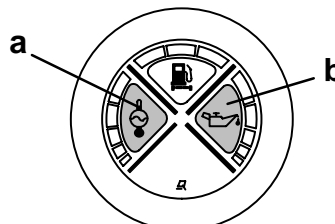


a - Engine Overheat Indicator Light

### ENGINE OVER-SPEED

The engine over-speed protection system is activated when the engine speed exceeds the maximum allowable RPM.

Anytime the engine over-speed system is activated, the warning horn begins beeping and the Engine Overheat and Low Oil Indicator Lights will turn on and alternately flash. In addition, the system will automatically reduce the engine speed to within the allowable limit by retarding the ignition timing.

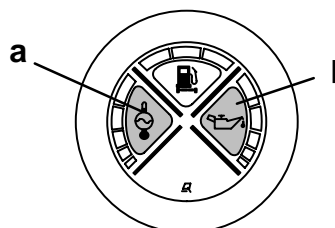


a - Low Oil Level Indicator Light  
b - Engine Overheat Indicator Light

### ELECTRICAL SENSOR NOT FUNCTIONING

The warning system is activated if the electrical throttle sensor or engine temperature sensor is not functioning, or is out of its operating range.

The warning horn begins beeping and the Engine Overheat and Low Oil Indicator Lights will turn on and alternately flash.

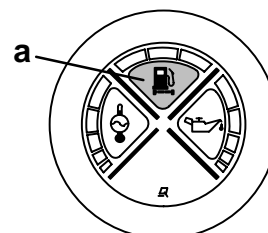


a - Low Oil Level Indicator Light  
b - Engine Overheat Indicator Light

### WATER SEPARATING FUEL FILTER IS FULL OF WATER

The water level detection warning is activated when water in the water separating fuel filter reaches the full level.

The Water Detection Light will come on and the warning horn will begin a series of four beeps. If you continue to operate the outboard, the light will stay on and the horn will beep every two minutes.



a - Water Detection Light



## Maintenance

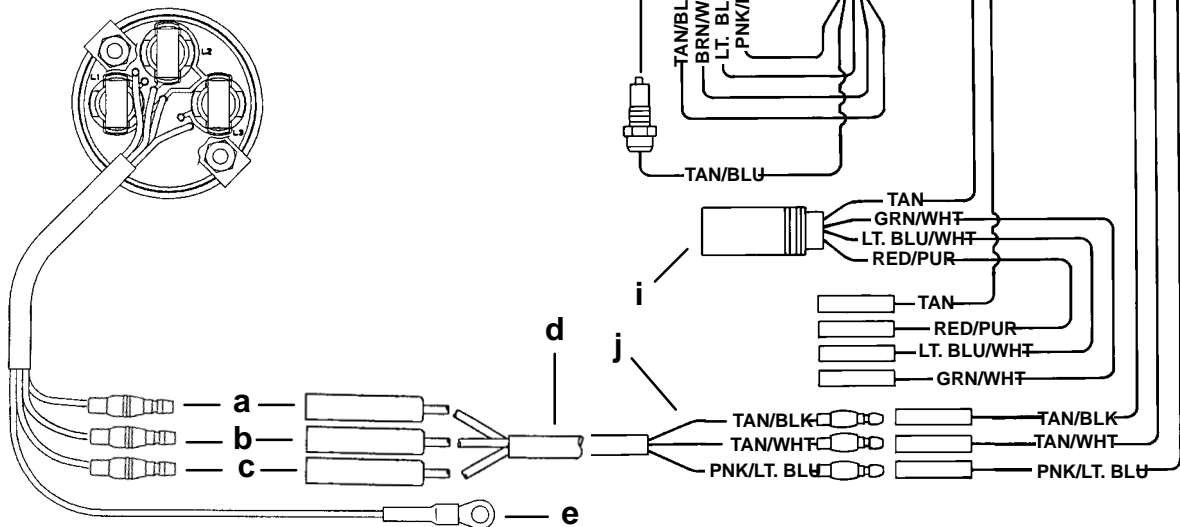
Maintenance inspection is the owner's responsibility and must be performed at intervals as specified.

**Normal Service - Every 50 hours of operation or 60 days (whichever comes first)**

**\*Severe Service\* - Every 25 hours of operation or 30 days (whichever comes first)**

\*Salt water area operation is considered "Severe Service".

BLK = Black  
 BLU = Blue  
 BRN = Brown  
 GRY = Gray  
 GRN = Green  
 ORN = Orange  
 PNK = Pink  
 PUR = Purple  
 RED = Red  
 Tan = Tan  
 WHT = White  
 YEL = Yellow  
 LIT = Light  
 DRK = Dark



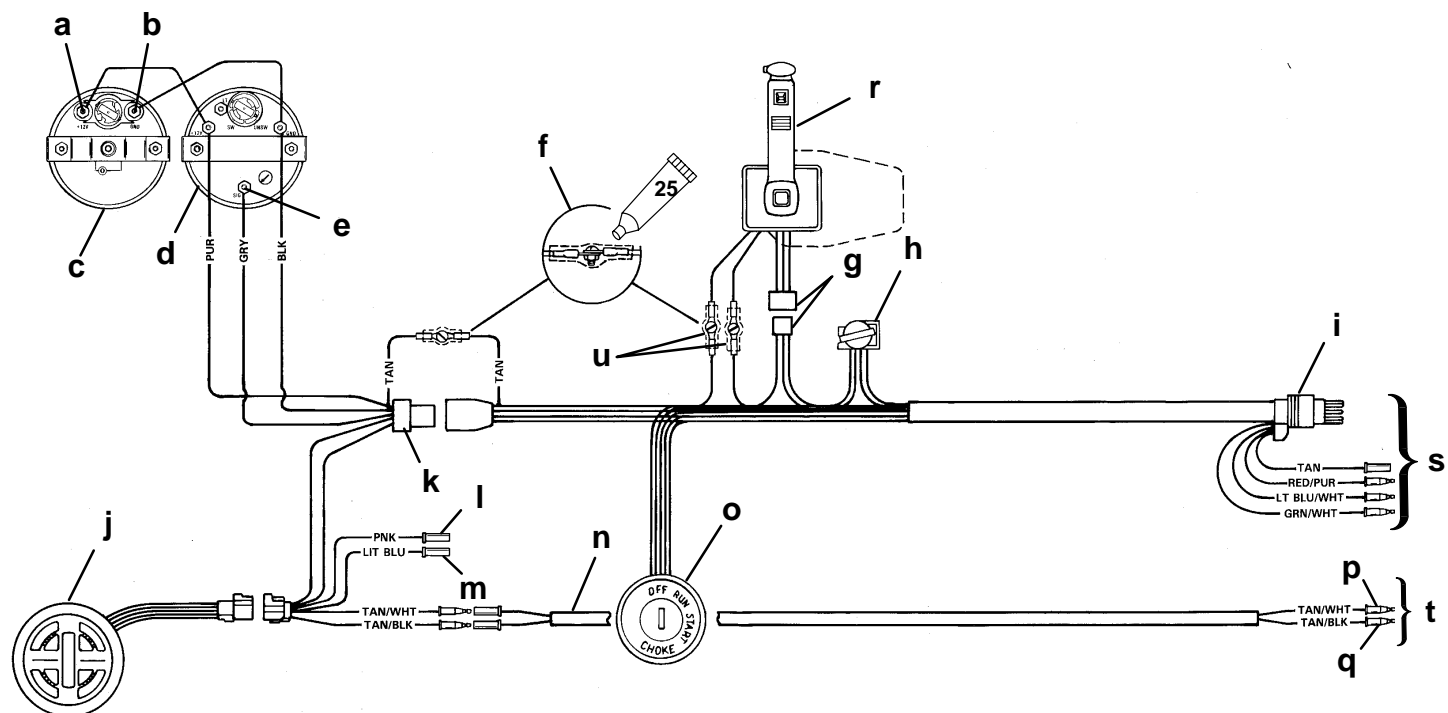
- a - Connect TAN/BLACK to TAN/BLACK
- b - Connect TAN/WHITE to TAN/WHITE
- c - Connect PINK/LT. BLUE to PINK/LT. BLUE
- d - Harness Extension
- e - Connect PURPLE to 12 Volt Source or Adjacent Gauge
- f - Low Oil Sensor
- g - Engine Temperature Sensor
- h - Water in Fuel Sensor
- i - Engine Harness Plug In
- j - Harness Extension Plugging Into Engine Harness

1. Check gauge for adequate tightness in dashboard and retighten retaining nuts if necessary.
2. Check electrical connections. Tighten and reseal with Quicksilver Liquid Neoprene (92-25711-2).
3. Clean gauge by washing with fresh water to remove sand and salt deposits. Wipe off with a soft cloth moistened with water. The gauge may be scored or damaged if wiped with abrasive material (sand, saline or detergent compounds, etc.) or washed with solvents such as trichlorethylene, turpentine, etc.

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# Panel Mount Remote Control Wiring Installation



- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- TAN = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark

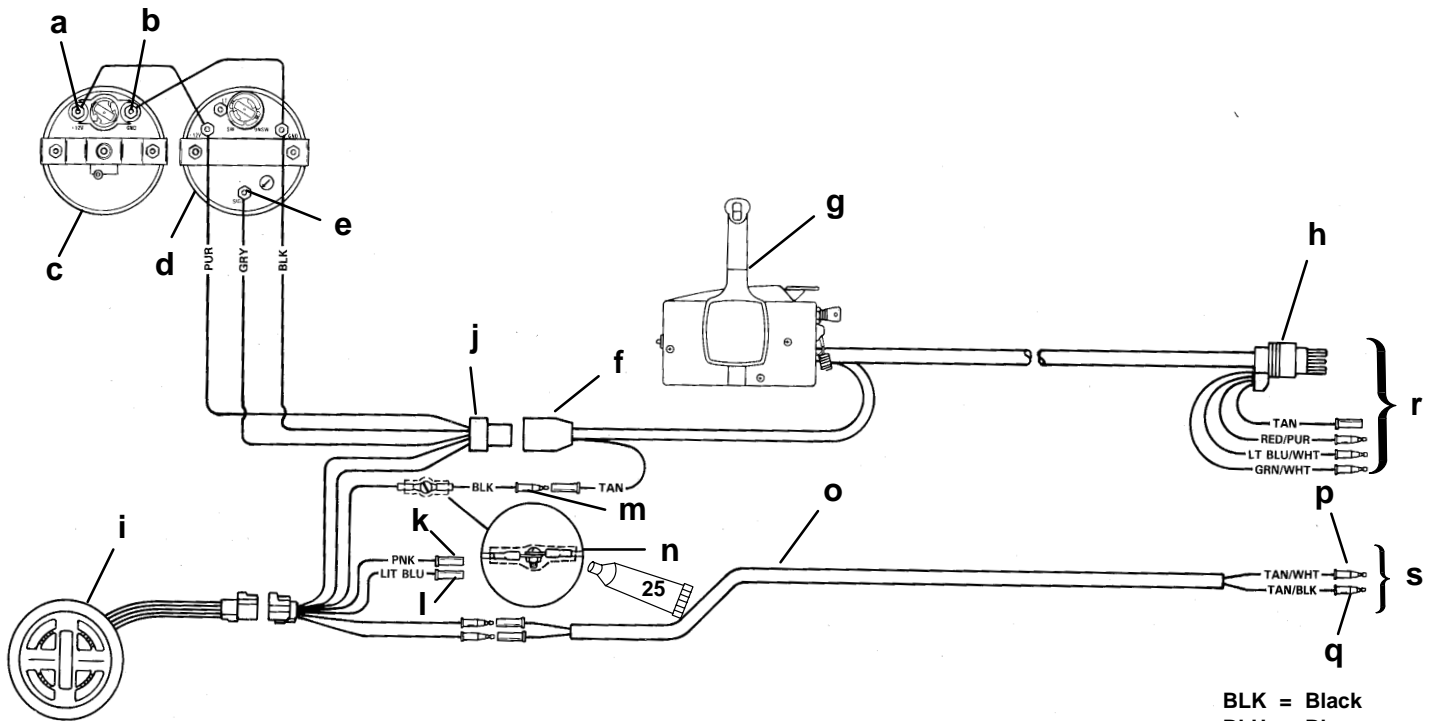
25 Liquid Neoprene (92-25711--2)

- a - (+) 12 Volt Terminal
- b - (-) Ground Terminal
- c - Speedometer
- d - Tachometer
- e - Tachometer Signal Terminal
- f - Connect Wires Together with Screw and Hex Nut (3 Places);  
Apply Quicksilver Liquid Neoprene to Connections and  
Slide Rubber Sleeve Over Each Connection.
- g - Power Trim Connector
- h - Horn
- i - 8 Pin Harness Connector
- j - Multi-Function Gauge
- k - Multi-Function Adapter Harness
- l - To Fuel Sender (Optional)
- m - To Oil Sender (Optional)
- n - Two Wire Harness
- o - Ignition/Choke Switch
- p - Low Oil Sender Lead
- q - Over Temperature Switch Lead
- r - Panel Mount Remote Control
- s - To Engine
- t - To Engine
- u - Neutral Safety Switch Lead





# Side Mount Remote Control Wiring Installation



- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- TAN = Tan
- WHT = White
- YEL = Yellow
- LIT = Light
- DRK = Dark

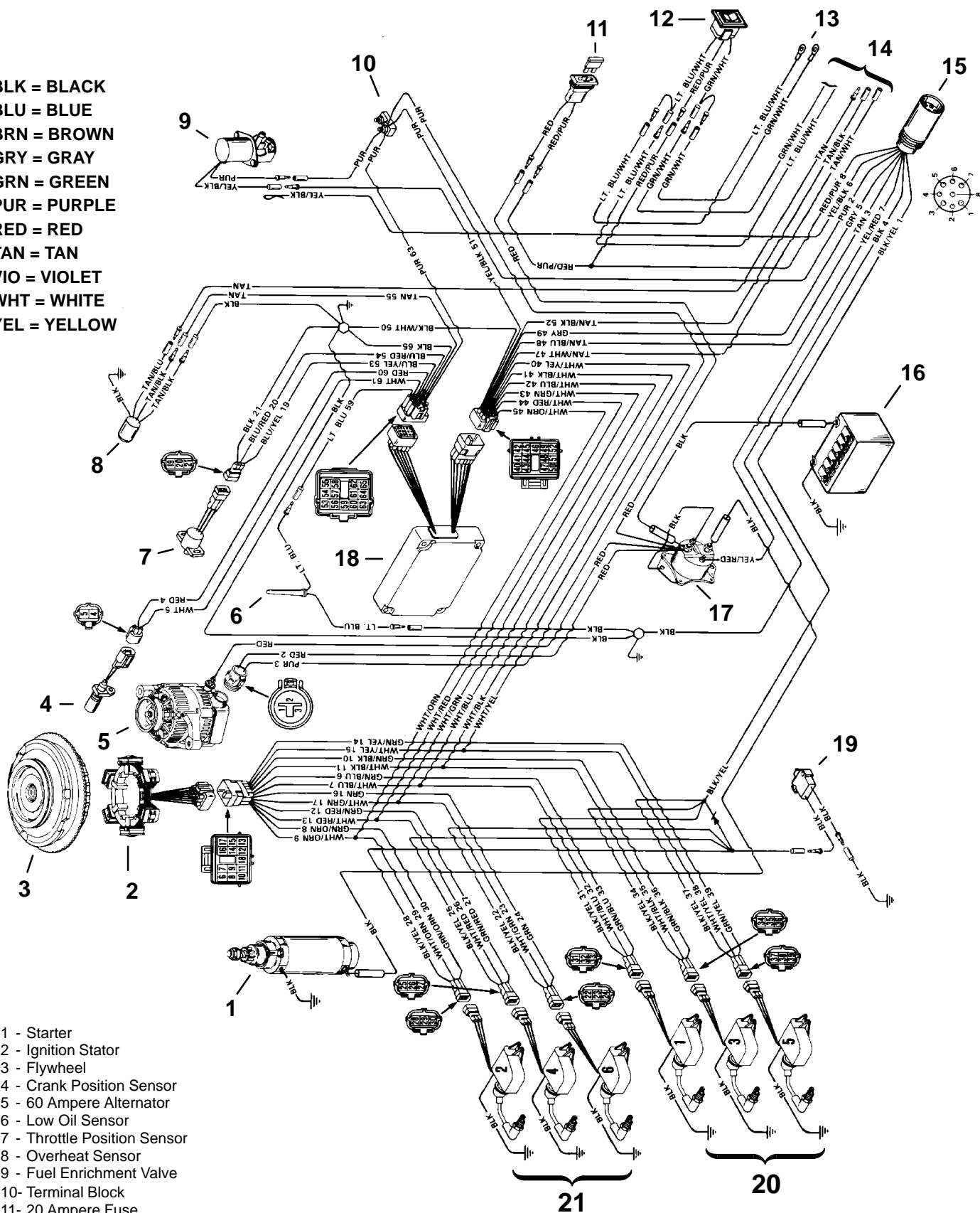
 25 Liquid Neoprene (92-25711--2)

- a - (+) 12 Volt Terminal
- b - (-) Ground Terminal
- c - Speedometer
- d - Tachometer
- e - Tachometer Signal Terminal
- f - Tachometer Receptacle
- g - Side Mount Remote Control
- h - 8 Pin Harness Connector
- i - Multi-Function Gauge
- j - Multi-Function Adapter Harness
- k - To Fuel Sender (Optional)
- l - To Oil Sender (Optional)
- m - Cable Lead (Jumper) (84-11149A3)
- n - Connect Wires Together with Screw and Hex Nut; Apply Quicksilver Liquid Neoprene to Connections and Slide Rubber Sleeve Over Each Connection
- o - Two Wire Harness
- p - Low Oil Sender Lead
- q - Over Temperature Switch Lead
- r - To Engine
- s - To Engine



# 1994 225 Wiring Diagram

BLK = BLACK  
 BLU = BLUE  
 BRN = BROWN  
 GRY = GRAY  
 GRN = GREEN  
 PUR = PURPLE  
 RED = RED  
 TAN = TAN  
 VIO = VIOLET  
 WHT = WHITE  
 YEL = YELLOW



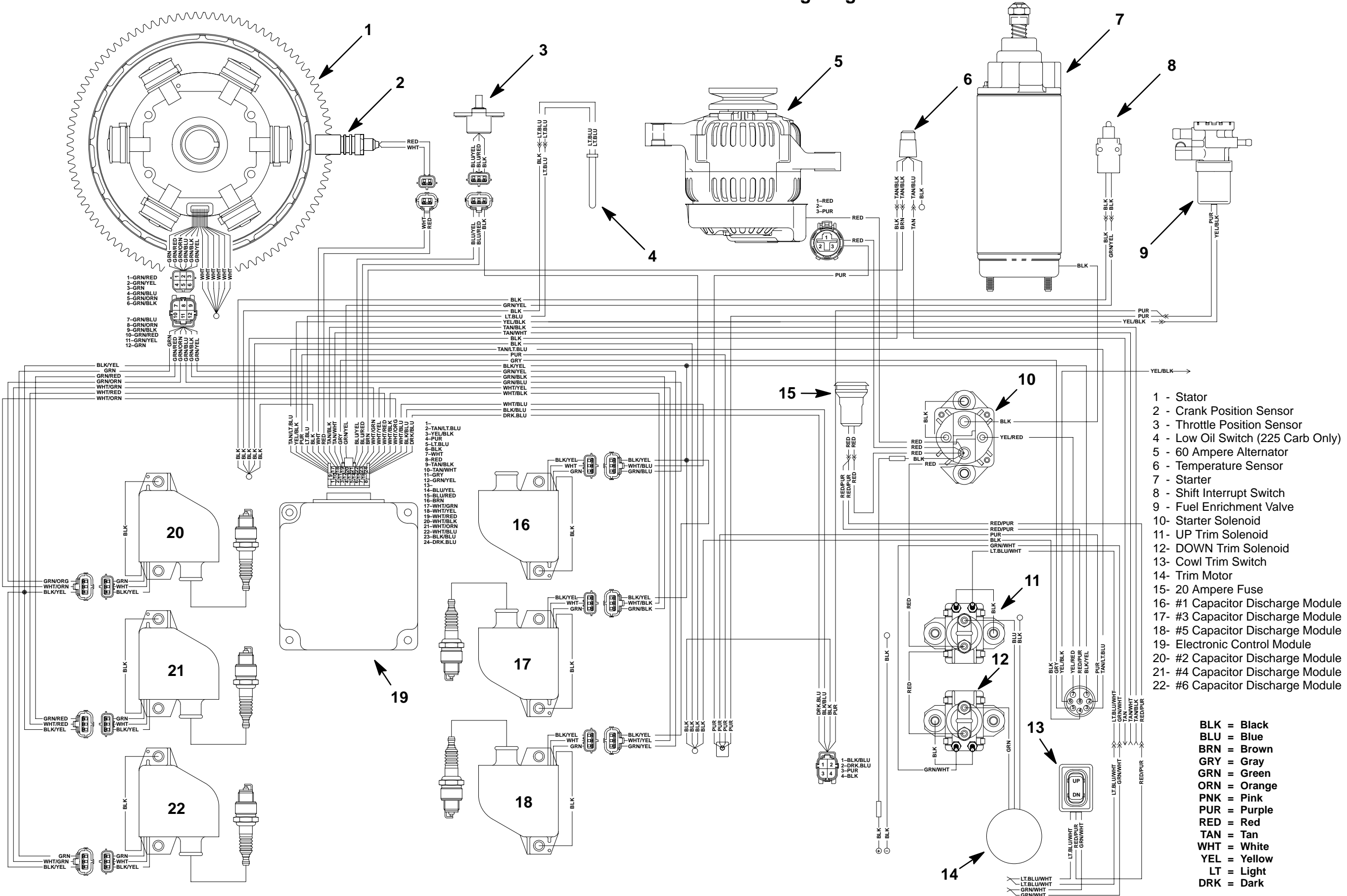
- 1 - Starter
- 2 - Ignition Stator
- 3 - Flywheel
- 4 - Crank Position Sensor
- 5 - 60 Ampere Alternator
- 6 - Low Oil Sensor
- 7 - Throttle Position Sensor
- 8 - Overheat Sensor
- 9 - Fuel Enrichment Valve
- 10 - Terminal Block
- 11 - 20 Ampere Fuse
- 12- Cowl Trim Switch
- 13- To Trim Solenoids
- 14- To Remote Control Harness
- 15- Engine Harness Plug
- 16- 12 Volt Battery
- 17- Starter Solenoid

- 18- Electronic Control Module (ECM)
- 19- Shift Interrupt Switch
- 20- Starboard Ignition Modules - 1,3,5
- 21- Port Ignition Modules - 2,4,6
- 22- Ignition Stator

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# 1995 3 Litre Work/225 Carb Wiring Diagram



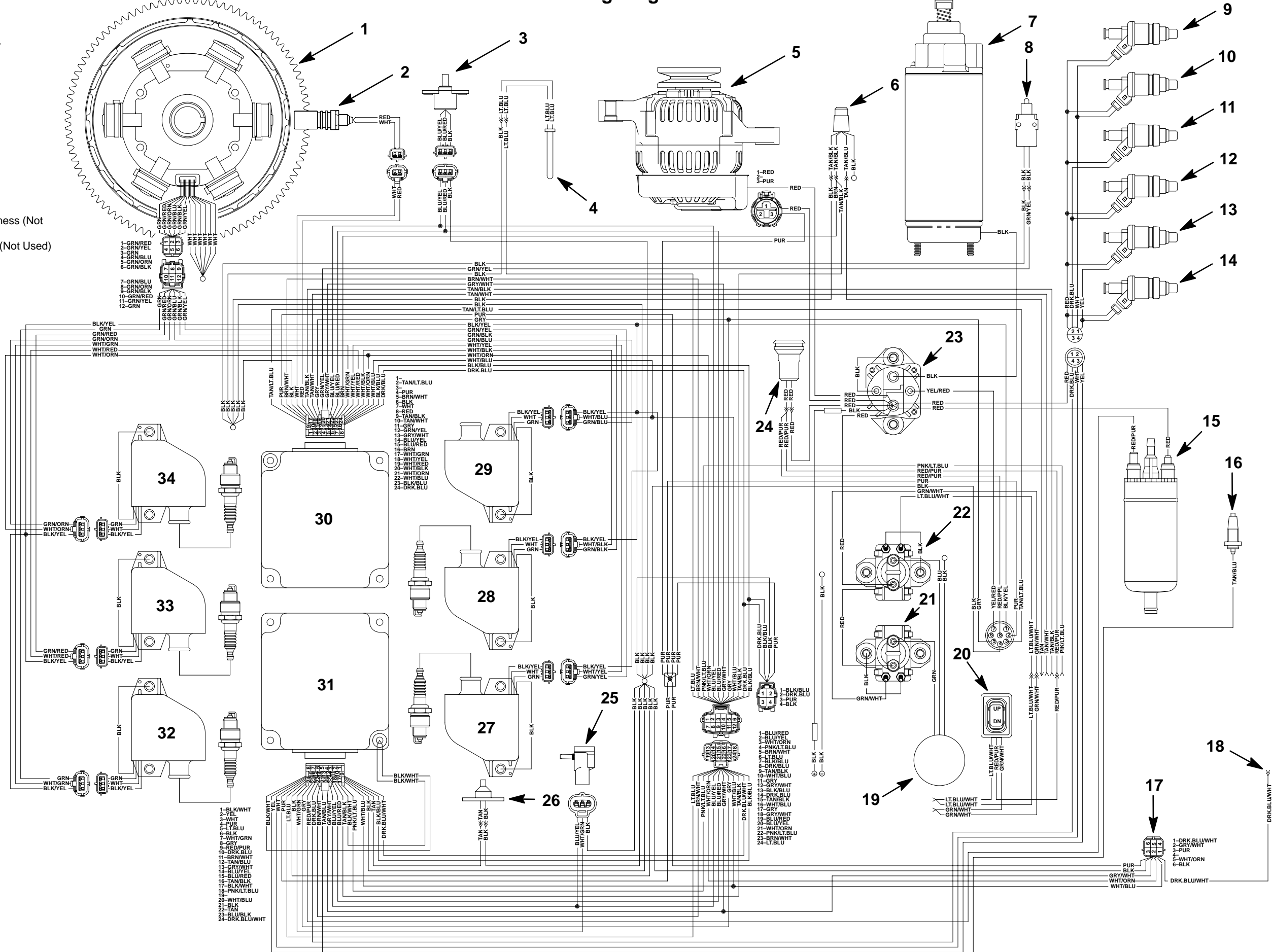
- 1 - Stator
- 2 - Crank Position Sensor
- 3 - Throttle Position Sensor
- 4 - Low Oil Switch (225 Carb Only)
- 5 - 60 Ampere Alternator
- 6 - Temperature Sensor
- 7 - Starter
- 8 - Shift Interrupt Switch
- 9 - Fuel Enrichment Valve
- 10- Starter Solenoid
- 11- UP Trim Solenoid
- 12- DOWN Trim Solenoid
- 13- Cowl Trim Switch
- 14- Trim Motor
- 15- 20 Ampere Fuse
- 16- #1 Capacitor Discharge Module
- 17- #3 Capacitor Discharge Module
- 18- #5 Capacitor Discharge Module
- 19- Electronic Control Module
- 20- #2 Capacitor Discharge Module
- 21- #4 Capacitor Discharge Module
- 22- #6 Capacitor Discharge Module

BLK = Black  
 BLU = Blue  
 BRN = Brown  
 GRY = Gray  
 GRN = Green  
 ORN = Orange  
 PNK = Pink  
 PUR = Purple  
 RED = Red  
 TAN = Tan  
 WHT = White  
 YEL = Yellow  
 LT = Light  
 DRK = Dark



# 1995 225 EFI Wiring Diagram

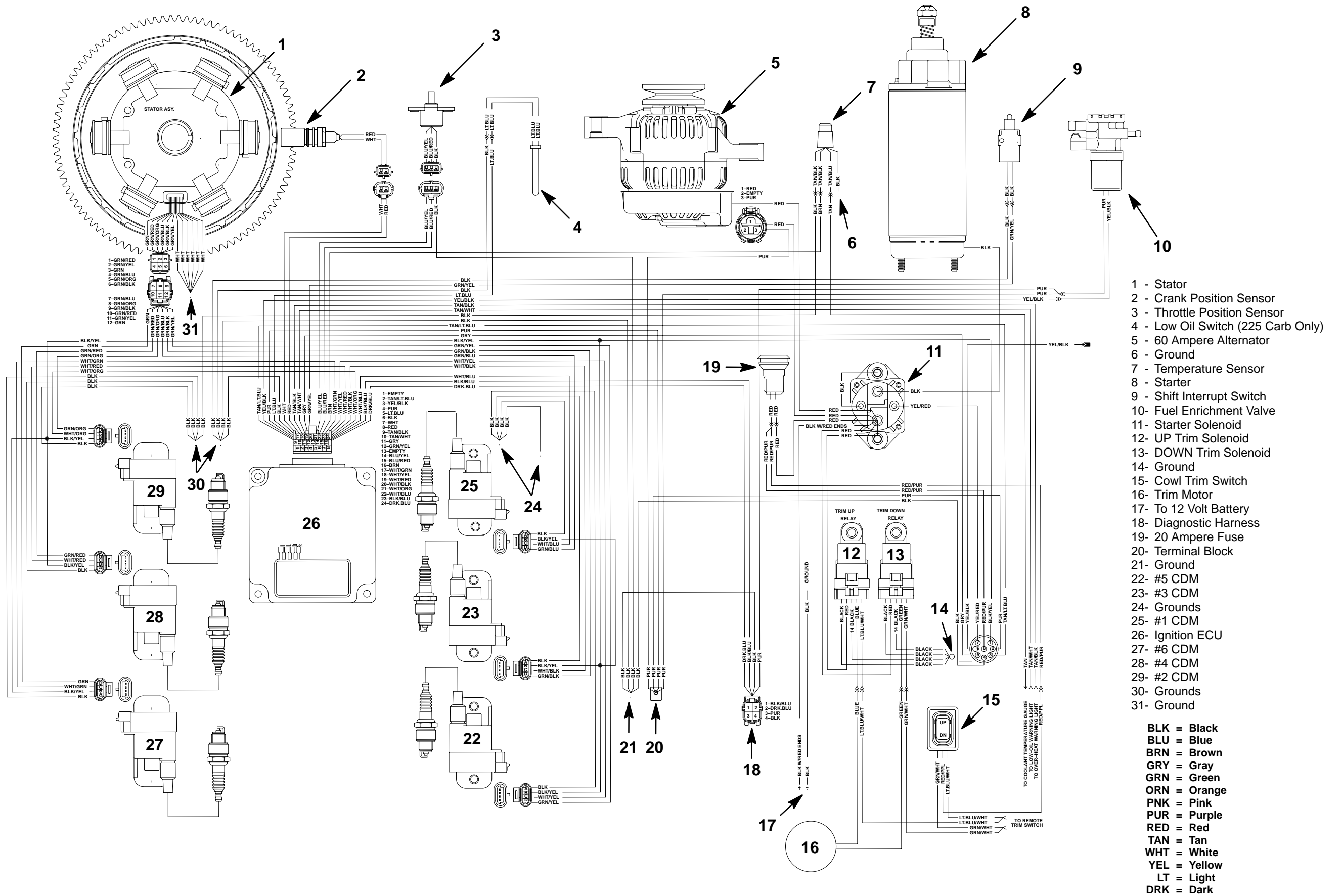
- Stator
- Crank Position Sensor
- Throttle Position Sensor
- Low Oil Switch
- 60 Ampere Alternator
- Temperature Sensor
- Starter
- Shift Interrupt Switch
- #1 Fuel Injector
- #2 Fuel Injector
- #3 Fuel Injector
- #4 Fuel Injector
- #5 Fuel Injector
- #6 Fuel Injector
- Fuel Pump
- Water Sensor
- Detonation Module Harness (Not Used)
- Knock Sensor Harness (Not Used)
- Trim Motor
- Cowl Trim Switch
- DOWN Trim Solenoid
- UP T rim Solenoid
- Starter Solenoid
- 20 Ampere Fuse
- MAP Sensor
- Air Temperature Sensor
- #5 CDM
- #3 CDM
- #1 CDM
- Ignition ECM
- EFI (Fuel) ECM
- #6 CDM
- #4 CDM
- #2 CDM



- BLK = Black
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- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- TAN = Tan
- WHT = White
- YEL = Yellow
- LT = Light
- DRK = Dark



# 1996/1997/1998 3 Litre Work/225 Carburetor Wiring Diagram



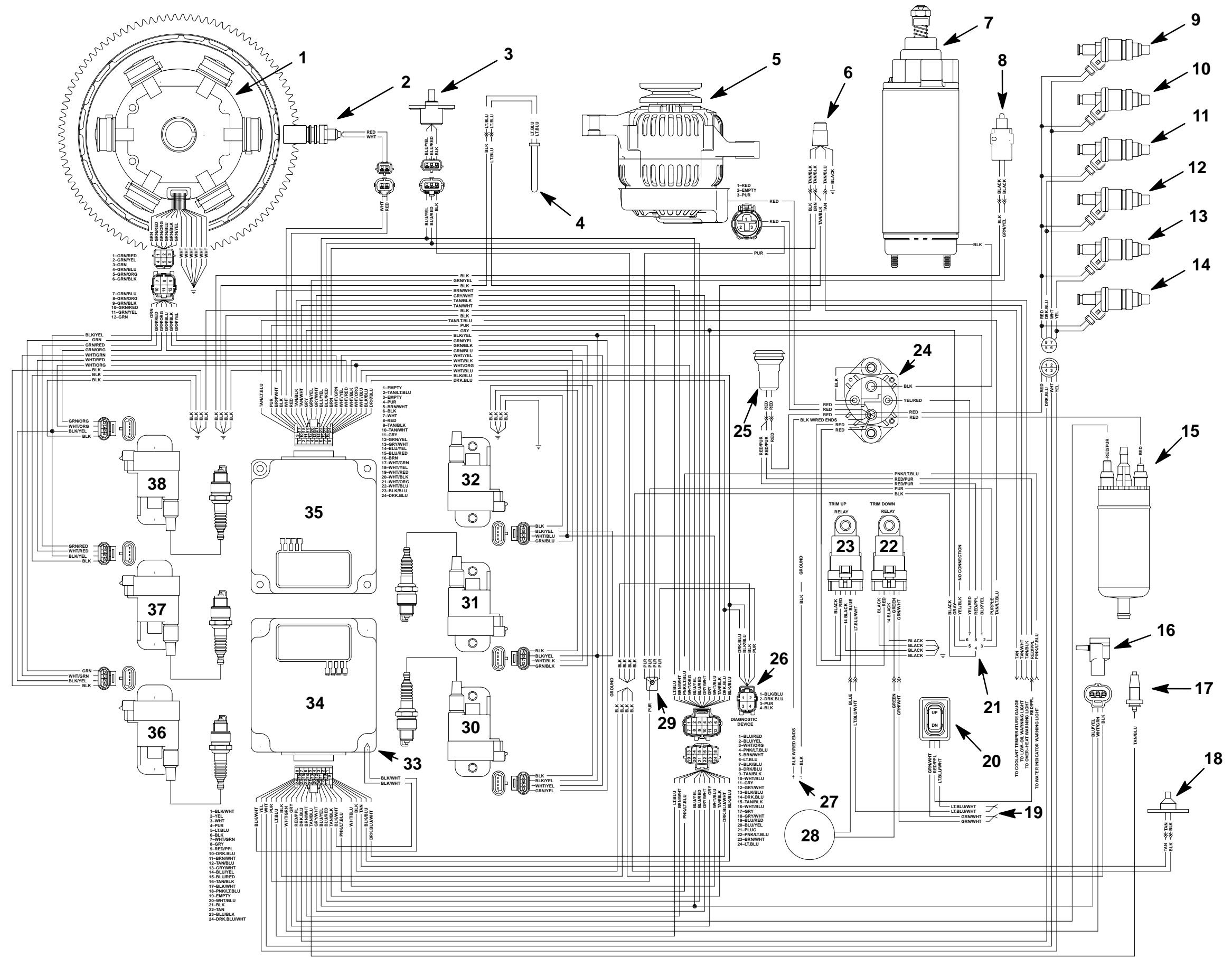
- 1 - Stator
- 2 - Crank Position Sensor
- 3 - Throttle Position Sensor
- 4 - Low Oil Switch (225 Carb Only)
- 5 - 60 Ampere Alternator
- 6 - Ground
- 7 - Temperature Sensor
- 8 - Starter
- 9 - Shift Interrupt Switch
- 10- Fuel Enrichment Valve
- 11- Starter Solenoid
- 12- UP Trim Solenoid
- 13- DOWN Trim Solenoid
- 14- Ground
- 15- Cowl Trim Switch
- 16- Trim Motor
- 17- To 12 Volt Battery
- 18- Diagnostic Harness
- 19- 20 Ampere Fuse
- 20- Terminal Block
- 21- Ground
- 22- #5 CDM
- 23- #3 CDM
- 24- Grounds
- 25- #1 CDM
- 26- Ignition ECU
- 27- #6 CDM
- 28- #4 CDM
- 29- #2 CDM
- 30- Grounds
- 31- Ground

BLK = Black  
BLU = Blue  
BRN = Brown  
GRY = Gray  
GRN = Green  
ORN = Orange  
PNK = Pink  
PUR = Purple  
RED = Red  
TAN = Tan  
WHT = White  
YEL = Yellow  
LT = Light  
DRK = Dark



# 1996/1997/1998 225 EFI/250 EFI Wiring Diagram

- Stator
- Crank Position Sensor
- Throttle Position Sensor
- Low Oil Switch
- 60 Ampere Alternator
- Temperature Sensor
- Starter
- Shift Interrupt Switch
- #1 Fuel Injector
- #2 Fuel Injector
- #3 Fuel Injector
- #4 Fuel Injector
- #5 Fuel Injector
- #6 Fuel Injector
- Fuel Pump
- Map Sensor
- Water Sensor
- Air Temperature Sensor
- To Remote Trim Switch
- Cowl Trim Switch
- Remote Control Harness
- DOWN Trim Solenoid
- UP Trim Solenoid
- Starter Solenoid
- 20 Ampere Fuse
- Diagnostic Harness
- To 12 Volt Battery
- Trim Motor
- Terminal Block
- #5 CDM
- #3 CDM
- #1 CDM
- Ground
- EFI (Fuel) ECM
- Ignition ECM
- #6 CDM
- #4 CDM
- #2 CDM



- BLK = Black
- BLU = Blue
- BRN = Brown
- GRY = Gray
- GRN = Green
- ORN = Orange
- PNK = Pink
- PUR = Purple
- RED = Red
- TAN = Tan
- WHT = White
- YEL = Yellow
- LT = Light
- DRK = Dark