

**SPECIAL TOOLS AND SERVICE SPECIFICATIONS**  
**TECHNICAL DATA**

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	HP	100, 115	135, 150, 175	
<b>ENGINE</b>	Full Throttle Operating Range RPM	100/115: 5250–5750		
	Power	100/115 HP (67.2/85.8 kw) @ 5500 RPM		
	Idle RPM in Gear	650 ± 50		
	Test Propeller	<b>Standard Rotation Models:</b> P/N 387388 <b>V4 20 in. (L) Models:</b> P/N 386246 or P/N 433068 <b>Counter Rotation Models:</b> P/N 398673		
	Weight (may vary depending on model)	<b>100 (L) Models:</b> 365 lbs. (166 kg) <b>115 20 in. (L) Models:</b> 375 lbs. (170 kg) <b>115 25 in. (X) Models:</b> 390 lbs. (177 kg)	<b>20 in. (L) Models:</b> 423 lbs. (192 kg) <b>25 in. (X) Models:</b> 443 lbs. (201 kg)	
	Lubrication	<i>Evinrude/Johnson XD50 Oil</i> Refer to <b>Engine Lubricant</b> on p. 58		
	Engine Type	60° V 4-Cyl Loop-Charged	60° V 6-Cyl Loop-Charged	
	Displacement	105.4 cu. in. (1726 cm <sup>3</sup> )	158 cu. in. (2589 cm <sup>3</sup> )	
	Bore	3.601 in (91.47 mm)		
	Stroke	2.588 in. (65.74 mm)		
	Standard Bore	3.6005 to 3.6015 in. (91.45 to 91.48 mm) To bore oversize, add piston oversize dimension to standard bore		
	Top Crankshaft Journal	2.1870 to 2.1875 in. (55.55 to 55.56 mm)		
	Center Crankshaft Journals	2.1870 to 2.1875 in. (55.55 to 55.56 mm)		
	Bottom Crankshaft Journal	1.5747 to 1.5752 in. (40.0 to 40.01 mm)		
	Rod Crankpin	1.3757 to 1.3762 in. (34.94 to 34.96 mm)		
	Piston Ring End Gap, Both	0.011 to 0.023 in. (0.28 to 0.58 mm)		
	<b>FUEL</b>	Fuel/Oil Ratio	<i>EMM</i> Controlled	
Starting Enrichment		<i>EMM</i> Controlled		
Preferred Fuel		Regular unleaded gasoline		
Acceptable Fuel		See <b>FUEL REQUIREMENTS</b> on p. 54		
Minimum (High) Fuel Pressure @ IDLE RPM – 650 ± 50		22 to 28 psi (152 to 193 kPa)		
Minimum Fuel Lift Pump Pressure @ IDLE RPM – 650 ± 50		4 psi (28 kPa)		
Minimum Oil Lift Pump Pressure @ IDLE RPM – 650 ± 50		15 psi (103 kPa)		
Maximum Fuel Inlet Vacuum		4 in. Hg.		
Maximum Oil Inlet Vacuum		15 in. Hg. @ 60°F (15.6°C) OIL TEMP		
Minimum Octane		87 AKI (R+M)/2 or 90 RON		
Additives	<i>2+4 Fuel Conditioner, Fuel System Cleaner</i> Use of other additives may result in engine damage.			
	See <b>FUEL REQUIREMENTS</b> on p. 54 for additional information			