

Parsun Portable 4-Stroke Outboard Motor

Motor Oil & Fuel Service Guide

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CAUTION

Always do the following DIY procedures in a safe, open and non-smoking large outdoor area. Keep children away. Get some containers, shop towels and a working fire extinguisher (Class B) ready to be used. Wear proper personal protective equipment (PPE). Users must preview every DIY step before starting. Users are solely responsible for performing the following DIY steps and their consequences. Otherwise, users shall take their outboard motor to a local certified marine shop or certified outboard technician for service.

Section 1 – Where to Fill Motor Oil and Gasoline

A 4-stroke motor is very different from a 2-stroke outboard motor. It is important to use the proper 4-stroke motor oil in the motor's sump (engine) before starting the motor. A 4-stroke motor's internal/external fuel tank only uses pure gasoline (87 to 94 octane). Do NOT put any mixture of gasoline and motor oil in the fuel tank.

Do NOT use 2 stroke fuel which is a mixture of oil and gas for your new 4 stroke motor. If you have an existing portable fuel tank with 2 stroke motor fuel, please empty the portable fuel tank before using it for this new Parsun 4 stroke motor.

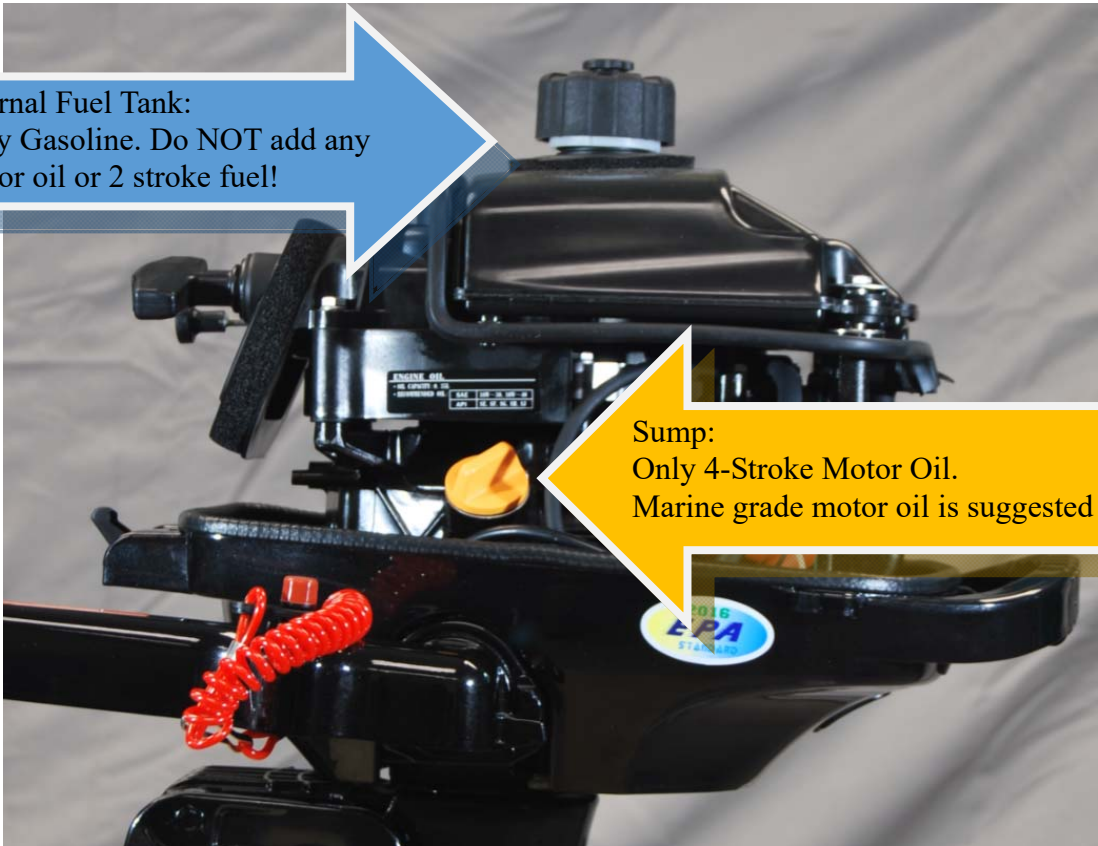
It is best to use marine gasoline fuel or automobile gasoline that does not contain ethanol. Ethanol and water from the fuel will hurt the carburetor and fuel system. This damage is not covered by the Parsun Limited Warranty.



Picture: F5B



1. Parsun 2.6HP 4 Stroke Motor

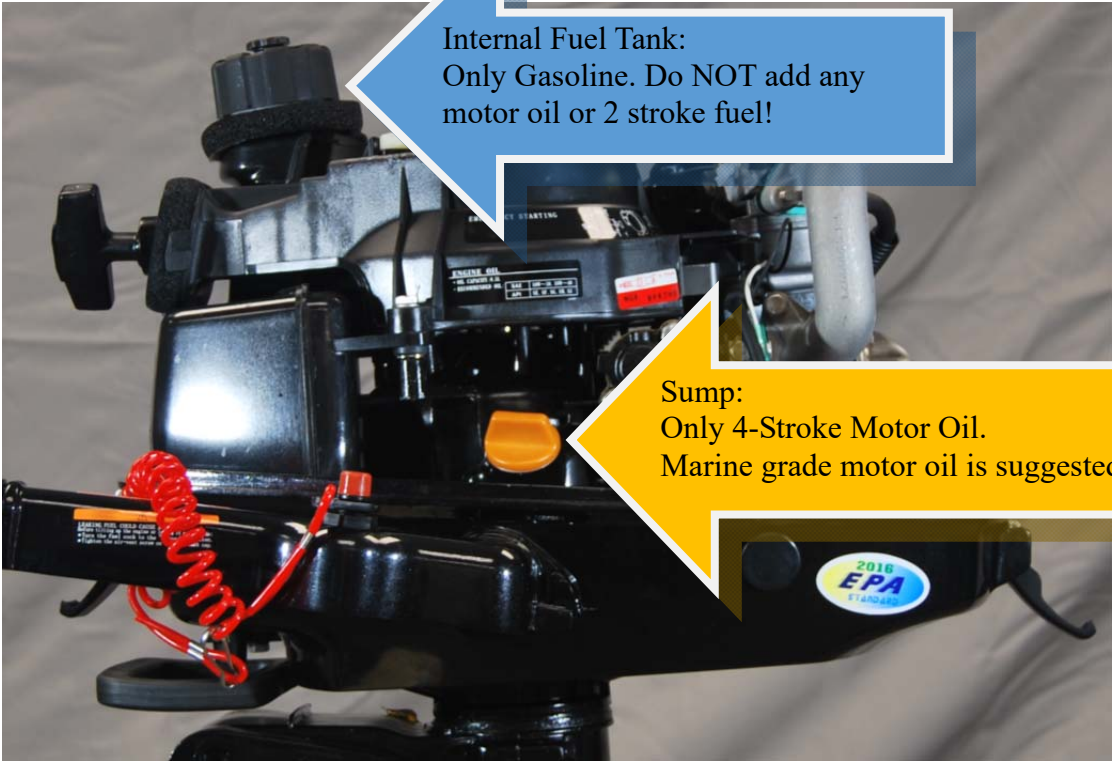


Internal Fuel Tank:
Only Gasoline. Do NOT add any
motor oil or 2 stroke fuel!

The image shows a black Parsun 2.6HP 4-stroke outboard motor. A blue callout box points to the fuel tank area. A yellow callout box points to the oil sump. A red coiled cable is visible on the side. A 2016 EPA Standard label is also present.

Sump:
Only 4-Stroke Motor Oil.
Marine grade motor oil is suggested

2. Parsun 5HP 4 Stroke Motor



Internal Fuel Tank:
Only Gasoline. Do NOT add any
motor oil or 2 stroke fuel!

The image shows a black Parsun 5HP 4-stroke outboard motor. A blue callout box points to the fuel tank area. A yellow callout box points to the oil sump. A red coiled cable is visible on the side. A 2016 EPA Standard label is also present.

Sump:
Only 4-Stroke Motor Oil.
Marine grade motor oil is suggested

3. Parsun 6HP 4 Stroke Motor



Internal Fuel Tank:
Only Gasoline. Do NOT add any
motor oil or 2 stroke fuel!

Sump:
Use only 4-Stroke Motor Oil.
Marine grade motor oil is suggested

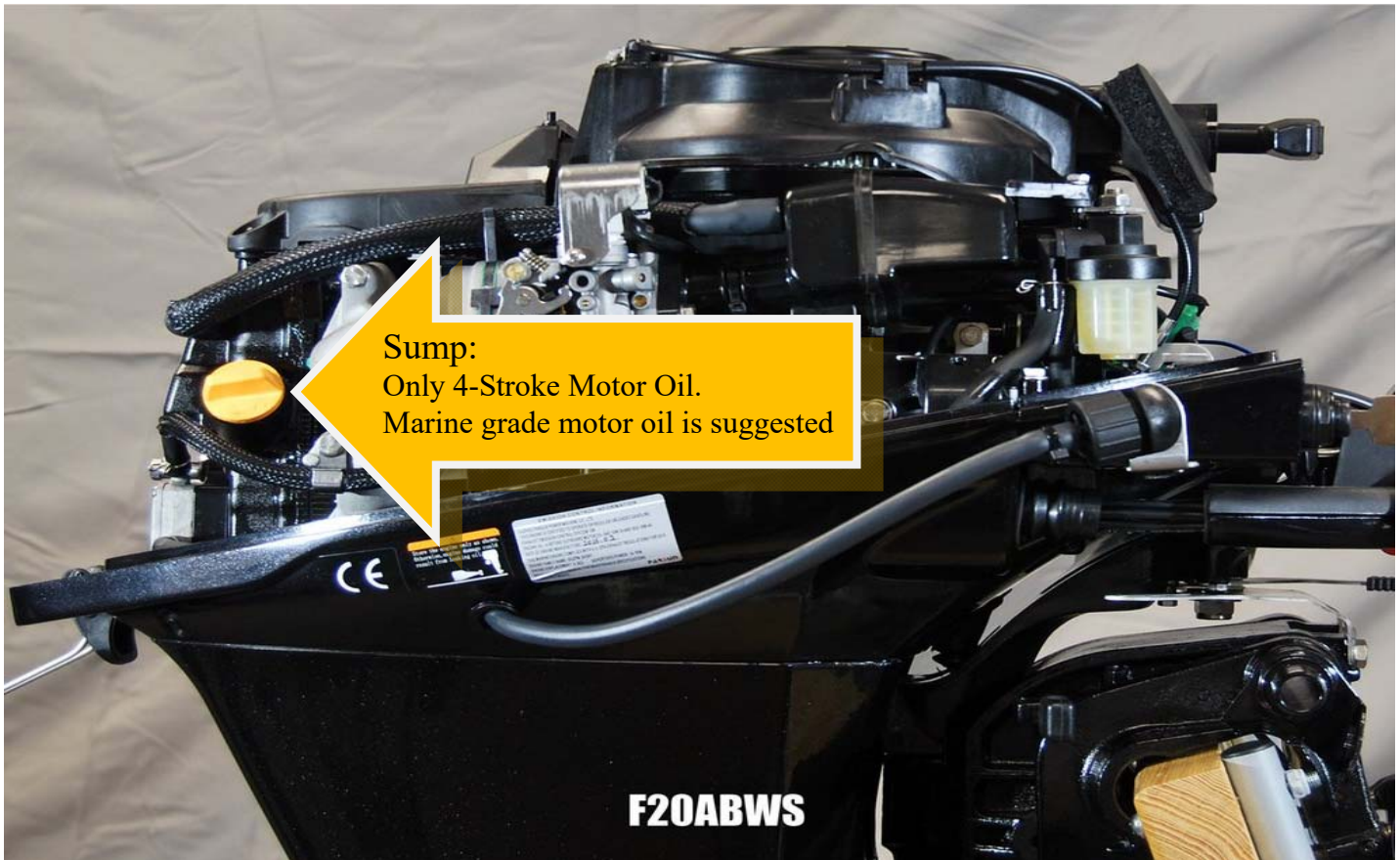
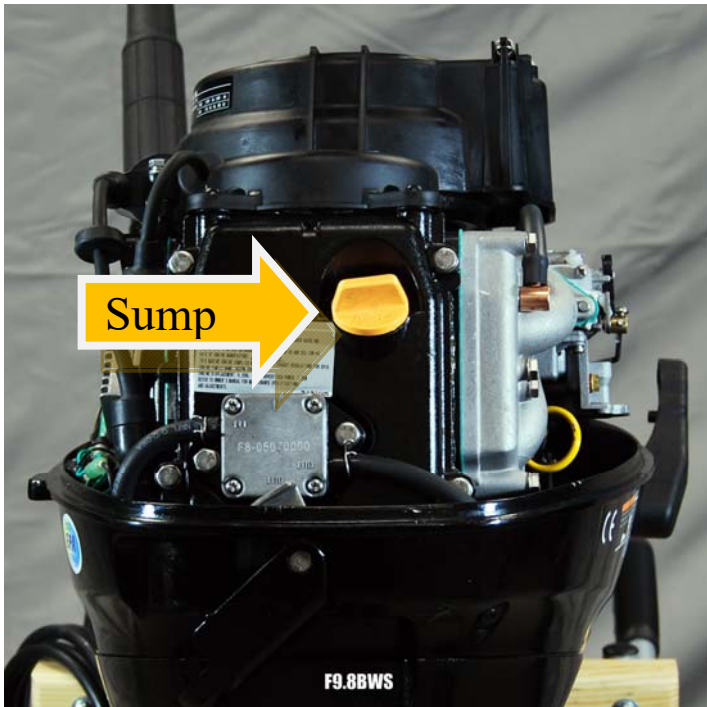
External Fuel Tank (Optional for Parsun 5HP & 6HP Motor)



External Fuel Tank:
Fill Only Pure Gasoline without
Any Motor Oil added!

Note: All Parsun Fuel Tanks and Fuel Lines are EPA certified and universal. Compatible with Yamaha and Mercury fuel lines and fuel tanks.

4. Parsun 8HP, 9.8HP, 15HP & 20HP 4 Stroke Motors



Section 2: Which Motor Oil is to Be Used

Parsun 4-stroke gas motors only use 4-stroke motor oil. Using the wrong types of engine oil such as 2-stroke motor oil or Diesel motor oil will damage your 4-stroke motor and void the manufacturer limited warranty.

Suggested Motor Oil:

- Yamalube Four-Stroke Marine Performance FC-W 10W-30 (Yamaha)
- Mercury 4 Stroke Outboard Oil SAE 10W-30 (FC-W)
- Other Marine 4 Stroke Motor Oil 10W-30

Suitable Motor Oil:

- Four-Stroke Motor Oil SAE 10W-30 / 5W-30 (Castrol, Mobile, Pennzoil, Quaker State, Shell)



Warning: 2 stroke motor oil is not suitable for Parsun 4 stroke motor lubrication. Using 2 stroke motor oil for its lubrication will permanently damage the motor! If this happens, first drain out all non-4-stroke motor oil from the sump and then fill it with the proper amount of 4-stroke motor oil.

NOTE: Make sure NOT to put any motor oil in the internal or external fuel tank.

CAUTION – WRONG TYPES OF MOTOR OIL

Below Photos with Mistake Label are the demo of wrong operation. Motor will be damaged if the wrong types of fluid are added to the motor's fuel system. Warranty will be voided in this situation without any exemption.



DO NOT PUT ANY 2 STROKE MOTOR OIL, DIESEL ENGINE OIL, GEAR OIL, TRANSMISSION OIL OR POWER STEERING OIL INTO THE PARSUN 4 STROKE MOTOR.

CAUTION – WRONG TYPES OF MOTOR OIL (CONTINUED)

All Parsun 4 Stroke Motors should NEVER have any other additives or oils of any type mixed with the gasoline! Having a mixture of gasoline and motor oil in any 4-stroke outboard motor will damage its internal components and cause excessive smoking.



Do NOT Mix Any 4-Stroke Motor Oil (Beige Color) With Gasoline



Do NOT Mix Any 2-Stroke Motor Oil (Blue Color) With Gasoline



Warning: Excessive smoking is one of the symptoms of mistakenly adding a mixture of gasoline and motor oil in a 4-stroke motor's fuel system (Internal / external gas tank, fuel line, carburetor).

NOTE

In the following scenarios, a small amount of white smoke from the exhaust system for approximately 15-30 seconds may be considered normal. 1). Newly purchased or first time started motor. A small amount of motor oil may have entered into the fuel system and or cylinder during transportation. 2). Motor was laid down in the wrong position. Oil leakage and a small amount of motor oil entered into the fuel system or/and cylinder. 3). Long period of storage or long distance transportation. Cold starting in the morning. Extra fuel in the carburetor. Low quality gasoline with a small amount of impurities in the fuel.

Section 3: Fuel System Flush DIY

In case of mistakenly adding a mixture of gasoline and motor oil into a 4-stroke motor's fuel system, users can check the following DIY steps.

SAFETY WARNING

1. Review the safety note. Wear personal protective equipment. Only work in a safe, open and large enough outdoor area. There must be no open flames, ignition sources of any sort or smoking allowed in the working area! Only operate in the day time. Keep children away.
2. Have some empty containers ready for motor oil and gasoline.
3. For electric start models, you must disconnect the motor from the battery and move the battery away.
4. Properly store and dispose the motor oil and fuel.
5. Gasoline and its vapors are highly flammable and explosive. Keep away from sparks, cigarettes, flames, or other sources of ignition. Do NOT try to pull start the motor during the service.
6. Have a Class B fire extinguisher on hand.
7. Inhalation: Remove person from exposure immediately. Use a bag valve mask or similar device to perform artificial respiration (rescue breathing) if needed. Get immediate medical attention.

Flush the Internal fuel tank (2.6HP, 5HP, 6HP models)



Fuel System Flush Instructions for a Motor with an Internal Fuel Tank (2.6HP, 4HP, 5HP, 6HP):

1. Use a portable fuel pump to pump all the fuel out of the tank or remove the bolts holding the fuel tank in place. Remove the fuel tank from its original position then place the internal fuel tank upside down into an empty container to empty the tank.
2. Loosen the copper drain bolt located at the bottom of the carburetor with a flat screw driver. Drain out all the fuel from the carburetor. Hand tighten the drain bolt to its original position.
3. Fill a small amount of pure gasoline into the internal tank. Repeat above steps if necessary.

Fuel System Flush Instructions for a Motor with a Fuel External Tank (8HP, 9.8HP, 15HP, 20HP or up):

1. Use a portable fuel pump to pump all the fuel out of the tank or place the fuel tank upside down into an empty container to empty the tank. Put a small amount of pure gasoline into the external tank to flush it.
2. Loosen the copper drain bolt located at the bottom of the carburetor with a flat screw driver. Drain out all the fuel from the carburetor.
3. Fill up the external fuel tank with pure gasoline. Use the fuel pump attached to the fuel line to pump the new gasoline to the motor. Stop pumping when another 100ml fuel drain out from the carburetor.
4. Repeat above steps if necessary

Drain & Flush the Carburetor:



1. Have a small container placed under the carburetor's drain hole (spring water bottle)
2. Slowly loosen the drain screw but it is not necessary to completely remove the drain screw from its position.
3. Let the fuel come drain slowly. Check the drained fuel for contaminants and fuel color.
4. If the internal tank is used, first close the fuel cock of the internal tank and fill the tank with pure gasoline. Slowly open the fuel cock switch, wait for 50ml gasoline to come out from the carburetor's drain hole. (For 6HP model, you can also push the front built in fuel pump).
5. If the external tank is used, slowly press the inline fuel pump attached to the fuel line until approximate 100-150ml of clear gasoline comes out from the carburetor's drain hole.
6. Very slowly, pull the starter cord to ensure the internal fuel pump is working. It will force the fuel to move into the fuel system. Do NOT pull the cord with full strength or too fast.
7. Tighten the drain screw to its original position. Make sure there are no fuel leaks or fuel sitting around the engine (as this may start a fire) before closing the motor cowling.

Section 4: What is Covered by the Limited Warranty?

The limited warranty covers the products against manufacturer defects. However, users are responsible for any motor damages due to mishandling, improper operation or maintenance of the motor.

To report any motor problems, users need to provide the following to the seller.

1. The delivery date of the motor
2. The date of the first use
3. The date when the problem was first noticed
4. Some photos showing the overall condition of the motor
5. A photo showing Motor's serial number
6. The details of the problem(s)
7. A short video plus some photos to highlight the problems

If the DIY process mentioned in the other sections did not resolve the problem, users may contact a local certified marine shop or Yamaha/Mercury/Suzuki/Tohatsu/Honda outboard service dealer for product inspection.

Users are responsible for the inspection costs. Ask the marine shop to send the inspection report and repair estimate directly to the seller. Seller will review the report and determine if the issue is covered by the limited warranty. Then the seller will directly contact the marine shop to provide necessary parts for repair if applicable.

A proper inspection report must include 1) Legal name of the dealer, business address and contact info. 2) Name of the certified outboard technician and signature. 3) Motor model and serial number. 4) Customer name, address and date of service. 5) Detailed report of the motor problem and suggested solution. 6) Estimate of replacement parts and repair cost (parts and labour). 7) Other necessary information.

Please send the report by to email support@parsunoutboard.com or fax to 1-604-277-3360.

Note: Seller reserves the right to decline a non-genuine third party inspection report, re-inspect the motor at the buyer's cost and void the motor's limited warranty.

Detailed warranty policy and coverage are available in the Parsun Limited Warranty Manual. The Parsun motor parts manual is available for download on www.parsunoutboard.com. Please provide the above information to the local dealer who will service your motor if necessary.

For warranty claims we may require the defective parts be returned to our depot for final inspection, repair or/and replacement. The cost of shipping the parts may not be covered by seller. Please keep the defective parts for at least 30 days.