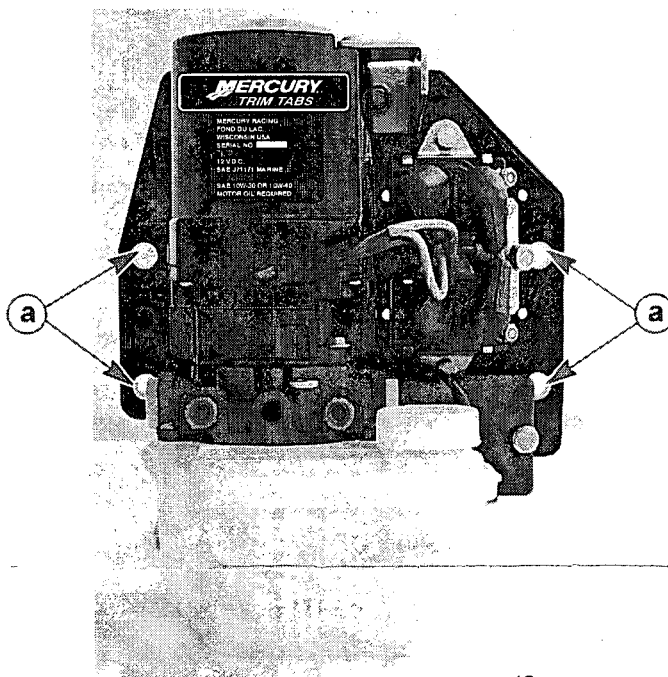


# 849670A05

## TRIM TAB PUMP

### Pump Mounting

1. Find a mounting location for the pump that is dry and that will allow easy access to the filler cap.



sr12

a - Mounting holes

2. Mount the pump with four 3/8 in. lag bolts.

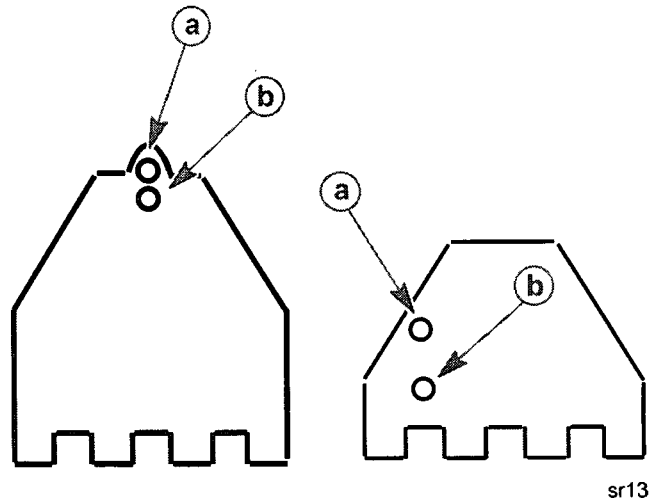
*NOTE: A slip bracket is available (p/n 87762A2) from Mercury Precision Parts that allows the trim pump to be removed without removing the lag bolts.*

### Hose Connection

#### **⚠ CAUTION**

Do Not cross-thread or over-tighten hose fittings.

1. Connect the low pressure hydraulic hoses to the upper K-Plane fittings and the high pressure hydraulic hoses to the lower K-Plane fittings that extend through the transom.



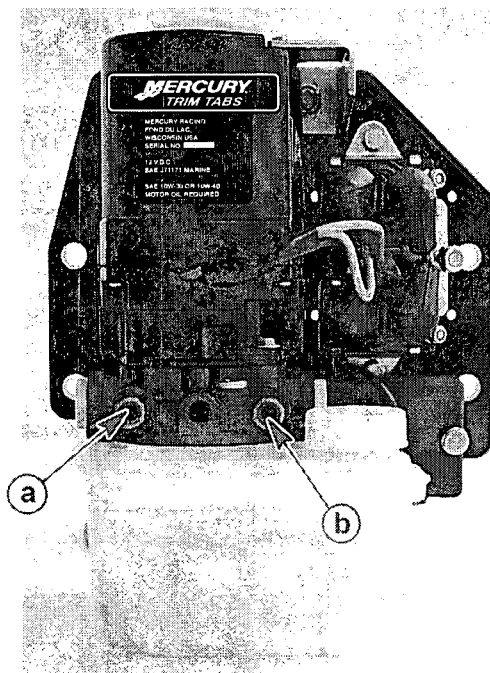
a - Low pressure fitting

b - High pressure fitting

2. Connect hoses to pump.

**IMPORTANT:** Tighten all hose fittings securely.

<b>⚠ CAUTION</b>
Do not cross-thread or over-tighten hose fittings.



a - High pressure port

sr12-1

b - Low pressure port

## Electrical Wiring Instructions

### ⚠ WARNING

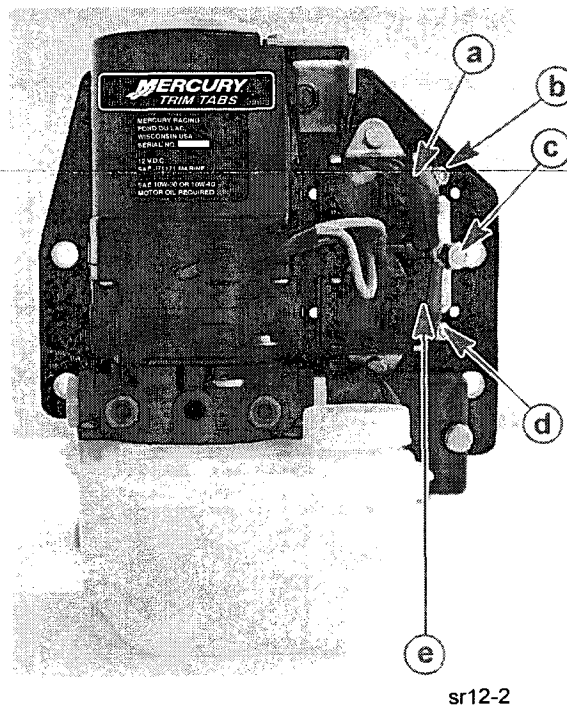
Disconnect the negative (-) battery cable at the battery before connecting the trim pump to the battery.

1. Attach wiring harness from kit to K-Plane switches (not supplied). Label harnesses port or starboard K-Plane and route to proper pump motor.
2. Attach wiring harness to pump.
3. Connect the red battery lead (c) to the positive (+) battery terminal and the black battery lead (d) to the negative (-) battery terminal. A fuse (not supplied) that meets Coast Guard Standards must be installed between the battery and pump motor inline with the red positive (+) battery lead.

### ⚠ WARNING

To avoid the possibility of fire, the battery cables must be sized according to their length and they must be capable of handling a 60 Amp draw.

Ensure that a fuse is installed inline with the RED battery lead and that it conforms to U.S. Coast Guard Standards.



- |                               |   |
|-------------------------------|---|
| a - Positive (+) battery lead | d - BLU lead from harness               |
| b - GRN lead from harness     | e - 10 Amp fuse connection from harness |
| c - Negative (-) battery lead |   |

4. Secure the wiring harness to the boat structure and as close to the pump as possible. The clip should be located within 25 mm (1 in.) of the strap at the pump end of the harness.

## Hydraulic System Servicing

1. With K-Plane cylinders fully retracted (plates up), and fill reservoir to "MAX" mark on side of reservoir with SAE 10W-30 or SAE 10W-40 motor oil.
2. Cycle unit several times to purge air from system.
3. With cylinder(s) fully retracted (plates up), re-check fluid level and refill as required. Do not overfill. Repeat Steps 1 and 2 as necessary.

## Purging the K-Plane Hydraulic System

*NOTE: If K-Plane System fails to purge itself of air by extending and retracting the K-Plane several times, the following procedure may be used.*

1. With K-Plane in the fully retracted position, remove filler cap and fill pump reservoir to proper level (refer to markings on side of reservoir) with SAE 10W-30 or SAE 10W-40 motor oil.
2. Disconnect hose from low pressure port of trim pump and plug port using fitting (22-38609).
3. Direct open end of hose from K-Plane into a suitable container to catch any excess fluid.
4. Operate the pump to extend the K-Plane to the center position.
5. Refill reservoir and continue to operate the pump to extend the K-Plane to the extended position.
6. Remove plug from low pressure port of pump and reconnect hose. Tighten securely.
7. Operate the pump to fully retract the K-Plane, check the oil level of the reservoir and fill as needed.
8. Cycle K-Planes 4 to 5 times more and recheck oil level, fill as needed.