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Evinrude E-TEC outboard motors have earned a well-deserved reputation for their performance and reliability, making them a popular choice among boaters. However, like any mechanical system, even the best-designed engines can face issues from time to time. In this article, we delve into common Evinrude E-TEC problems and offer practical solutions to help boat owners keep their engines running smoothly.Boat owners invest time and resources into maintaining their vessels, and understanding potential problems with Evinrude E-TEC engines is a crucial part of that commitment. Whether youre a seasoned boater or new to the world of marine engines, knowing how to identify and resolve these issues can save you from unexpected breakdowns and costly repairs.So, lets explore the common challenges that Evinrude E-TEC outboard motors may encounter and equip you with the knowledge needed to address them effectively, ensuring that your boating adventures remain enjoyable and trouble-free.Evinrude E-TEC outboard motors are well-regarded in the boating world for their exceptional reliability and high-performance capabilities. Renowned for their cutting-edge technology and eco-friendly designs, these motors have become a trusted choice among boaters seeking top-notch outboard engines.However, even with their stellar reputation, Evinrude E-TEC motors are not immune to occasional issues that can arise over time. Just like any mechanical system, wear and tear, usage, and external factors can contribute to problems. Thats why regular maintenance is of paramount importance when it comes to preserving the longevity and performance of these engines.In this article, well delve into some common problems that Evinrude E-TEC outboard motors may encounter and provide insights and solutions to help boat owners keep their engines in prime condition. Understanding these issues and practicing proactive maintenance can go a long way in ensuring your Evinrude E-TEC motor continues to deliver the reliability and performance you expect.Evinrude E-TEC outboard motors are known for their reliability, but like any mechanical system, they can experience common issues that boat owners should be aware of. Some of these problems include:Starting Difficulties: Some Evinrude E-TEC owners may encounter issues with starting their motors. This could be due to a variety of factors, including a weak battery, faulty ignition components, or fuel delivery problems.Overheating: Overheating is a common problem in outboard motors. It can result from clogged cooling passages, a malfunctioning thermostat, or impeller damage. Overheating can lead to engine damage if not addressed promptly.Fuel-Related Issues: Problems related to fuel supply or quality can affect Evinrude E-TEC motors. These issues may manifest as poor fuel efficiency, engine misfires, or even stalling. Dirty fuel filters, contaminated fuel, or problems with the fuel system can contribute to these problems.Power Loss: Power loss can be frustrating for boat owners. It may occur gradually or suddenly and can result from issues such as fouled spark plugs, clogged injectors, or ignition system problems.Its important to note that identifying the root cause of any problem is the first step to finding an effective solution. In the following sections, we will delve into potential solutions for these common Evinrude E-TEC issues to help boat owners keep their engines running smoothly.Starting difficulties in Evinrude E-TEC motors can be frustrating, but they often have identifiable causes and solutions. Heres how to address these issues:Check the Battery: Ensure your boats battery is in good condition and fully charged. Weak or dead batteries can prevent the engine from cranking. Clean and tighten the battery terminals, and consider replacing the battery if its old or not holding a charge.Inspect the Spark Plugs: Fouled or damaged spark plugs can impede starting. Remove the spark plugs, inspect them for fouling, wear, or damage, and replace them if necessary. Ensure the spark plug gaps are correctly set according to manufacturer specifications.Examine the Ignition System: The ignition system components, including the coils, wires, and connections, should be inspected for wear or damage. Replace any faulty components as needed. Properly functioning ignition components are crucial for generating sparks to ignite the fuel-air mixture.Check the Fuel System: Ensure that fuel is reaching the engine. Check for any clogs or blockages in the fuel lines, filters, or fuel pump. Make sure the fuel primer bulb is firm and free from leaks.Verify the Safety Lanyard: Ensure the safety lanyard or kill switch is properly attached and functioning. Some outboard motors wont start if this safety feature is not engaged.Consult the Owners Manual: If youve checked these components and still experience starting difficulties, consult the owners manual for your specific Evinrude E-TEC model. It may provide additional troubleshooting steps tailored to your engines configuration.Remember that regular maintenance, including cleaning or replacing spark plugs, inspecting ignition components, and monitoring the batterys health, can prevent starting problems from occurring in the first place.Evinrude E-TEC outboard motors are designed for reliable cooling, but overheating issues can still occur due to various factors. Heres how to address potential causes of overheating:Water Pump Problems: The water pump is crucial for cooling the engine. Over time, the impeller can wear out or become damaged, reducing water flow. Inspect and replace the water pump impeller according to the manufacturers recommended intervals, typically every few years or as specified in the owners manual.Clogged Cooling Passages: Debris, sand, and marine growth can accumulate in the cooling passages, hindering water flow. Regularly inspect and clean these passages to ensure efficient cooling. If you notice persistent clogging, consider installing additional water strainers or filters in the raw water intake system.Engine Trim: Incorrect engine trim settings can affect cooling. Ensure your outboard motor is trimmed properly to maintain an optimal water intake. Operating the engine with the trim set too high can cause it to draw in air and overheat.Thermostat Issues: A malfunctioning thermostat can either restrict coolant flow or fail to open as it should. If you suspect thermostat issues, consult your owners manual for instructions on testing and replacing the thermostat.Low Water Level: Ensure that the boats water intake is submerged sufficiently. Running the engine in shallow water or with the intake partially exposed can lead to overheating. Adjust the engine trim or boat draft as needed.Inspect the Cooling System: Regularly inspect the cooling system components, including hoses, fittings, and the telltale water stream. Any visible leaks or blockages should be addressed promptly.Flush the Cooling System: After each use in saltwater, flush the cooling system with fresh water to remove salt deposits and prevent corrosion.If you continue to experience overheating problems despite addressing these issues, its advisable to consult with a certified marine technician or Evinrude service provider for a thorough inspection and diagnosis of the cooling system. They can identify and resolve more complex cooling problems that may require specialized tools or expertise.Fuel-related problems can hinder the performance of Evinrude E-TEC outboard motors. Here are some common fuel-related issues and steps to address them:Contaminated fuel can lead to engine issues. Water, debris, or even algae growth in the fuel tank can disrupt the combustion process. To address this:Drain and clean the fuel tank.Replace the fuel filter(s) to trap contaminants.Use high-quality, ethanol-free fuel to reduce the risk of water absorption.Over time, fuel filters can become clogged, reducing fuel flow to the engine. To solve this:Replace the fuel filter(s) regularly as per the manufacturers recommendations.Inspect and clean the fuel lines for any obstructions.Evinrude E-TEC motors are known for their fuel efficiency, but using the wrong fuel-to-oil ratio can lead to performance issues or engine damage. Always follow the manufacturers recommended oil-to-fuel ratio.If youre using ethanol-blended fuel (E10 or E15), be aware of potential problems, including phase separation and ethanol-related engine issues. Consider using ethanol stabilizers or switching to ethanol-free fuel if available.Dirty or clogged fuel injectors can affect engine performance. Use a high-quality fuel injector cleaner designed for marine engines and follow the manufacturers recommendations.Periodically inspect the fuel pump and fuel lines for wear, leaks, or damage. Replace any components showing signs of deterioration.Air bubbles in the fuel system can disrupt fuel delivery. Check for air leaks in the fuel lines, connections, and primer bulbs. Replace damaged components.Implement a routine fuel system maintenance schedule. This includes draining the fuel/water separator, inspecting fuel lines, and ensuring proper venting of the fuel tank.If your boat will be stored for an extended period, use a fuel stabilizer to prevent fuel degradation and varnish buildup in the system.If you continue to experience fuel-related problems or if the issues persist, consult a certified marine technician or an Evinrude service provider for a comprehensive diagnosis and potential system cleaning.By addressing and preventing fuel-related issues, you can help maintain the performance and reliability of your Evinrude E-TEC outboard motor. Regular maintenance, fuel quality monitoring, and adherence to manufacturer guidelines are key to minimizing these problems.Power loss and reduced performance in Evinrude E-TEC motors can be frustrating, but understanding the potential causes and taking appropriate actions can help resolve these issues. Here are some common reasons and solutions:Propeller Damage: A damaged or dented propeller can significantly affect performance. Inspect the propeller for visible damage, bent blades, or foreign objects. If you notice any issues, replace or repair the propeller as needed.Fouled Spark Plugs: Fouled or worn-out spark plugs can lead to misfires, reduced power, and poor engine performance. Replace the spark plugs according to the manufacturers recommendations, typically every 100 hours of operation.Electronic Control Module (ECM) Issues: The ECM is the engines brain, controlling various parameters for optimal performance. If you suspect ECM problems, consult a qualified technician for diagnostics and potential reprogramming or replacement.Fuel Quality: Poor-quality or contaminated fuel can cause performance issues. Ensure youre using clean, fresh, and high-quality fuel. Consider using a fuel stabilizer when storing your boat to prevent fuel-related problems.Air Intake and Filters: Restricted airflow due to clogged air filters or blocked intake vents can reduce engine performance. Regularly inspect and clean air filters and ensure proper ventilation around the engine.Exhaust Blockages: Blocked exhaust passages can lead to backpressure and power loss. Check the exhaust system for obstructions, including debris or foreign objects.Throttle and Shift Cables: Maladjusted or damaged throttle and shift cables can affect power delivery and control. Inspect and lubricate these cables as needed and ensure proper adjustment.Fuel System Cleaning: Periodically clean the fuel system, including the injectors and fuel lines, to remove carbon buildup and deposits. Use a marine fuel system cleaner as recommended by the manufacturer.Regular Maintenance: Follow the manufacturers recommended maintenance schedule, including oil changes, lower unit servicing, and overall system checks. Preventive maintenance can help avoid performance issues.Professional Inspection: If power loss persists or the cause is not apparent, consult a certified Evinrude technician or a marine mechanic for a comprehensive diagnosis. Advanced diagnostic tools can help identify and resolve complex issues.Remember that maintaining your Evinrude E-TEC outboard motor in optimal condition through regular inspections and adherence to maintenance schedules is key to preventing power loss and ensuring reliable performance on the water.Regular maintenance and preventive measures are crucial for keeping Evinrude E-TEC outboard motors running smoothly and avoiding common problems. Here are some key points to consider:Routine Inspections: Conduct regular visual inspections of your outboard motor and associated components. Look for signs of wear, damage, or loose connections. Address any issues promptly before they escalate.Scheduled Servicing: Follow the manufacturers recommended maintenance schedule. This typically includes oil changes, lower unit servicing, spark plug replacements, and other routine tasks. Adhering to these schedules can prevent problems and extend the life of your motor.Fuel Quality: Use high-quality fuel from reputable sources. Ensure that the fuel is fresh and free from contaminants. Consider using a fuel stabilizer if your boat is stored for an extended period.Clean Fuel System: Periodically clean the fuel system, including the fuel filters and injectors. This helps maintain fuel efficiency and prevents fuel-related issues.Propeller and Lower Unit Inspection: Inspect the propeller regularly for damage or wear. Ensure that its properly secured and balanced. Check the lower unit for leaks and damaged seals.Battery Maintenance: Keep your boats battery in good condition. Clean battery terminals, check the batterys charge level, and replace it if needed. Weak or dead batteries can lead to starting issues.Electrical System: Inspect the electrical connections, wires, and components for signs of corrosion or damage. Properly store and protect your boats electrical systems to prevent water intrusion.Air Intake and Filters: Clean and replace air filters as needed to maintain optimal airflow. Ensure that the engines air intake and cooling systems are free from obstructions.Propeller Shaft Greasing: Lubricate the propeller shaft and other critical moving parts as recommended by the manufacturer. This prevents corrosion and reduces friction.Professional Maintenance: When in doubt or for more complex tasks, consult a certified Evinrude technician or a marine mechanic. These professionals have the expertise and tools to diagnose and address issues effectively.By prioritizing regular maintenance, following manufacturer recommendations, and addressing minor concerns before they become major problems, boat owners can enjoy trouble-free operation of their Evinrude E-TEC outboard motors and maximize their lifespan. This proactive approach ensures a reliable and enjoyable boating experience.In conclusion, understanding and addressing common Evinrude E-TEC problems is essential for boat owners who want to enjoy trouble-free boating experiences. Here are the key takeaways:Regular Maintenance: Routine maintenance is your best defense against Evinrude E-TEC issues. Follow the manufacturers recommendations, conduct regular inspections, and service your outboard motor as needed.Identify and Troubleshoot: Learn to recognize common problems like starting difficulties, overheating, fuel-related issues, and power loss. Troubleshoot effectively by identifying the root causes before attempting solutions.Preventive Measures: Prevent problems by using high-quality fuel, keeping your fuel system clean, inspecting your propeller and lower unit, and maintaining your boats electrical and air intake systems.Professional Assistance: When in doubt or when facing complex issues, dont hesitate to seek the expertise of certified Evinrude technicians or marine mechanics. Their knowledge and tools can make a significant difference in resolving problems.By prioritizing these steps and practicing responsible boating habits, you can ensure that your Evinrude E-TEC outboard motor runs smoothly and reliably. Enjoying the open water without unexpected issues is possible with proactive care and attention to your boats maintenance needs. Happy and trouble-free boating awaits those who take these precautions to heart.Share4 Most Common Problems with Evinrude E-Tecwith your friends and Leave a comment below with your thoughts.Read Outboard Motor Runs Fine, Then Loses Power: What Causes? until we meet in the next article. Dennis October 6, 2021 0 Comments Yamaha motorcycles can be very complicated. Its not easy to pack in that much on mere two wheels. Off-road and Read More John Tyson October 4, 2021April 25, 2022 1 Comment A free download Yamaha motorcycle repair manual, termed factory service manual, is a book of repair instructions which tells you Read More John Tyson October 4, 2021April 25, 2022 1 Comment A download Yamaha V Star 1100 motorcycle repair manual is a digitally transmitted book of instructions for learning how to Read More John Tyson October 4, 2021April 25, 2022 0 Comments A downloadable Yamaha Royal Star Tour Deluxe motorcycle repair manual is a handbook of instructions that takes you through the Read More John Tyson October 3, 2021April 25, 2022 0 Comments A downloadable Yamaha Road Star Warrior 1700 repair manual, similar to factory service manual, is a digitally transmitted handbook containing Read More John Tyson October 3, 2021April 25, 2022 1 Comment A Yamaha V Star 950 motorcycle repair manual is an instructional booklet that details the parts and operative functionalities of Read More Darren Gilbert October 3, 2021January 30, 2022 0 Comments A downloadable Yamaha Royal Star Midnight Venture Repair Manual, often termed factory service manual, is a digital handbook that provides Read More John Tyson October 2, 2021January 30, 2022 2 Comments A downloadable Yamaha Road Star Midnight Silverado 1700 repair manual, sometimes termed factory service manual, is a digitally transmitted handbook Read More John Tyson October 2, 2021January 30, 2022 1 Comment A download Yamaha V Star 650 Repair Manual is a book of instructions for learning how to perform maintenance, service Read More John Tyson October 2, 2021January 30, 2022 0 Comments A Download Yamaha Royal Star Venture Repair Manual and Venture S 1300 Repair Manual also called an e-Factory service manual, Read More This post pertains to Evinrude E-TEC outboards motors that will not crank over or rotate slowly. The information herein applies to all 2007 thru 2014 engines.An outboard motor that does not turn over is a common phrase used by boat owners when their engine turns on but runs poorly after it fires up. The term is also used to express a problem when a motor turns slowly, or when it begins operating but stalls shortly after. However, the correct meaning of outboard does not turn over refers to when the crankshaft does not rotate in order to start the engine.In some instances the boat wont turn over and a clicking noise is heard, or there is no noise whatsoever. Regardless of what sound you do or dont hear, if the engines crankshaft does not rotate so as to activate the engine and set it in motion, you must follow specific instructions based on that symptom.Outboard Does Not Turn OverSince all outboard motors arent identical, there can be different actions needed to address a possible cause and its solution. Weve created this easy-to-use troubleshooting chart that is specifically tailored for Evinrude E-TEC outboard engines that will not turn over.Outboard does not turn over trouble chartOutboard Turns SlowlyWhen the outboard motor crankshaft rotates at a slow speed or not quick enough to start the internal combustion engine, you must follow a different set of rules to fix the problem. Use this guide if your Evinrude E-TEC motor turns slowly when attempting to start it up.Outboard cranks slowly trouble chartTroubleshooting TipsIf the engine will not crank, and you know the starter is not operating, inspect the condition of the marine battery and battery cables (cables and main battery switch). If work has recently been performed, make sure the battery cables were not installed in reverse.Double check and make sure that switched B+ is present at A terminal (which is often a purple wire) of starter solenoid with key switch in the ON position.Check the lanyard or emergency stop switch. If the lanyard isnt connected the boat will not start, although it might crank.On applicable models, check the EMM LED indicators for system trouble or status information.The Bottom LineIf your Evinrude outboard does not turn over or it turns over slowly, use the appropriate guide to determine the solution. Keep in mind, the guide might not list every possible reason for a no-crank issue. But it does list the most likely cause and the action needed to solve the problem.ApplicationThe above motor crankshaft troubleshooting charts are relevant to the outboard models and years listed. Only use the troubleshooting instructions on this page if you own a 2007 thru 2014 Evinrude E-TEC, 15 to 300 hp motor. Haven't used the boat in about a year. I went to tilt the outboard motor up today and it wouldn't go up. The solenoids? buzz when the tilt switch is activated. One doesn't always buzz. I switched the two and same result. It's weird. If I turn the ignition key to "on", the tilt/trim doesn't even make a buzzing sound. And the engine won't fire either. Nothing happens. The gages move when ingnition is turned, but not even a click in the engine. The kill switch lanyard is on. The battery seems to be fully charged when I test it.I have no clue and really don't know much of anything about boat motors...just that this one is giving me fits. Any suggestions? Thanks. Re: Evinrude 150 motor won't start, trim doesn't work Welcome to iboats.Check your 20 amp inline fuse at the starter solenoid. Re: Evinrude 150 motor won't start, trim doesn't work Mr. Trim- Thanks for the response. I assume you are addressing the engine won't fire problem. Where can I find the starter solenoid. Probably a dumb question, but I am obviously clueless. Re: Evinrude 150 motor won't start, trim doesn't work Trace out the cables from the battery to the engine, Capow. Remove and clean every connection and inspect each cable for swollen or weak spots.Your symptoms are classic for a low resistance corroded connection or corroded cable. Tight is not good enough, take them off and clean them. Re: Evinrude 150 motor won't start, trim doesn't work The 20 amp fuse is located inline between the starter and the keyswitch. Your starter is the large, cylindrical object that connects to your flywheel via the bendix. It will be located on the port (left, facing the rear of the outboard) side of the motor. The POS wire from the battery will make its way to the starter via the starter solenoid. The fuse will be located in a 'bullet' type connector, which you will need to pull apart to access. This fuse could also explain why the trim will not work, as well as the ignition system being dead. It will control both.Let us know what you find. Re: Evinrude 150 motor won't start, trim doesn't workThe fuse looks fine. I'm pretty confident it is the fuse you are referenceing. I replaced it with the spare anyway. Still the same problems. Was really hoping it would be that easy. Tracing all the wires from the battery to the motor seems like a monster of a job. I started to try that and had a heck of a time just trying to trace them out of the battery well. I'd be tempted to just take the thing to a shop, but I can't even get the motor up. Tried the manual release but no luck. Re: Evinrude 150 motor won't start, trim doesn't work Jump the starter solenoid to see if the starter and subsequently, the motor turns over.. Is the battery fully charged? It can be frustrating working on old motors but the folks on this forum are top noch and can troubleshoot pretty much anything as long as the info provdided is accurate. Re: Evinrude 150 motor won't start, trim doesn't work The battery + cable goes directly to the solenoid, Capow. The Battery - cable goes directly to somewhere on the engine block. Those are the ones most likely to have bad connections. OMC was bad about bolting the Battery - cable to a steel bypass cover. Probably 80% of the bad connections I have found are where that - cable (ground) is bolted to steel. After cleaning it I usually found a place to bolt it to the alloy block.If you have a meter and know how to use it there are step-by-step instructions in "Outboard won't start" in the Engine FAQs for troubleshooting the starter circuit. The PT&T circuit is usually parallelled with the starter circuit, using that same ground connection. hi first time to this site, i hope someone can help me. First boat iv'e owned, evinrude 150, model e150trlcsr is on the tag and e150trlcsa is on the engine, i bought the boat after it was sitting for 2 years, took the boat home changed the plugs and it was very hard to start. It felt like it was real tight. i've worked on many cars and it felt like timming was off cranked real slow and tight. finally got it running and took it out for the day. ran very well for the day started back tward home and it died on me. i looked thing over and found a dry rotted fuel line sucking air. cut and fixed it got it running again. started home it died again. had to get towed in, took boat apart and and completely rewired the entire boat and engine. no wire was left (not getting towed in again)lol. after redoing entire boat over put engine back on and tryed ti start it. 2 brand new batteried with a isolater switch, engine still turning over very tight. did compression check, got between 95 - 100 on all 6 cylnders. replaced starter with brand new one (not rebuilt) replaced 3 coils that seemed coroded and all wires. checked spark and good spark. everytime i crank it over it just seems too tight to crank, it does crank but starter heats up quick so i can't keep cranking it. batteries are at full charge (2 marine batteries)but it turns over like there is not enough juice, i have tried everything i can think of. PLEASE HELP>..... i have also cranked the engine over with all spark plugs out and it turns over great and cranks normal, but when i put them in it just seems to me that the engine is real tight, also i have pumped the bulb and tryed everything as fuel goes, ie...spray starting fluid in and it just seems to tight to get a good cranking speed to start. it has tried to start but won't. I currantly took carbs off and i'm rebuilding them, can fuel problems make the engine tight while cranking? what can i do to make it crank normal? THANKS IN ADVANCE IF YOU CAN HELP ME.....david Re: Evinrude 150 won't startWhen you say tight, I assume you mean it cranks slow?If so, remove the nagative battery cable from the engine block, clean the cable eye and the bolt. Re: Evinrude 150 won't startyes it cranks slow Re: Evinrude 150 won't startdid that, have cleaned, ground down all connections and still slow Re: Evinrude 150 won't startguess no one can answer this one..... Re: Evinrude 150 won't startIf you can get it running, I would try a decarb to free up any stuck rings and see if that helps. Also, try shooting a little oil into the spark plug holes and see how it turns over. The carb rebuild is a good idea, but is not related to your problem, unless you are flooding a cylinder real bad with gas. Let us know how it goes after the rebuild... BTW- You are using the correct oil/fuel mix?? Re: Evinrude 150 won't startyes i have done it all, and it still turns over slow, retested the starter, under load and it works fine. rebuilt carbs, even with carbs off it still turns over slow Re: Evinrude 150 won't starttry the engine earth. same happened on my dads porsche and we are just talking engines here!he burned the starter motor out cos there was too much resistance...replaced the starter, still only just turning over, like you said sounds like a dead battery. replace the earth strap and you might find it whizzes over no problem Re: Evinrude 150 won't startJust for grins, jump it from your car battery and see what happens... Re: Evinrude 150 won't startu sure timing is not too far advanced? Re: Evinrude 150 won't starti tried all that.....still doesnt work, still turns over slow, replaced all wires with brand new ones, and ground down all connection pionts with grinder. jumped the starter direct with cables to car and still turned slow Re: Evinrude 150 won't startDavid,I know that you said that you replaced all wires; do you mean the entire wiring harness or the battery wires? I had the exact same problem, replaced the starter, solenoid etc. cleaned up all terminals...No help, disconnected all of the wires and was checking the resistance on each, all checked OK then re-tested, the ground wire on the bottom of the solenoid looked perfect but was corroded for about 3 inches under the insulation. Cut off the bad section and problem fixed. Re: Evinrude 150 won't starti replaced every single wire on the boat, and engine. New wires, connectors, everything. No wire was left, that might be corroded. New batteries, also jumped it with my car and it still made no difference on how it turned over. Information on this page pertains to motors that crank but will not start as a result of ignition system faults. Details and data provided herein apply to 2002+ Mercury outboard 150, 175, 200 electronic fuel injection engines with a starting serial number of 0T409000 and above. An engine that cranks but will not activate and begin to work refers to when a motors crankshaft rotates but does not cause the internal combustion engine to turn on and start running. There can be dozens of reasons why a Mercury outboard cranks but wont start. Some of the causes and solutions can simple while others fairly complex, and subsequently, require specialized tools to diagnose the source of the problem.An engine that cranks but will not start up is often a result of a piece of equipment within the ignition system that has failed to function normally. That said, this write-up will only focus on ignition system troubleshooting as opposed to other possible causes for an engine that cranks but wont fire up e.g. internal powerhead damage, low compression issues, water in engine, low or no fuel pressure, etc.NEVER spark or briefly touch the marine battery terminals with the battery cable connections so as to check for polarity.NEVER detach battery cables while the engine is in operation.NEVER reverse the order of the battery cable connections. The marine battery negative cable is () ground.Before you begin to troubleshoot the ignition system, inspect the following:Inspect the ignition switch and electrical harness to be sure it is not the source of the problem.Inspect that plug-in connectors are interlocked and the terminals are corrosion free.Check for disconnected, frayed or cut wires and for short and open circuits.Make sure all wire connections are tightly secure and corrosion free.Perform a thorough inspection of all electrical components, that are grounded directly to engine, and all ground wires to see that they are grounded to the engine.Ignition Troubleshooting and Fault ChartIf your mercury outboard 150hp 175hp or 200hp EFI engine still cranks but wont start after youve followed all of the above instructions, use the comment box below, provide me some details of what you have and have not tried, and I will do my best to provide you with more information so we can get your engine up and running again. Gavin Whiteley October 16, 2020October 16, 2020 0 Comments Two of the most common questions we get are; what type of spark plug for my 2001 Dodge Ram 1500 Read More Gavin Whiteley October 11, 2020October 18, 2020 0 Comments This how-to describes the process of removing a faulty alternator and replacing it with another of the same kind. The Read More Gavin Whiteley September 20, 2020October 6, 2020 0 Comments This downloadable book of instructions pertains to 2011-2014 Dodge Challenger automobiles with 3.5-liter 6-cylinder, 3.6L 6-cylinder, 5.7 L 8-cylinder, 6.1L Read More Gavin Whiteley September 20, 2020January 24, 2021 0 Comments The information on this page pertains to Dodge Challenger wont start. It is specific to 3.5L 60 V-6, 3.6L flexible Read More Gavin Whiteley September 20, 2020October 16, 2020 0 Comments The information herein describes engine oil change and oil filter procedures for 2004 Dodge Ram 1500 pickup trucks with 5.7L, Read More Gavin Whiteley September 19, 2020 2 Comments The information on this page applies to 2000 thru 2006 Dodge Stratus and Sebring 2.0 L, 2.4 L, 4-cylinder and Read More Gavin Whiteley September 18, 2020January 16, 2021 1 Comment The information on this page applies to all 2000 to 2004 Dodge Dakota 3.7l 6-cylinder, 3.9L 6-cylinder, 4.7L 8-cylinder, 5.9-liter Read More Information on this page pertains to all 2007 thru 2014 Evinrude E-TEC outboard motors that crank but wont start. An outboard motor that cranks but will not start up and begin to work refers to when a crankshaft in an internal combustion engine rotates but fails to start the motor. The term cranks but wont start is an observation that should not be confused with similar starting issues e.g. engine fires up but stalls after a few seconds of running, or engine cranks slowly but does not start. This carefully observation is so important because it determines its possible cause and solution. To simplify the process of tracing and correcting an electronic or mechanical system fault contributing to an engine that cranks but wont activate and being to work, weve created a easy-to-understand trouble chart that lists the most likely possible cause and the course of action needed to repair the problem. So, if your outboard motor cranks but will not turn on and start to run, use the trouble chart below to diagnose and remedy the issue.Outboard turns over but will not startPart Description and testingFuel Manifolds. The fuel supply and return manifolds send gasoline directly through the high pressure side of the fuel system. The fuel supply manifold provides pressurized gas to each fuel injector inlet port. The fuel return manifold supplies a direct passage for gasoline moving into the fuel injectors to run to the fuel chamber of the vapor separator.Vapor separator vent check. There should never be fuel or even a trace of fuel in the vapor separator vent hose. If there is too much gas discharge, it signifies a malfunctioning vapor separator vent. An easy way to test for fuel in the vent is to temporarily install clear tubing for monitoring purposes. You must replace the vapor separator with a new unit if the venting of gas is continuous.Fuel injector pressure test. The fuel injector pressure test requires the use of an injector test fitting kit. Make sure to disconnect the batter cables at the battery terminals before beginning the procedure. Carefully relieve the fuel system pressure so as to avoid fuel spray reaching an ignition source. The test must be performed with the injectors mounted to the cylinder head and with the fittings installed with manifold retainer.Fuel Injector Pressure TestBe sure to use a cap and tie strap to seal off the outlet fitting as seen in the image above. Attach a pressure tester with a rating of 0 to 30 psi (0 to 207 kPa) directly to the inlet fitting as seen in the picture above. Then pressurize the injector to 30 psi. Pressure must hold for a minimum of five minutes.The Bottom LineUnfortunately there are many possible causes and actions needed to diagnose an Evinrude outboard motor that cranks but does not start. Some of the inspection and testing procedures listed on the trouble chart can be accomplished without much mechanical experience. Although some, but not all, of the testing tools can be pricy.Begin by checking the most obvious. Are you getting fuel? Is there fuel pressure? Is the lanyard install? Is the stop circuit grounded? What is the condition of the spark plugs? Regardless of the possible cause, if the engine cranks but does not start, the most likely solution is listed on the trouble chart.If you have additional questions that need answered, leave a comment so I can address them. Hello! I could use a little advice. I have a 60 hp E Tec that has had zero issues the five years I've owned it. About a month ago, I accidently left the key on my side console turned "on" for a couple weeks. Of course, it tanked my starting battery, so I went to buy a new one. After getting a battery with the same cranking amps hooked up, I turn the key and get turnover, but the engine won't start. Even the "beep" occurs, but it won't start. Just to make sure it wasn't the new battery, I hooked up a deep cycle TM batter with even more cranking amps, but no dice. I made sure my connections were clean on the battery cables. I'm getting 12 volts on my console voltometer too. Well, I spoke to a local Evinrude service guy the other day, and brought it in for him to take a look. He hops in the boat, "chokes" it, and the motor starts up after about five seconds of turnover. Needless to say I was embarrassed. Frankly, five years ago I was a new boat owner, and this engine was always turn key and start, so I never had to choke....even in a Virginia winter. Well, I took the boat out today figuring it would be good to run this thing a bit. I couldn't get it to start at the ramp. No turn key start, and won't start after holding the choke in. Solid turnover, sounds like it normally does when it starts, but won't start. I give up after 20 minutes or so, and now have it back home. I've hooked it up to a charger again, to make sure the battery is good. I've tried to choke and start again, but nothing. Anyone have any advice? Part of me says there's something wrong, but another part of me says I'm an idiot because this guy started it up first try yesterday. Theres no such thing as a choke on a 60 etec.Etec,s are direct injected computer controled motors .The comp does everything ! Are you sure its an etec?What year is the motor.?I have a 2011 60 etec and theres no choke and the warm up lever is strictly for winterising. Agreed ---post pictures or model number. Trying to post three pictures of my key on the console, model number on the outboard, and a emblem shot of the 60 hp, BRP. Thats indeed an etec but again theres no choke .Read the starting procedures in the link i provided on page 32.Are you using an older remote ?In all the years ive owned my etec ive never ever done anything but turn the key and start.Ok ive seen your key remote in the manual.Simple ,turn key ,wait a second or so then fully turn,do not push in!For the life of me i dont understand why thats there as your motor is totally controled by computer and a choke feature is absolutly unnessary.Think of it just like a fuel injected car,you dont stomp on the gas anymore and if you do you will flood it. Just to let you know your winter months are down right hot compared to where i live and ive never done anything other than turn the key wait a few and turn all the way.Iwait a few because of the system check. You either have a fuel issue like an air bubble or your plugs are in need of changing and indexing.Unlike most outboards you do not have to prime the bulb everytime as the fuel pump is very strong and will pull the fuel easily.As a matter of fact now that i think about it the only time i ever had hard starting was when i pumped up the bulb .Havnt done it in 4 years now.Push to choke does not function with the etec either.hope my babbling helps,i know the 60 etec very well . Idid .If he goes there he will see that the starting system he has is one that covers many models and for the etec the push to choke is non functional.I have to admit when i read his post and seen his key switch in my manual it had me confused for a bit till i thought logically about it.Theres no neccisety for choking with a computer controled direct injected motor period.Good call on enation though,he will get better more detailed answers there though i believe im on the right track pointing out a couple of possible issues i post 10.Let us know how it turns out kyle46n. Last edited: Nov 24, 2016 Thanks for all the input gents. Not sure what's going on, but she's behaving now. Last night, I went into the garage before bed. One turn and starts right up. Did the same after work this evening....starts right up. Going to take it out to the river tomorrow to run for a half hour or so. Yes it could possibly,Glad to hear its running good.Remember not only do you not have push to choke the so called fast idle or warm up lever is actually the winterising lever as the comp takes care of cold weather warm up.So how do like the 60? i love mine.Also remember contrary to popular belief you dont have to pump up the fuel bulb but maybe once a year ,i havnt touched mine for 4 years now other than at the first of the year even if i run out of gas .Soon as she starts to stumble i change tanks and away we go .Unlike normal 2 strokes the etec has a very powerful fuel pump. Last edited: Nov 24, 2016 I have a 2005 75hp 3 cyl ETEC... going on year 12 next Spring and don't expect any issues ..always starts on a dimeI had a cracked oil tank (bad seams) replace on FPC warranty and the folks at BRP took care of a long standing grief.... code 38 no oil alarms since purchasedhaven't had a code 38 in 4 years now (I was charged only 1 hout labour....3 years out of warranty so that was a good deal) always on xd-100 since new no issues no smell no smoke ..... 2 gallons used in 11 years (450-500 hrs) trolls at about .6liter/hour !!!! Yes it could possibly,Glad to hear its running good.Remember not only do you not have push to choke the so called fast idle or warm up lever is actually the winterising lever as the comp takes care of cold weather warm up.So how do like the 60? i love mine.Also remember contrary to popular belief you dont have to pump up the fuel bulb but maybe once a year ,i havnt touched mine for 4 years now other than at the first of the year even if i run out of gas .Soon as she starts to stumble i change tanks and away we go .Unlike normal 2 strokes the etec has a very powerful fuel pump. I love it. 5 years of perfection. Turn key every time just like you mention. I've never needed to mess with the fuel bulb either. This incident was the first issue I've had. I use the XD100. Not sure if it is absolutely necessary, but 5 years of zero issues, and I'll just keep using it. I'm actually getting ready to sell the boat soon. It's a 16 ft Carolina skiff JVX. I have a family that fishes, two little ones and my wife, and the little boat just doesn't have enough room anymore with four people casting. With that said, my good experiences with the E-Tec are causing me to look for another Evinrude on my next boat. Do you have it on the xd100 setting?I have mine on the tcw3 setting so far and ive calculated that the ratio is very close to 85:1 over the 200 or so hrs i have so far.Some people mistakenly believe the tcw3 setting or xd50 setting refers to 50:1 ratio which it doesnt.

Outboard doesn't start. Evinrude etec 115 starting problems. Evinrude 150 won't start. Evinrude start up.