

# *Yamato*

# 102

# MANUAL

Yamato Outboards

Parts & Service

**RPM Marine**

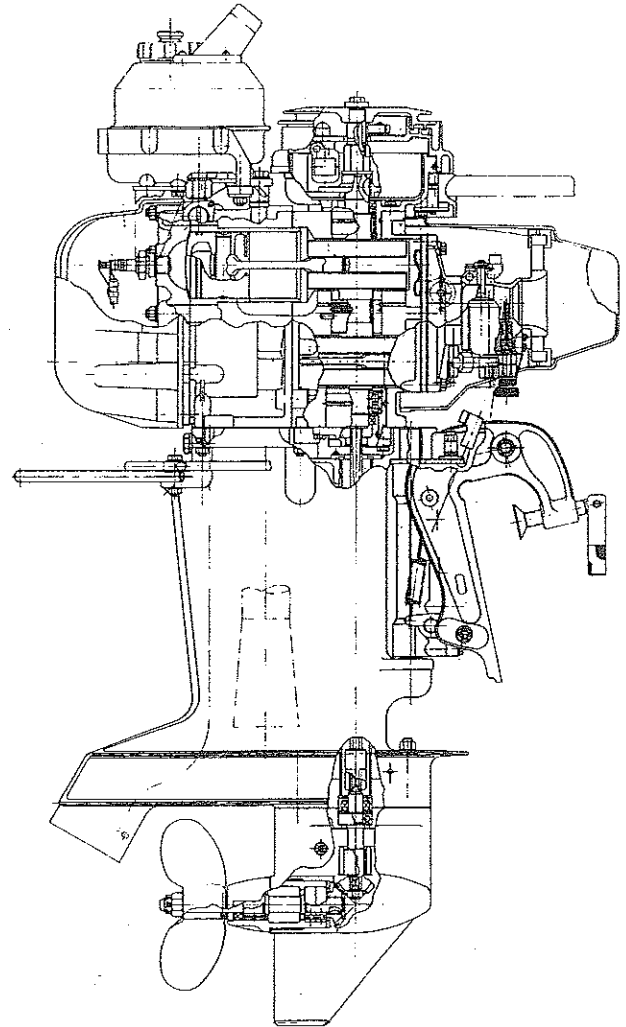
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**YAMATO MOTOR CO., LTD.**

1st Jun, 1985

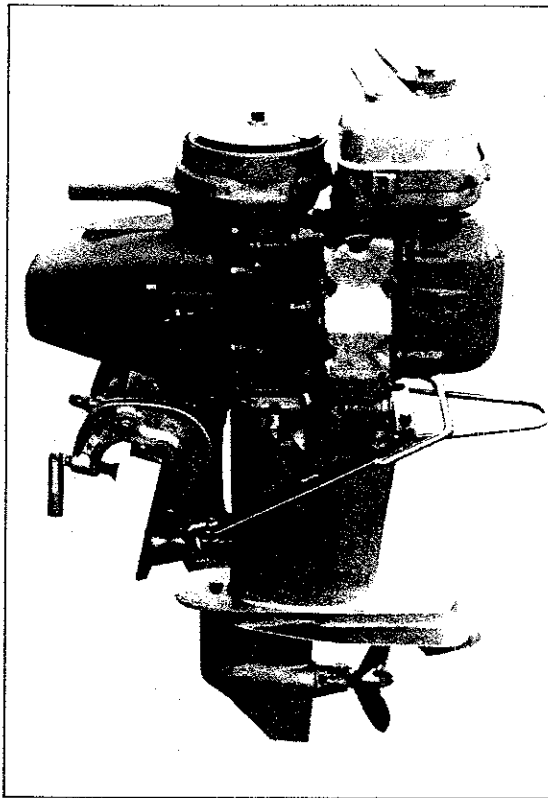
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## FORWARD

The Yamato model 102 is a 24.2 cubic inch stock racing engine. Like it's predecessor, the model 80, this motor was developed specifically for use in the multi-billion dollar parimutuel boat racing industry in Japan. These motors are required to run heat after heat, day after day with perfect reliability at racing speeds. There'fore, like engines in commercial aircraft, they have been "over-designed" in relation to the job they perform. Essentially, this 33 H.P. engine is a strong twin which has been detuned by use of a low compression head, mild port timing and one small carburetor. When putting out 33 H.P. at 6,600 RPM, the model 102 is just loafing. No wonder, in just six short years, the model 80 has become the biggest and most popular class in APBA. Compare this with other fishing powerheads which vibrate, crack and fail at racing speed. In simple term, these engines are made virtually "Bullet Proof". Ask the racer that owns a model 80 or 102. You too will be convinced that the model 102 is the best buy today in the marine industry.



## I GENERAL

From the manufacturer of Yamato Motors, we sincerely thank you for selecting the Yamato model 102 racing outboard motor. To operate this outboard motor safely and efficiently, please read this instruction manual carefully. It will help you get a good understanding of the precautions in operation and how to service and maintain it for maximum performance, reliability and extended life.

As in most form of racing, there is risk which may cause bodily injury. Yamato Motor suggest that extreme caution be taken whenever you operate this motor. Yamato Motor can not be responsible or liable for any mishaps that may occur while operating this motor.

## II OPERATION OF MOTOR

### II-1 Precaution Prior to Starting Motor

- A. Check thumb screw handles (clamp screw) to be sure it is tight.
- B. Check for oil in gear case.
- C. Check condition of high tension wires and spark plugs. Be sure it is firmly tightened.
- D. Check fuel in tank to be sure sufficient quantity remains for the anticipated run.
- E. Check for proper engine height and angle.
- F. Check steering system for proper installation and tightness.
- G. Check throttle system for tightness. Be sure it is free from bind and free to return to closed position.
- H. When the motor is cold, we suggest that the motor be warmed up prior to launching. For safety sake, we suggest that the propeller be removed. Caution Remove spark plug wires whenever propeller is removed or installed.

### II-2 How to Start Motor

- A. Set fuel cock in vertical position, air vent (fuel cap) opened, main needle opened 1-1/2 turn, and spark plug wire attached to the proper plug.
- B. Check float pin. Approximately 5/16" should be protruding above carburetor float cover.
- C. Set timing handle about midway of travel.
- D. Pull choke lever (on cold motor only). see figure-1
- E. On preheated motors, do not use choke. Instead, open trottle approximately 1/8 to 1/4.
- F. Wrap starter rope 1-1/2 to 2 turns on starter pulley.
- G. Pull starter rope vigorously, repeat if necessary.
- H. As soon as motor starts, push choke in. See figure -2
- I. If motor starts but stops immediately, it may or may not be necessary to reset choke.
- J. Repeat step G and H.
- K. As soon as motor starts, shift timing handle all the way to the right (exhaust side).
- L. Increase motor RPM thru throttle lever.
- M. For safety, we suggest that the air idling screw be set all the way in and the trottle stop backed off completely so that the motor will not continue to run if the driver is thrown out of the boat.

figure-1

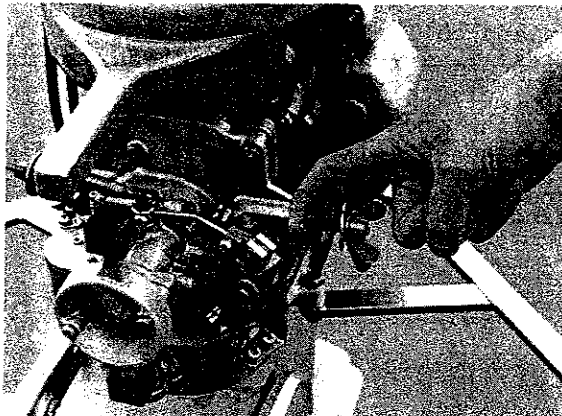


figure-2



### II-3 If Hull Fails to Plane

- A. Stop motor after 30 seconds.
- B. Check transom height and angle.
- C. Check for foreign object around propeller and lower unit.
- D. Check for damaged and/or wrong propeller.
- E. Check motor. If motor lacks power, see trouble shooting chart.

### II-4 Things to Observe and adjust During Operation

- A. Be sure timing lever (Magneto #17) is in full advanced position.
- B. Open throttle for maximum power.
- C. Adjust high speed main needle (Carb #16) for maximum power.
- D. Check water outlet. Be sure it is not steaming.
- E. Check RPM (if tachometer is available). Do not exceed 8,000 RPM.
- F. Listen for any unusual noise.

### II-5 How to Stop Motor

- A. Release throttle lever.
- B. Alternate method of stopping motor is to shift timing lever toward the left (intake side).

### II-6 Care of Motor After Use

- A. Wipe spilled gasoline with clean rag.
- B. Wipe water around power head.
- C. If motor has been used in salt water, flush motor internally as well as externally with fresh water. CAUTION Do not tip motor upside down. Water can enter exhaust port and can cause serious damage.
- D. CAUTION When laying motor on it's side, be sure the exhaust side faces down.

### II-7 Submerged Motor

- A. If motor is submerged in water for any reason, take the following action immediately.
  - 1. Remove propeller
  - 2. Remove spark plug and cylinder head. (remove cylinder head only when submerged at high speed). Cylinder head gasket is often blown due to hydraulic hammer. The gasket acts as a fuse which minimizes further internal damage.
  - 3. Turn motor by hand. If complete revolution is possible without any bind, complete the following.
    - a. If motor has been submerged in salt water, flush motor with fresh water thru carburetor while turning motor slowly. Clean exterior parts with fresh water.
    - b. Remove starter pulley and coil plate assembly. (see par III-2). Flush with clean fresh water. Clean and dry all electrical parts. Reinstall starter pulley only.
    - c. Drain fuel tank, fuel line and carburetor.
    - d. Set motor with cylinder head facing down.
    - e. Crank motor several times.
    - f. Turn motor so that exhaust side is facing down.
    - g. Repeat step e.
    - h. Repeat step d.
    - i. Crank motor. Repeat step d thru h until all water is expelled.

- j. Flush with fresh mixture of gas and oil.
  - k. Repeat step d thru h until most of the gas and oil mixture is expelled. Wipe all gas and oil that may have spilled on motor.
  - l. Reassemble magneto assembly.
  - m. Attach high tension wires to spark plug. GROUND spark plug.
  - n. Pull starter pulley and check spark plug. Both plugs must be firing.
  - o. Reassemble (except propeller), refuel and run motor for 30 seconds at intermediate speed.
  - p. Replace propeller. CAUTION Remove spark plug wire when installing or removing propeller.
  - q. Install on hull and run at least ten minutes at half throttle.
4. If motor binds when turned by hand, internal damage such as bent connecting rod, bent crankshaft, crankcase and/or cylinder cracked, etc. may have occurred. Remove as much water as possible by following step 3-a thru 3-i. Wash and coat internal and external parts with oil. Complete disassembly is recommended.



### III DISASSEMBLY, INSPECTION AND REASSEMBLY

#### III-1 POWER UNIT

##### A. Disassembly

1. Remove Magneto assembly (see magneto section).
2. It is not necessary to remove fuel tank. However for the beginner, it will be easier to work without it.
3. Remove carburetor.
4. Remove intake manifold assembly
5. Remove reed valve assembly, exhaust flange, cylinder head.
6. Remove power unit by removing six 8mm nuts using 12 mm box wrench or socket.
7. Separate power unit from lower unit.
8. Remove six 10mm nuts using 14mm box wrench to remove cylinder block. CAUTION Do not pry with screw driver or other sharp tool.
9. Remove piston pin clips.
10. Remove piston pin. CAUTION: Do not mar piston.
11. Remove piston.
12. Remove three 6mm bolts holding bearing case lower assembly (#18). It is not necessary to remove tail flange assembly except when replacing oil seal.
13. Remove flywheel key.
14. Remove four 6mm bolts holding upper bearing case assembly (#7)
15. Remove crankcase by removing ten 8mm nuts using 12mm socket.
16. Split crankcase assembly by tapping with soft hammer. CAUTION: Do not pry with screw driver other sharp tool.
17. Remove crankshaft.
18. Inspect lower bearing assembly without removing from crankshaft. If bearing is defective, use special tool, Puller-bearing case (lower), part #15-9040. CAUTION: remove clip (#24) prior to removing lower bearing assembly.
19. Remove clip (#17) which holds split sleeve, center bearing (#15). CAUTION: Slight discoloration of center bearing is not detrimental to the life of this bearing.
20. Clean all parts in solvent. Scrape off carbon and gasket residue.

##### B. INSPECTION

1. Slight scratches on cylinder wall is permissible. Hone if necessary.
2. Replace piston rings if gap exceeds 0.032" (0.8mm).
3. To check crankshaft, remove all bearings. Place "V" blocks on surface plate. Support crankshaft ends on "V" blocks. Check by placing dial indicator on center bearing surface while turning crankshaft. Maximum crankshaft deflection permissible-----0.0032" (0.08mm).
4. Check upper and lower bearing for pits, excessive end play and wear.
5. Maximum bore wear----2.602".
6. Minimum piston diameter----2.595" (measured at piston skirt, thrust side, 9/16" above bottom.

C. Reassemble in reverse order with the following precautions.

1. Lubricate all bearings.
2. When placing crankshaft in crankcase, be sure knock pin (#71) fits into split sleeve of center bearing (#15). Center bearing clip faces up. Clip is installed on bottom groove. See figure 5.
3. After placing crankshaft in crankcase, install two 6mm bolts on upper bearing case assembly and one 6mm bolt on lower bearing case assembly on to crankcase. See figure 3 and 4.
4. Use gasket sealer to seal crankcase mating surfaces.
5. Install two remaining bolts to top and one to lower bearing case. Torque all bolts 5-7 ft/lbs (70-100 Kg/cm).
6. Install remaining 8mm nuts and two bolts on to crankcase. Torque all bolts and nuts 14-18 ft/lbs (200-250 Kg/cm). See figure 6.
7. Install piston. Piston has an arrow stamped on head. This arrow must be pointed up. Center piston pin. Install piston clips.
8. Install piston rings. Rings are marked "I" which is the side that faces cylinder head.
9. Be sure that cylinder block and crankcase is flush at bottom. Torque cylinder to crankcase nut 22-25 ft/lbs (300-350 Kg/cm). See figure 7 and 8.

figure-3

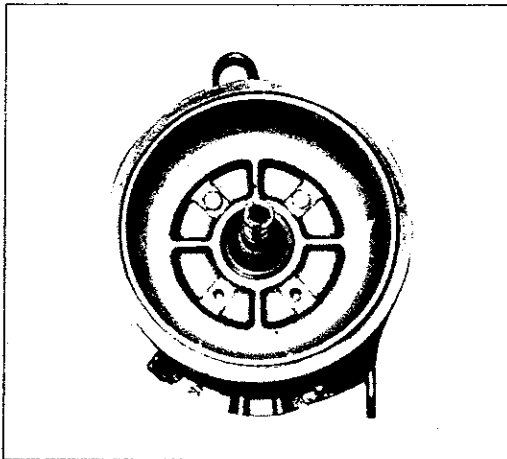


figure-4

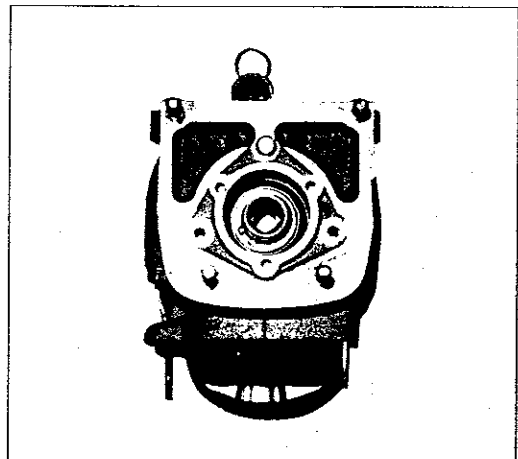


figure-5

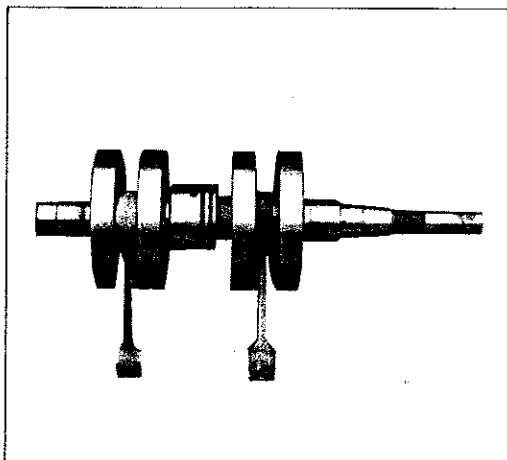


figure-6

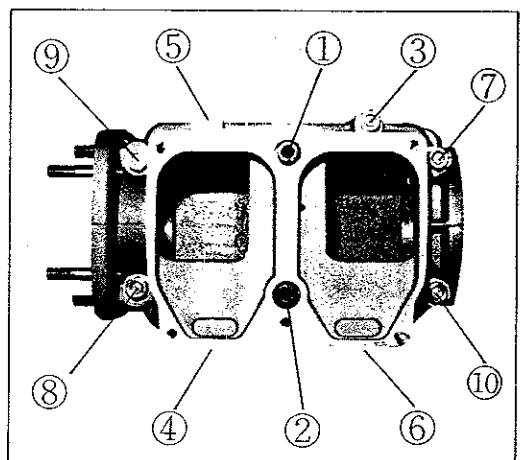


figure-7

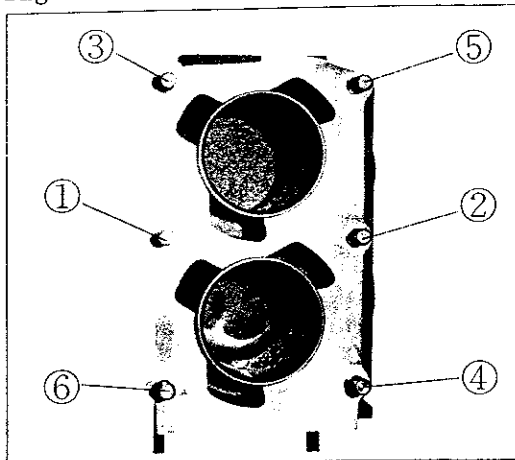
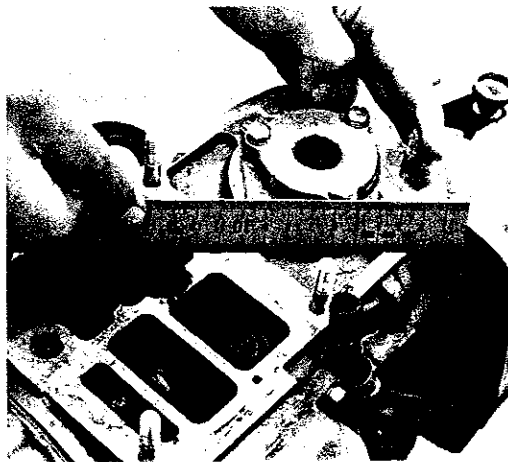


figure-8



10. Be certain that exhaust flange is flush with lower unit.  
See figure 10.
11. Torque cylinder head 14-18 ft/lbs  
(200-250 Kg/cm). See figure 11 for  
proper sequence. CAUTION: It is of  
utmost importance that all bolts  
and nuts be torques as specified.  
Over tightening can cause distortion  
with noticeable loss of power.

figure-10

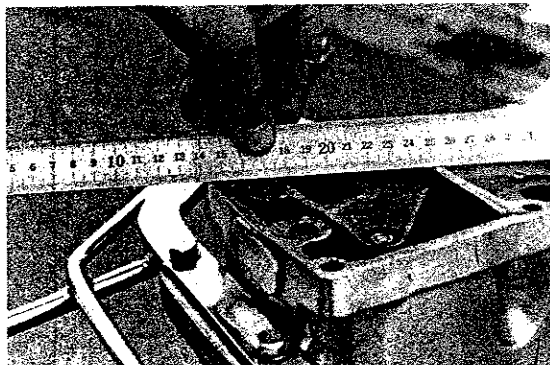
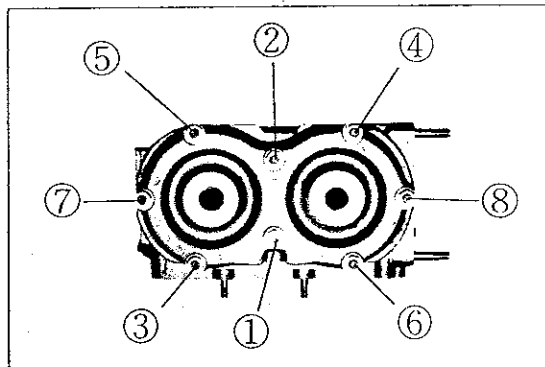
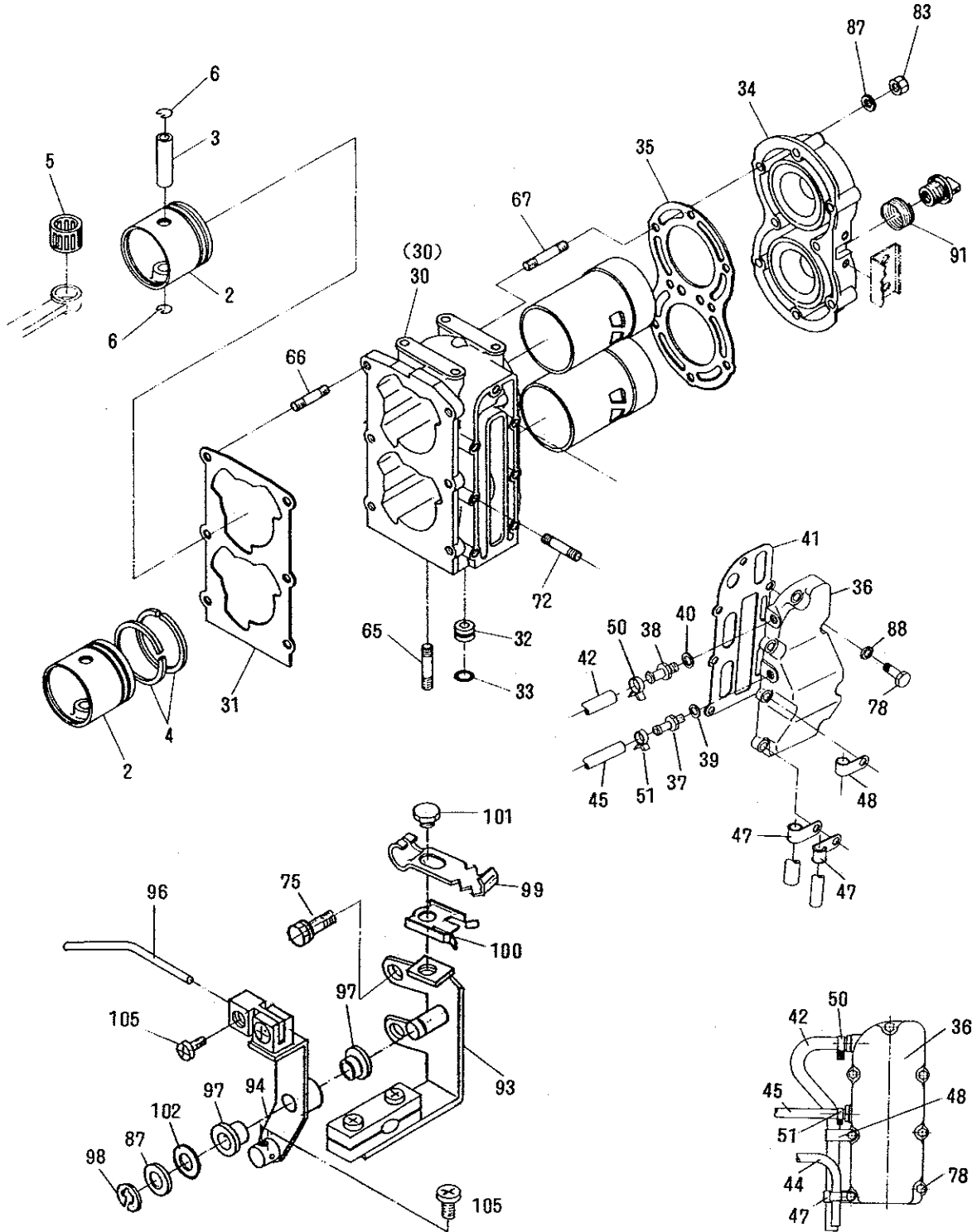


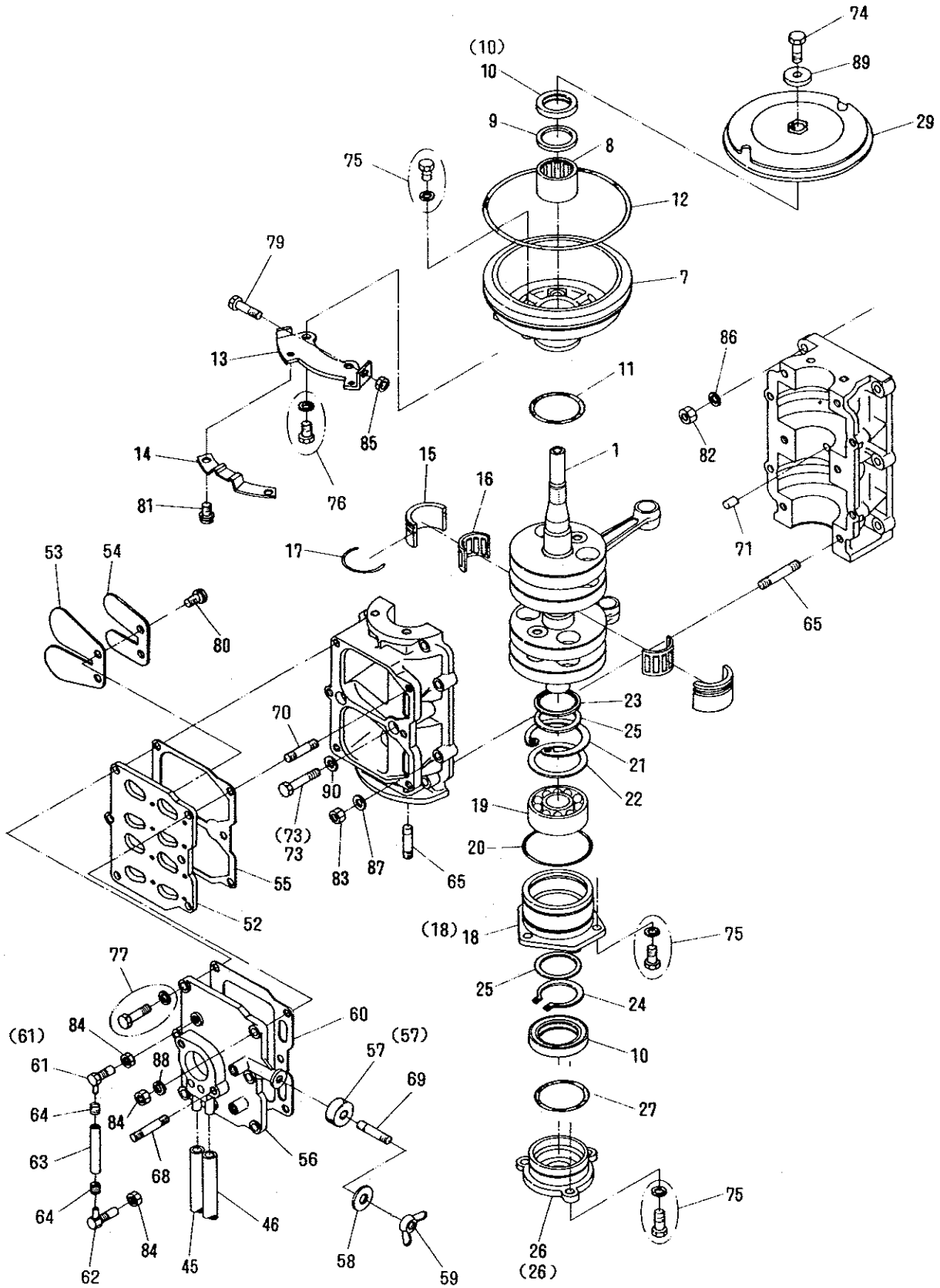
figure-11



パワ- ユニツ グル-  
**POWER UNIT GROUP**



POWER UNIT GROUP



## III-2 MAGNEIO

### A. Disassembly

1. Remove starter pulley bolt (#74).
2. Remove starter pulley (#29).
3. Remove four clamp plate bolts (#25).
4. Remove coil plate assembly (#1). Tap with soft hammer.  
See figure 12.
5. Remove cam (#9) using screw driver or special tool 15-9110.
6. Remove key, pulley (#10).
7. Remove flywheel nut (#8). Use special tool 15-9020, Clamp flywheel. See figure 13.
8. Remove flywheel (#6) using special tool 15-9031.  
See figure 14.
9. Clean all parts in solvent. Wipe dry or blow with air.
10. Clean breaker points (#4) using appropriate file or stone.

figure-12

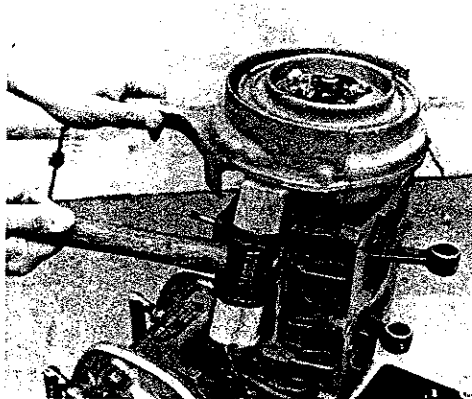


figure-13

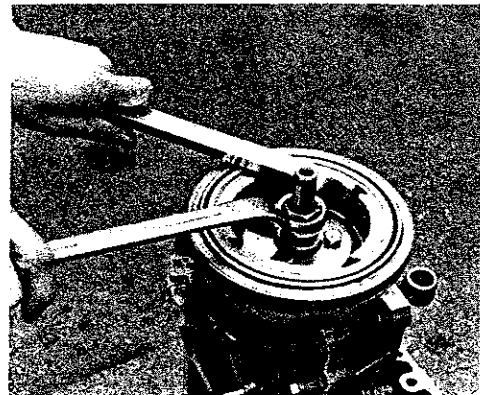
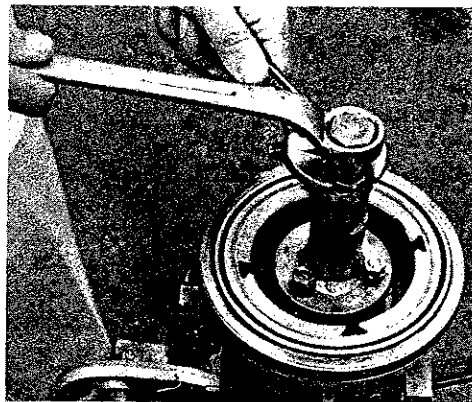


figure-14

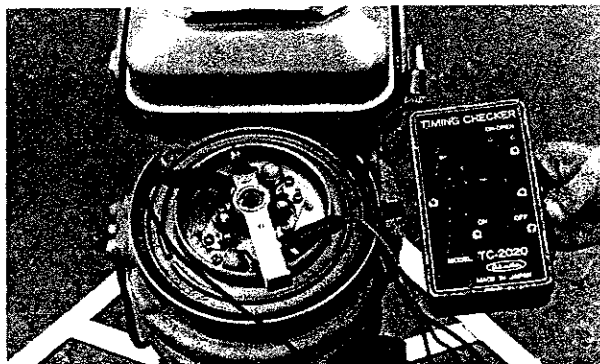


### B. Inspection

1. Check breaker point arm pivot for excessive wear.
2. Check breaker points for chips and full contact.
3. Check breaker point springs for loss of tension.  
Minimum---21 oz.
4. Check capacity of condenser. 0.22-0.28Mfd.
5. Check magnet strength. 17,000-19,000 Maxwell
6. Check leads for breaks and frayed insulation.

- C. Reassemble in reverse order with the following precaution.
1. Lubricate inside of coil plate assembly with grease.
  2. Cam can be misplaced upside down. Be sure that groove is at bottom.
  3. Lubricate cam sparingly with cam grease.
  4. Insure that flywheel key is seated properly.
  5. Use clamp flywheel, special tool 15-9020 when tightening flywheel. Tighten 58-65 ft/lbs (800-900 kg/cm).
  6. Clamp plate (#19) has one side protruding. This side faces up.
  7. When setting breaker points, use dial indicator thru spark plug or use special tool 17-9090. If special tool 17-9090 is used, place special tool on crankshaft. Rotate pointer to mark on coil plate assembly. Breaker point should begin to break when pointer reaches inscribed mark. See figure 15.

figure-15



8. Spark advance lever can be adjusted by moving bolt (#79).

#### D. SPECIFICATION

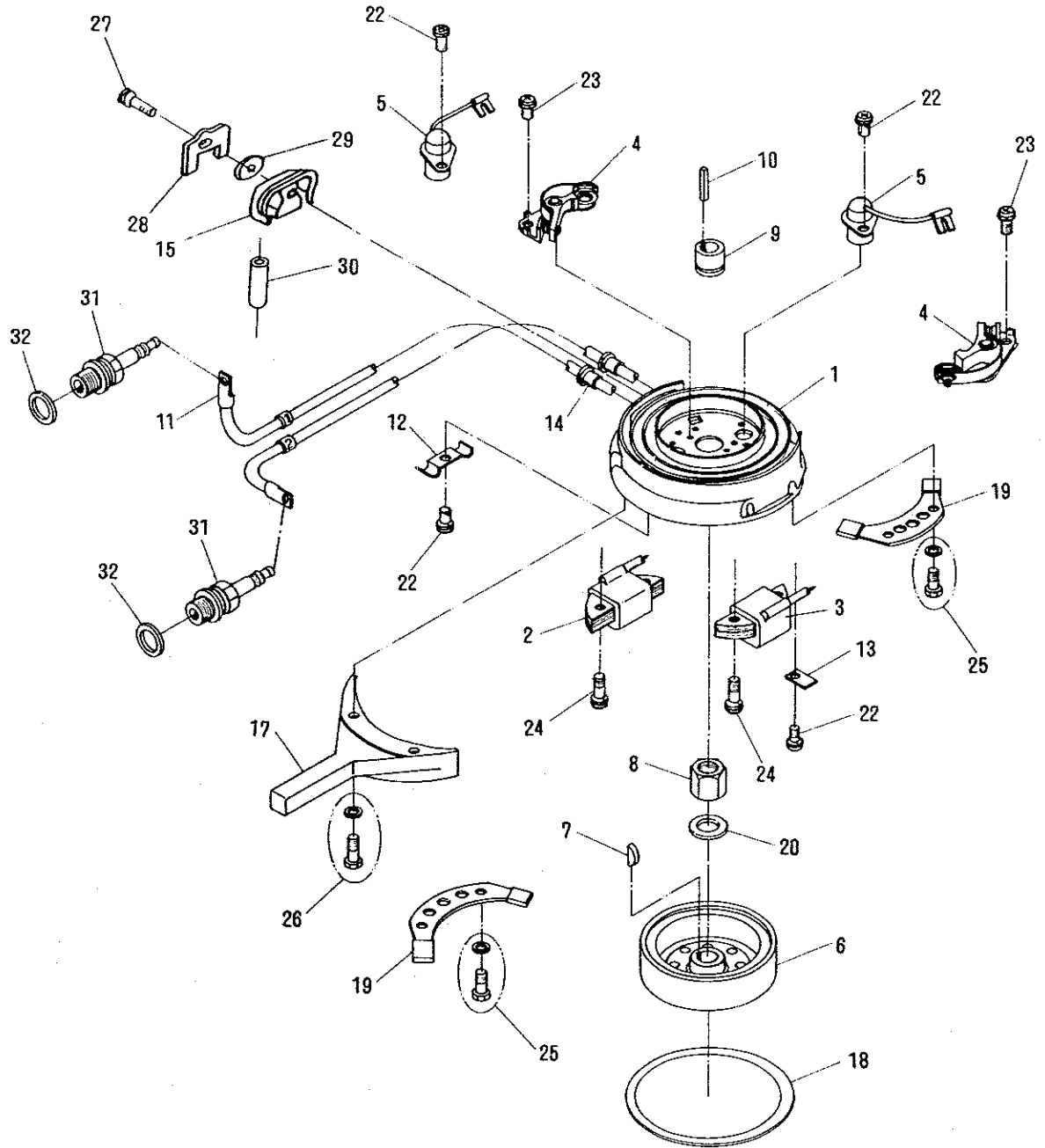
1. Breaker point gap: 0.012 -0.016" (0.3-0.4mm)
2. Coil resistance:
  - a. Primary-----1.2 ohm
  - b. Secondary-----6.0 Kilo ohm
3. Breaker point timing when using dial guage in spark plug hole. 0.200-0.250 (5-6.5mm)
4. Pulley bolt torque: 14-18 ft/lbs (200-250 Kg/cm)

### III-3 CARBURETOR

#### A. Disassembly

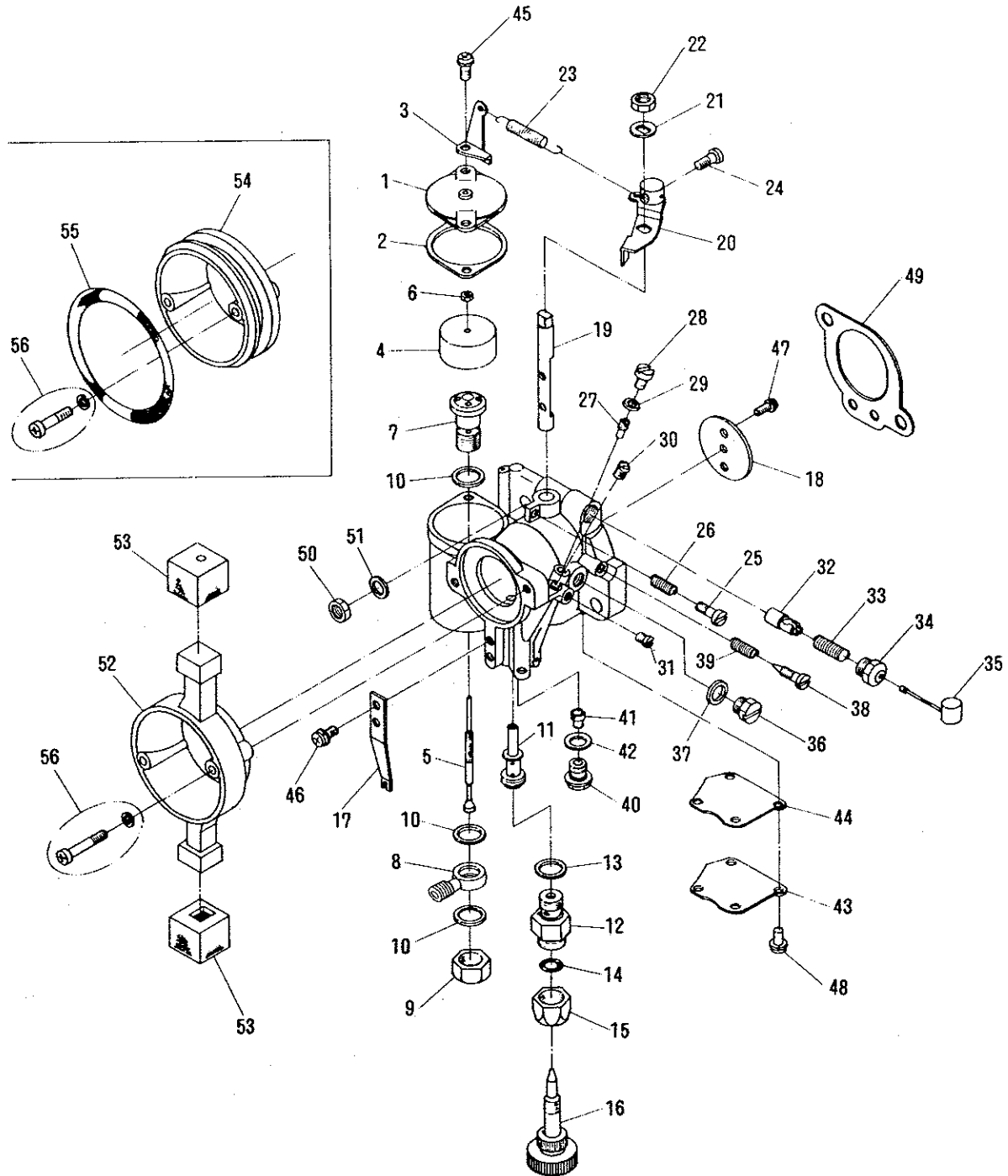
1. Remove 2 Phillip screws (#45) from float cover.
2. Remove nut (#9)
3. Remove banjo (#8).
4. Float assembly can be removed from top. CAUTION: Do not bend needle.
5. Remove spring plate (#17).
6. Loosen holder (#12).
7. Remove main needle (#16) assembly.
8. Remove all plugs (#36,38,28).
9. Remove pilot jet (#27, 30, 31).
10. Clean body and all parts in clean solvent.
11. If extremely corroded or dirty, soaking in commercial carburetor cleaner is recommended.

マグネトー  
グループ  
MAGNETO GROUP





キョウレター フレーズ  
CARBURETOR GROUP



## B. Inspection

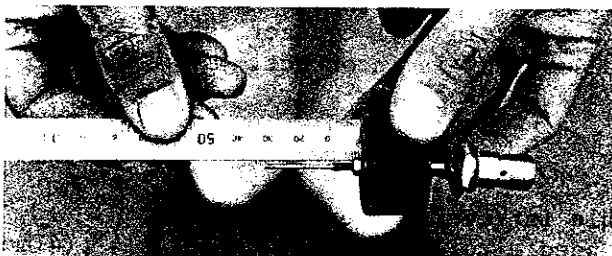
1. Inspect float needle for straightness.
2. Inspect float needle contact.
3. Inspect all passage ways and jets for obstructions.

## C. Reassemble in Reverse Order

### CAUTION:

1. Check throttle butterfly for smooth movement and proper return.
2. Set float level to 1-1/4" (32mm). Measure from tip of float pin to top of float. See figure 16.

figure-16



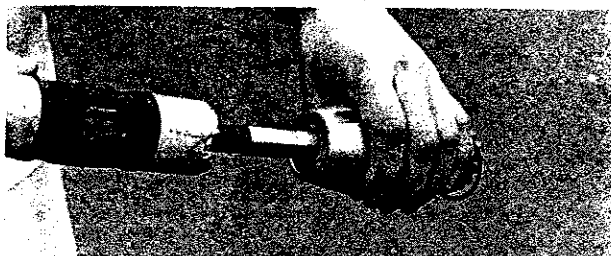
3. Do not misplace main air jet, (#30) and slow air jet (#31). Main air jet has an I.D. of 0.059". Slow air jet (#31) has an I.D. of 0.036" (0.9mm) and is located behind above jet.
4. Adjust link bar (#96) only at closed throttle. Be sure throttle butterfly closes fully and smoothly.

## III-4GEAR CASE

### A. Disassembly

1. Using wrench, tail cap, special tool 15-9190, loosen tail cap (#29). CAUTION: LEFT HAND THREAD.
2. Remove tail cap and propeller shaft assembly by---
  - a. Removing propeller pin prior to removing tail cap.
  - b. Slowly heat tail cap assembly 200-300F (100-150C)
  - c. Tap propeller shaft gently from propeller end to remove propeller shaft with attached parts. See figure 17.

figure-17



- d. Using special tool, Bevel Puller, Part #15-9240, remove propeller shaft gear.
- e. Remove gear key (#22).
- f. Remove two ball bearing (#22).
- g. Remove bushing (#33). CAUTION: left hand thread.
- h. Remove oil seal (#32).
- i. Remove clips (31). CAUTION: One clip is located in front of bearing while the other is behind the bearing.
- j. Reheat tail cap 200-300 degrees.
- k. Press bearing from propeller end.

3. Remove pinion gear nut (#17) using 14mm box wrench.
4. Remove clip (#14).
5. Clamp pinion shaft (#10) in vice.
6. Tap gear case with plastic or rubber hammer to remove pinion shaft with attached parts.
7. Remove clip (#12).
8. Remove ball bearing (#11) by pressing.
9. Press needle roller bearing (#2) down.
10. Clean all parts in solvent and dry with compressed air.
11. CAUTION: Do not spin bearing with compressed air.

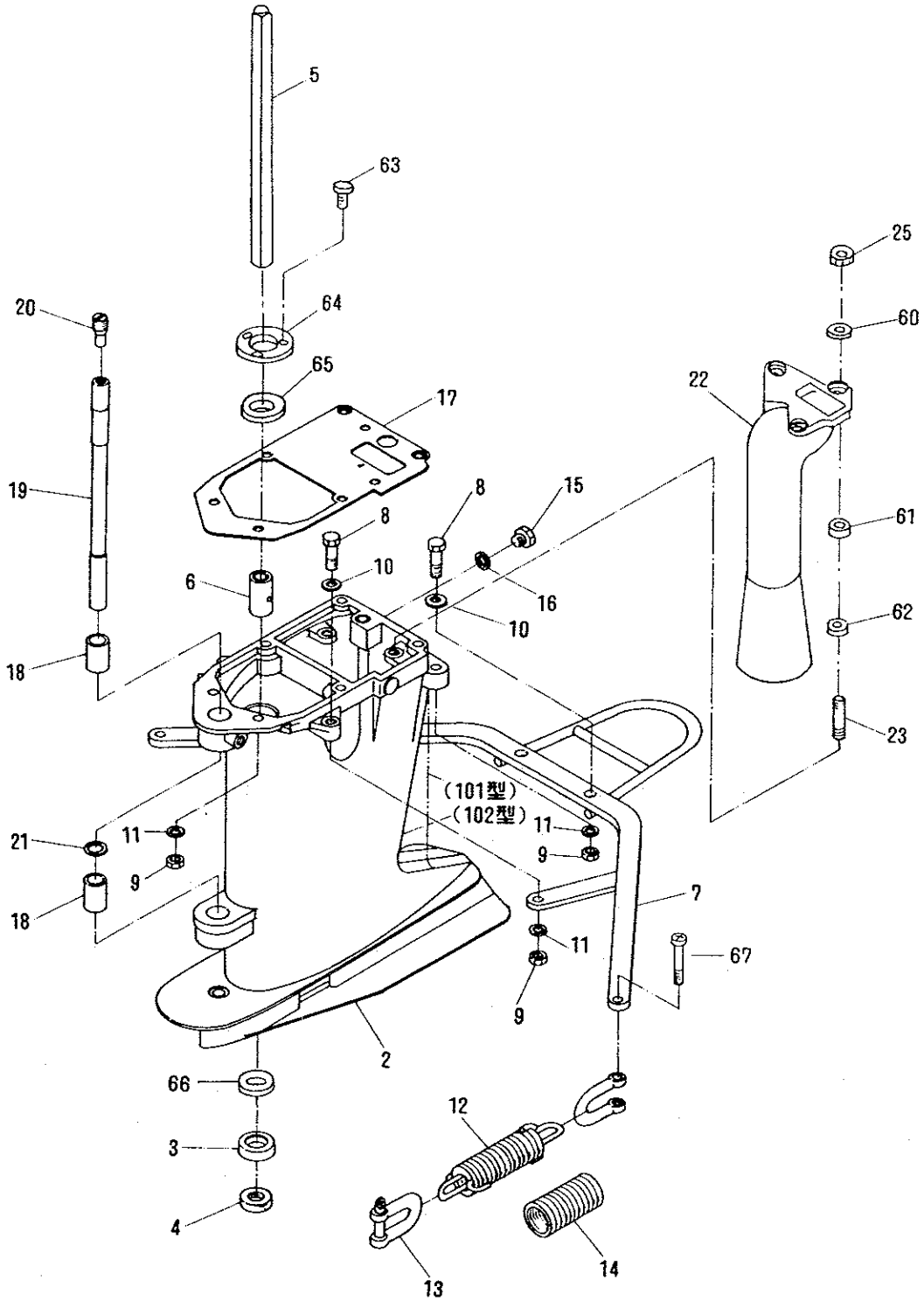
#### B. INSPECTION

1. When draining gear oil, check for water in gear case. If oil appears white, replace oil seals and O-ring.
2. Inspect gear for wear, pitting and full contact. If gears are not in full contact, shaft may be bent or shim adjustment is incorrect.
3. Check all bearings for wear.

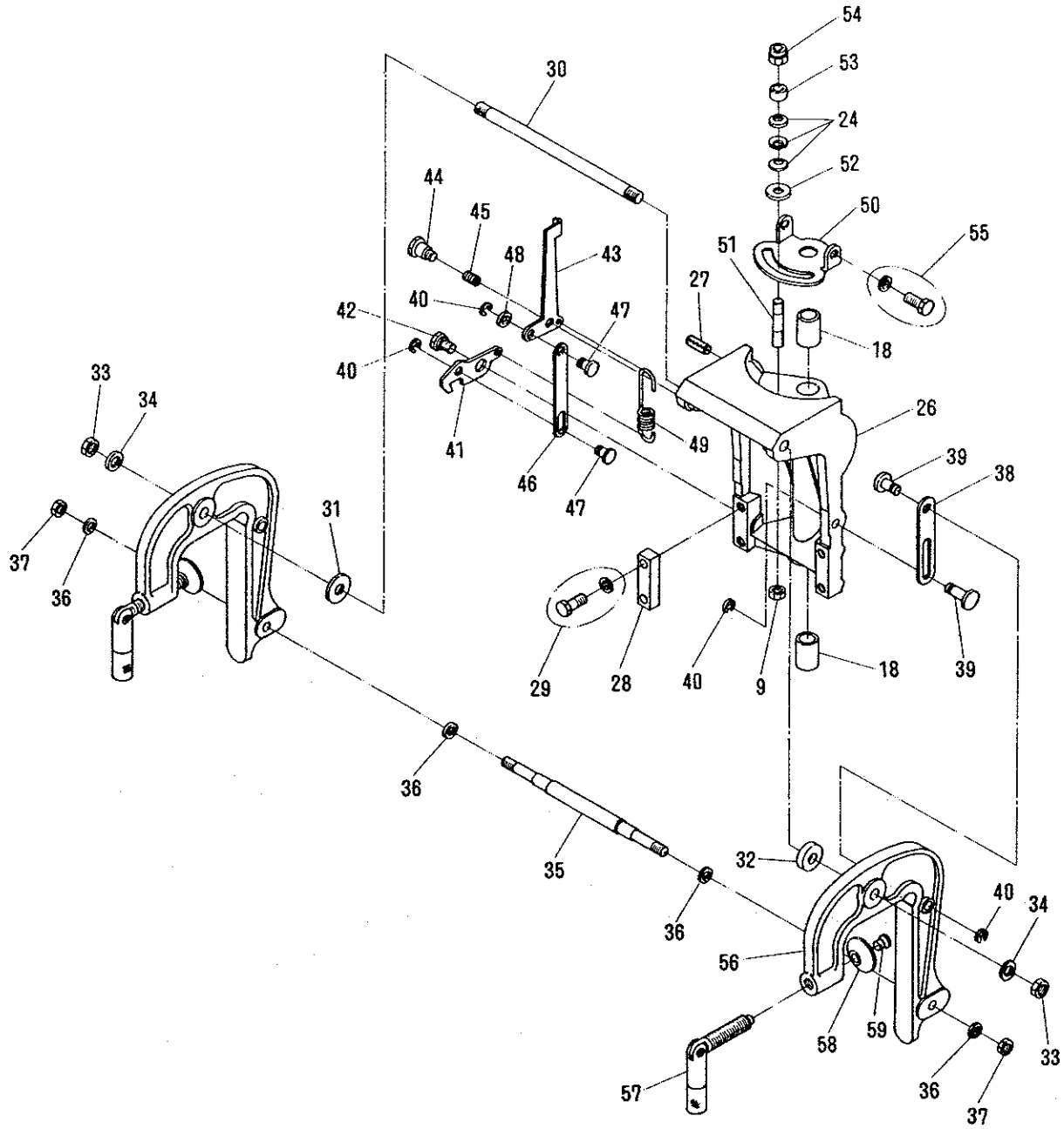
#### C. Reassembly

1. Assemble in reverse order.
2. Press needle roller bearing (#2) 1.614" (41mm) from top of gear case housing.
3. Add or remove shim (#13,15) to adjust up and down movement of pinion shaft. There should be no bind and only a slight perceptible end play.
4. Back lash of gear should be between 0.004-0.006" (0.1-0.15mm). Adjust by adding or removing shims (#24).
5. Torque pinion shaft nut 22-25 ft/lbs (300-350 Kg/cm).
6. When replacing tail cap assembly, coat threads and body of tail cap with graphite grease.
7. Torque tail cap 50-55 ft/lbs (700-750 Kg/cm).
8. Fill gear case with a good quality gear oil (GO-90).  
Fill from bottom plug until it overflows from top plug.

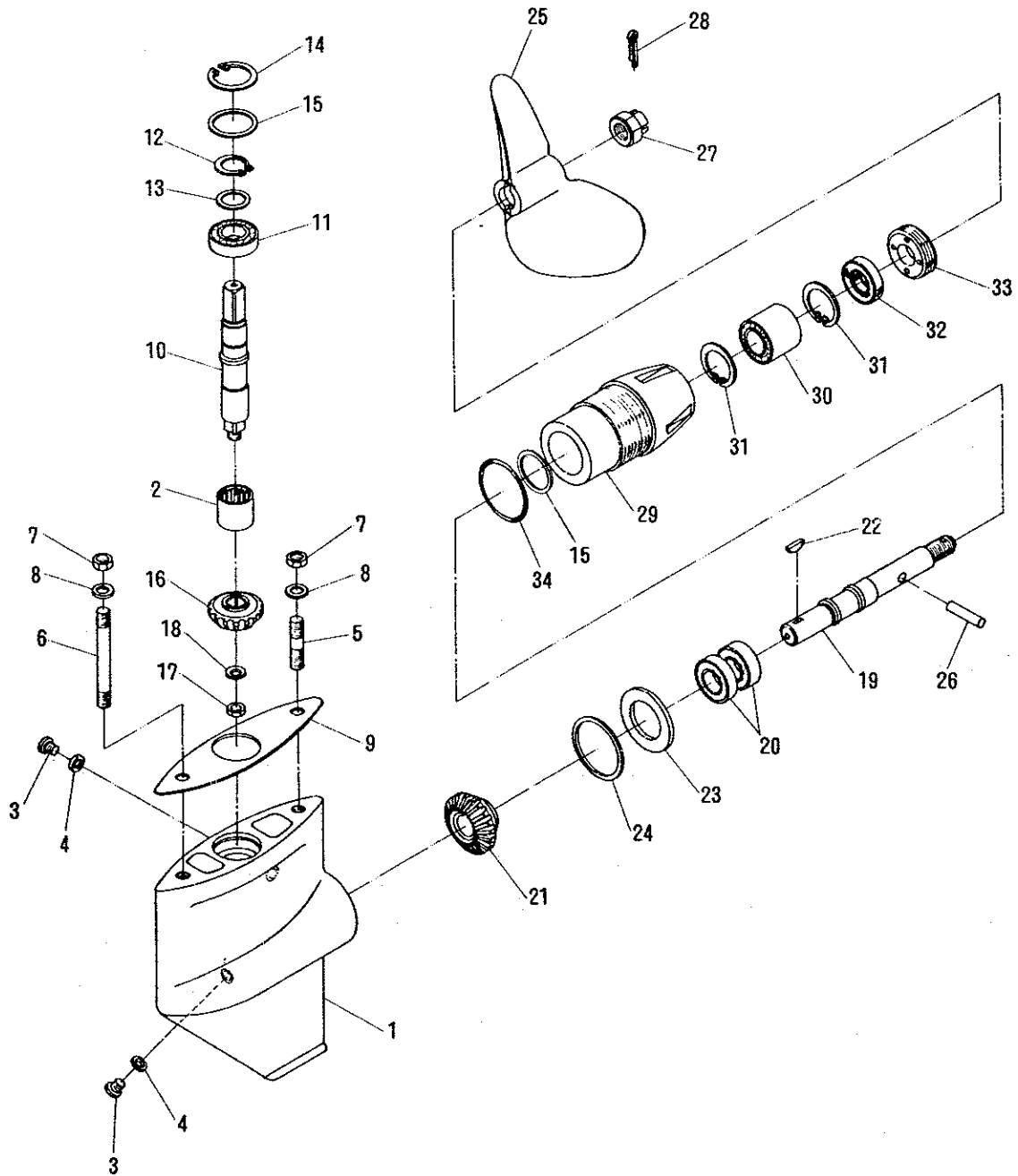
ローター ユニッツ グループ  
**LOWER UNIT GROUP**



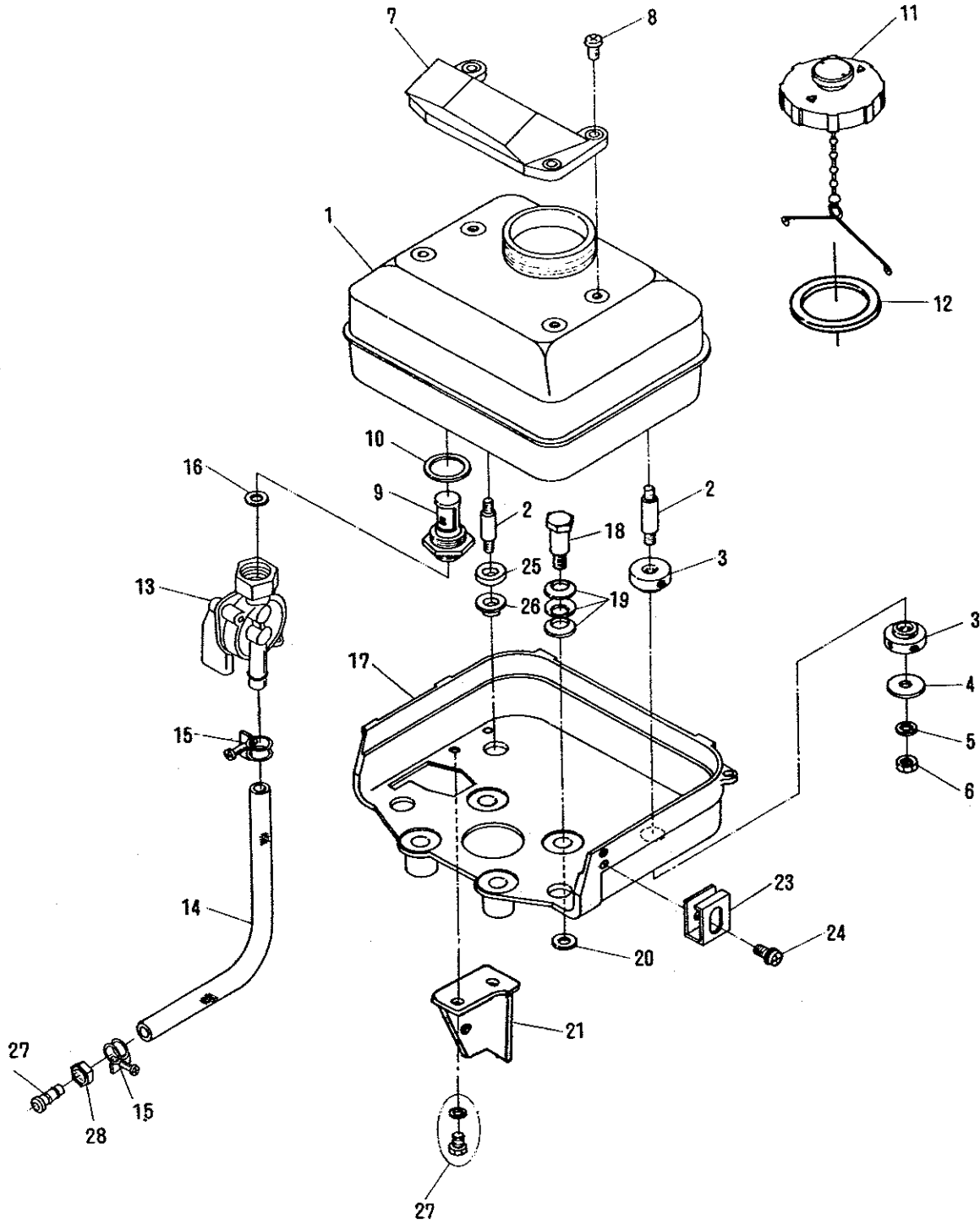
LOWER UNIT GROUP



ギヤ ケース グループ  
GEAR CASE GROUP

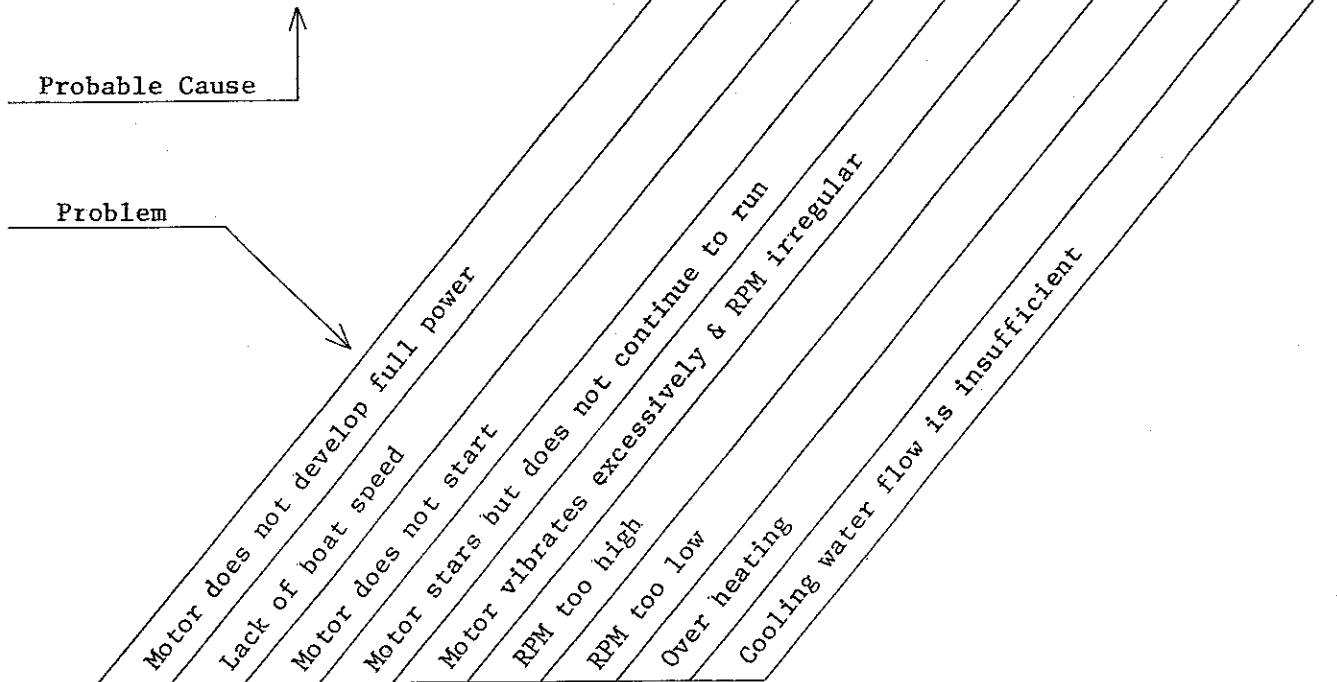


7. エル      タンク      グループ  
FUEL TANK GROUP



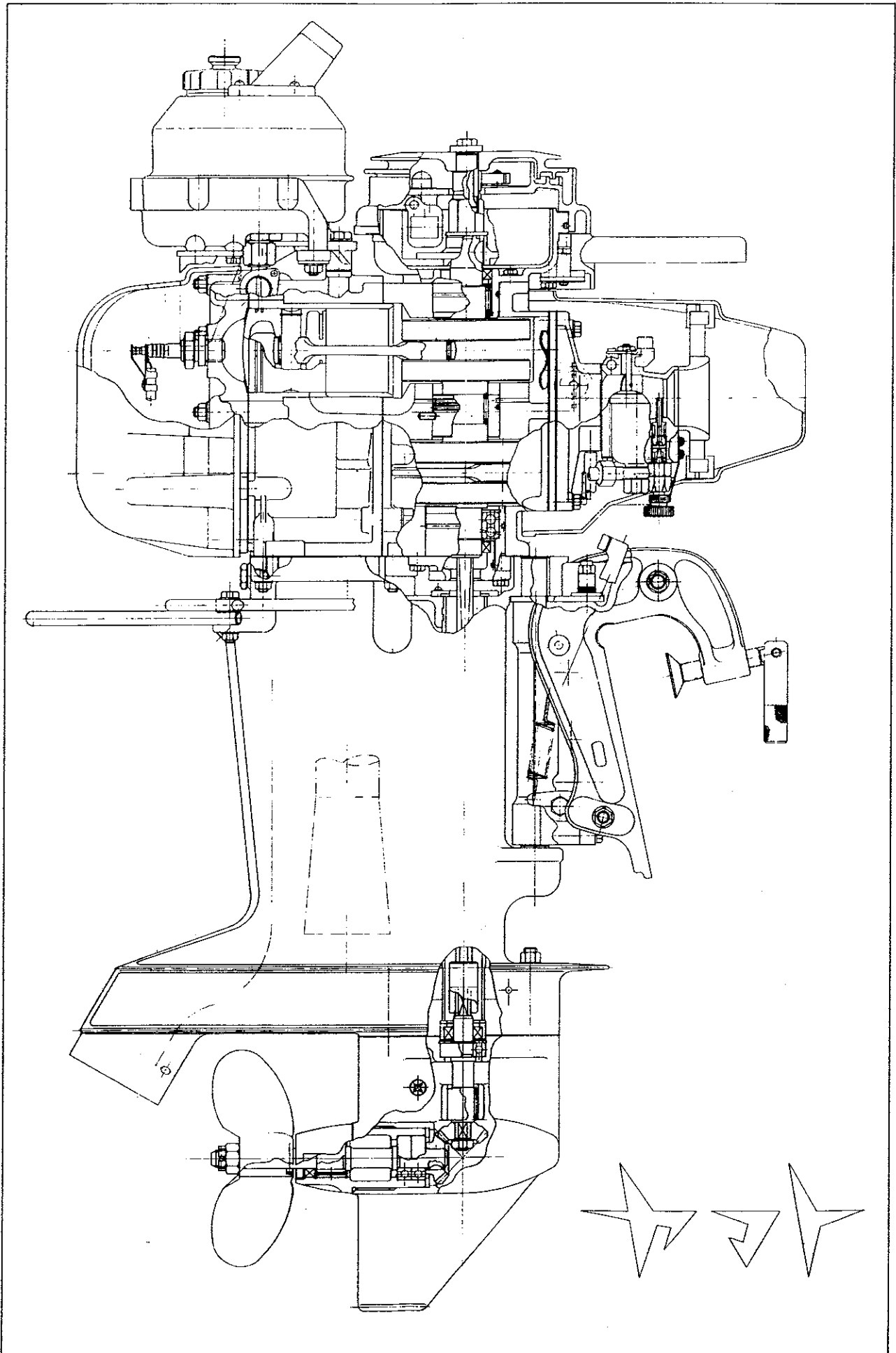
IV TROUBLE SHOOTING

Boat does not match motor	☆	☆☆				☆	☆		
Boat overloaded. Hull bottom coated with shells, Propeller pitch excessive, Bottom hooked		☆					☆		☆
Tilt angle incorrectly set		☆				☆	☆	☆	☆
Installation of motor low		☆					☆		
Installation of motor high		☆				☆		☆☆	☆
Propeller slips		☆				☆		☆	☆
Propeller pin sheared						☆		☆	☆
Propeller damaged or fouled with debris or seaweed		☆			☆☆	☆	☆	☆	☆
Cavitation		☆				☆		☆	☆
Cooling water circuit clogged	☆	☆					☆	☆☆	☆
Water in fuel	☆	☆	☆	☆			☆		
Contact breaker pitted, cracked, fouled or adjusted incorrectly	☆	☆	☆☆	☆	☆		☆		
Ignition of spark plug weak or intermittent	☆	☆	☆	☆	☆		☆		
Reverse connection of ignition cords			☆☆						
Wrong spark plug heat range	☆	☆					☆	☆	
Spark plug fouled	☆	☆	☆	☆	☆		☆		
Fuel, mixture too rich or too lean	☆☆	☆☆	☆	☆☆	☆		☆	☆	
High speed jet clogged or improperly sdj.	☆☆	☆☆	☆	☆☆	☆		☆	☆	
Over choking			☆		☆				
Choking motor is necessary			☆						
Float chamber is not filled with fuel	☆	☆	☆	☆			☆		
Fuel line bent or cracked	☆	☆	☆	☆			☆		
Air vent of tank clogged or closed, fuel cock closed	☆	☆		☆☆			☆		
Fuel tank empty			☆	☆☆					
Fuel filter clogged	☆	☆	☆	☆			☆		
Timing lever in retarded position	☆☆	☆☆		☆			☆		

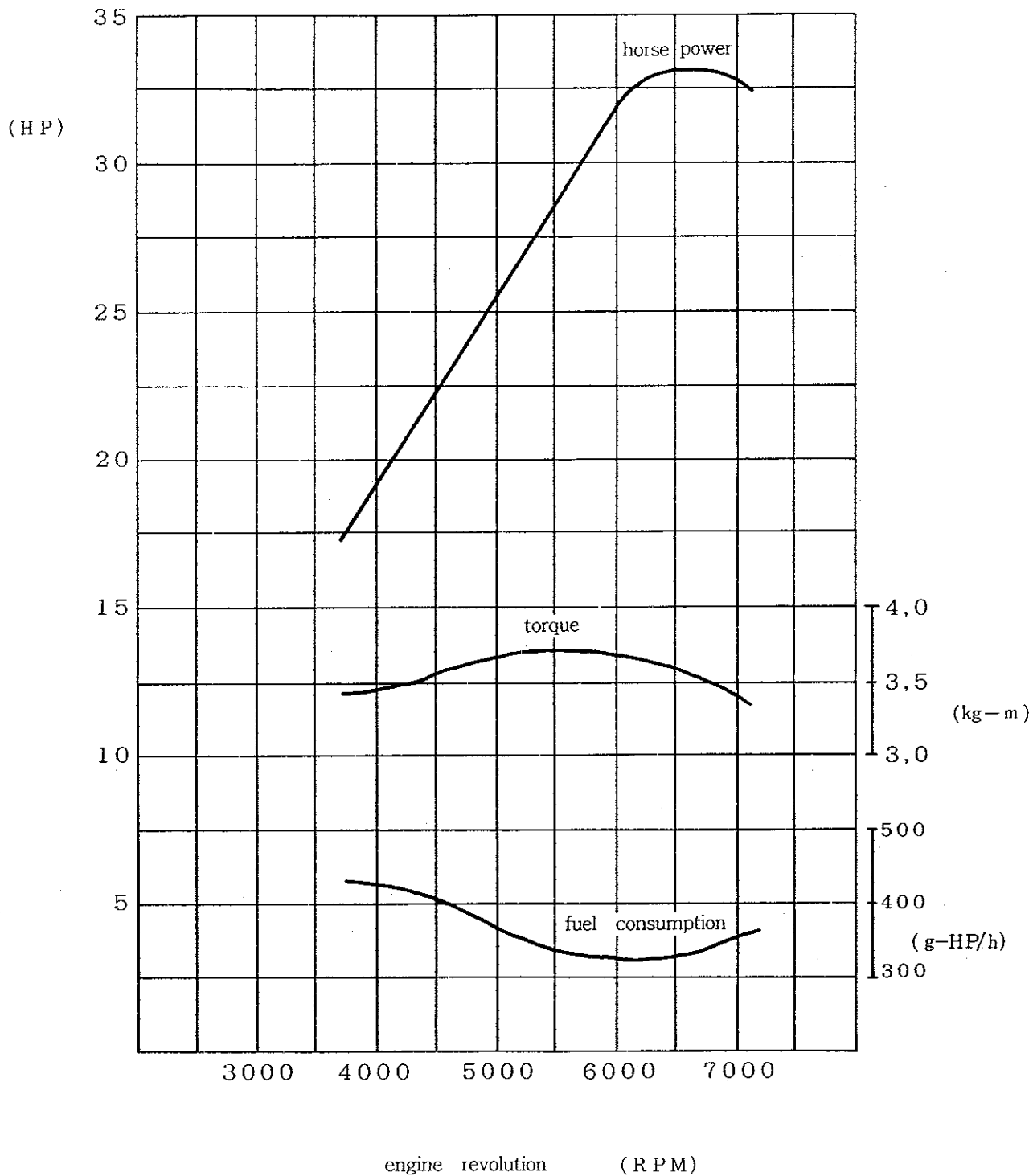




V CROSS SECTION OF MOTOR



YAMATO 102 PERFORMANCE CURVES



VII SPECIFICATION FOR MODEL 102

1. Horse Power.....33 H.P./6,600
2. Mximum Torque.....26.8 ft/lbs (3.7 Lg/m /5500
3. Bore X Stroke.....2.598 X 2.283 (66 X 58mm)
4. Piston Displacement.....24.2 Cubic Inch (396.9)
5. Piston Clearence.....0.003"
6. Cylinder .....2
7. Port Timing--Intake.....B.C.C. 55 degree
8. Port Timing--Exhaust.....82 degree
9. Piston Clearance Volumn..1.55C.I. (25.5cc)
10. Induction System.....Reed Valve, 1 set
11. Cooling System.....Water Pressure
12. Carburetor.....1. Ventury, 28mm
13. Ignition.....Flywheel Magneto
14. Flywheel Weight.....2.86 lbs. (Min)
15. Starting.....Rope
16. Gear Ratio.....14:15
17. Fuel.....Regular Gas., Min. 86 Octane
18. Fuel Tank Capacity.....0.6 Gal. (2.3 Liter)
19. Oil.....2 cycle, water cooled
20. Fuel Mixing Ratio.....25 : 1
21. Transom Height.....15 1/2"
22. Weight.....89.3 lbs (40.5Kg)
23. Ignition Timing.....T.T.D.C. 0.200-0.250"
24. Spark Plug.....-..NGK-A9N
25. Spark Plug Gap.....0.020
26. Compression Ratio.....8.6 measured to top of spark plug hole
27. Torque Specification...6mm: 5-7 ft/lbs  
8mm 14-18 ft/lbs  
10mm 22-25 ft/lbs
28. Reed Block.....1 set Port size 1.063 X 0.807

VIII SPECIAL TOOLS

1. Puller-Pivot Pin.....	Part #15-9010
2. Clamp-Flywheel.....	15-9020
3. Puller-Flywheel.....	15-9031
4. Puller-Bearing Case (Lower).....	17-9040
5. Timing Handle.....	17-9099
6. Clamp-Pulley .....	15-9100
7. Puller-Cam .....	15-9110
8. Guide-Piston Pin.....	17-9130
9. Wrench-Tail Cap.....	15-9191
10. Wrench-Tail Cap(Plastic).....	15-9200
11. Puller-Bevel Gear.....	15-9230
12. Bevel Puller Attachment.....	15-9240
13. Test Propeller.....	17-9350

