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25 hp johnson outboard tiller motor for sale

Jupiterimages/Photos.com/Getty Images The Mercury 50 hp outboard motor is designed for powering boats over large rivers or lakes. The outboard is capable of producing 50 units of horsepower, which is beneficial to boats that are navigating water with little protection from wind. The engine's fuel induction system uses a loop charge format. The exhaust leaves the Mercury 50 hp outboard system through the propeller. The Mercury 50 hp outboard motor is a 4-cylinder motor with an inline configuration. The motor's gear ratio is 2.3:1. Only three gears are available on this outboard motor -- forward, neutral and reverse. The Mercury 50 hp outboard is capable of producing 5,500 to 6,000 rpm. The total weight of the outboard motor is 255 lbs. when dry and disconnected from the mounting frame. The Mercury 50 hp outboard motor has an electric starter. The engine's ignition provides the starter with an electric spark advance. A 10 amp alternator provides the Mercury 50 hp outboard motor with power once started. The outboard is set up for remote steering, allowing the driver of the boat to be closer to the middle of the craft. The temperature of the Mercury 50 hp outboard is controlled by a thermostat and cooled with a water cooling system. The Mercury 50 hp outboard motor has a wet sump system with pressurized lube. Ensure the lubrication system has enough grease as a part of routine maintenance service. The Mercury 50 hp outboard motor also provides the operator with warning lights in case a problem occurs with the motor. The warnings include overheating warning, low oil pressure and over-revving of the engine. If your HP laptop is experiencing issues, contacting customer support can help you solve the problem ASAP. Company personnel may tell you to send your device to the nearest HP Service Center for repairs. Why is this important?The Benefits of Contacting HP ProfessionalsYou don't need to get in your car and drive to a service center if repairs are needed. HP agents will provide pickup so you can ship your computer. Here's why an authorized service center is the way to go: HP technicians know the ins and outs of specific laptop models. Taking your computer somewhere else may void your product warranty. Attempting laptop repairs yourself may damage sensitive components. How to Find the Nearest HP Service CenterGo to the HP website's support area to find the contact options available. To find the nearest HP Service Center location online, here's what to do: Click on the Authorized Service Center link. Select your country from the drop-down list, and then type in a zip code, city or state. Under the "Supported Products" heading, select your device type. After you press "Search," the nearest locations will appear, along with addresses and phone numbers. If no service center appears, increase the search radius distance. What Can You Expect When Contacting the HP Service Center?Calling the listed phone number will put you in touch with authorized technicians. Customer service agents are trained to be friendly and patient, so you have nothing to worry about. They usually ask a few questions, giving you the opportunity to tell them about any strange sounds or behavior you've noticed. Keep your computer handy when you call so you can follow any instructions.If the problem is hardware related, support personnel will make repair arrangements. These repairs can take from five to 10 business days.How to Prepare Your Device for the TripFollow these tips for a smooth shipping and repair process: Back up all files:Save a copy of essential files in case the service center needs to replace or modify your computer's hard drive. Remove device passwords: Getting rid of your passwords lets technicians access your computer and make repairs quickly. Use ample packing material:Fill the shipping box with professional packing material, such as foam peanuts. Other Ways to Get Needed Assistance With HP Device IssuesSome computer issues are caused by software conflicts or out-of-date drivers. The HP website's support page contains a number of tools that can help you right away.The online HP Support Diagnostic Tools troubleshooter is great for checking the health of computer systems such as power, audio and memory. Download the HP Support Assistant for Windows 10 for immediate help, regular device updates and system optimization. MORE FROM QUESTIONSANSWERED.NET Used Boat Motors For SaleHolmen Marine Browse our classified ads for Pre-Owned Boat Motors and Used Boat Motors for sale. Shop for Evinrude used boat motors, Johnson used boat motors, Mercury used boat motors, Mariner used boat motors and more. Looking for your next quality used motor near La Crosse, WI? Search by price, manufacturer, model, year and more at Holmen Marine used boat motors. Updated 3/18/22Click on motor size below for details and pricing. Test Running a 35hp motor for a customer with remote set up on a 13' early 80's Boston Whaler. We hit 32MPH easily. Featured is optional Panther Power Trim which makes a big difference in performance! Great motors with nice idles and enough power to get you up on plane when loaded. 32 cubic inch 20-35HP motors (1977-2006) rival the popularity of the 9.9/15hp motors produced over 3 decades. Big brothers to their smaller counterparts, they are widely recognized as bulletproof workhorses. The design of these motors (particularly the block internals) remained fairly similar over their 3 decades of production. Commonly used on Boston Whalers, work barges, & skiffs, they offer power with simplicity & ruggedness of components. All models are detuned 35hp blocks. The 20, 25, & 28 hp motors are very similar with significant changes to the carburetor and manifold prior to 1986. The 30 & 35hp motors are the same with changes to the block porting, depending on production year. back to top Examples of 20-35hp Motors Sold Features Price Manual Full Gearshift CDI Ignition Enhanced Priming System for easier starting Battery Charging System Thru-hub exhaust (more power) Control Panel, Tiller Mount, or remote control kill switch with lanyard Twist-grip Tiller Throttle Shallow Drive Bracket (some models) --105lbs Electric & Manual Start Available 50:1 gas to oil Trailing lockout Co-pilot feature External Tank Thermostat regulation 2-Cylinder, 1 carburetor set up Post '93 models equipped with QuickStart warm up feature All motors have the VRO/Oil injection disabled and require standard 50:1 fuel-oil mix procedures. Remote installation & boat calibration are mandatory and charged based on parts & labor scheduling (approx. 3 hrs labor with misc. parts). Steering system installation is a separate charge if being updated. Panther Tilt/Trim Add \$750.00 1 year warranty on trim unit only Pricing is for longshaft (20"), remote steering motors. 20/25 HP (77-84): \$1000.00 (85-06): \$1250.00 28/30/35 HP (77-84): \$1250.00 (85-06): \$1400.00 Manual Start add \$150.00add \$200.00add \$150.00add \$250.00 Download Operator's Manual (click icon) 20-35 hp 1977-06 manual Here is a video of an '87 50hp short shaft Johnson on a 17' Brockway Skiff (wood boat) using a 12.5 x 15 prop. RPMs hit 6,000RPM (top end) at WOT with 2 passengers. We hit 30MPH. 2 pitch higher and we would have broken 35MPH. The motor threw us back in our seats when I dropped the hammer. 40-50hp motors follow the same approach of their smaller counterparts; the 40, 48, & 50 are essentially the same motor. 50 & 48 motors are identical, the 48hp denotation was a marketing ploy to sell 50hp motors without oil injection or power trim at a lower cost, but the same HP output is seen by both. The 40hp motor is a detuned 50hp to create lower power output. The added feature of these motors is that power tilt/trim is available and the power output affords application to larger vessels and heavier pontoons. These motors are also loopers in design; the are much more fuel-economic then conventional cross-flow motors (same original mechanical design as the first outboards produced in the late 1890's). Many of these motor were produced as they still fell into the "common mans" price range. back to top Examples of 40-50hp Motors Sold Features Price Manual CDI Ignition Enhanced Priming System for easier starting Battery Charging System Thru-hub exhaust (more power) 175lbs (add 20lbs for P/T/T) Standard electric start Manual tilt/trim 50:1 gas to oil Trailing lockout External Tank Thermostat regulation 2-Cylinder, 2 carburetor set up Post '93 models equipped with QuickStart warm up feature All motors have the VRO/Oil injection disabled and require standard 50:1 fuel-oil mix procedures. Remote installation & boat calibration are mandatory and charged based on parts & labor schedule (approx. 3 hrs labor with misc. parts). Steering system installation is a separate charge if being updated. *** I have discontinued sales of '89-thru 40/50hp motors because they are difficult to find gearcases for. I do provide full repair service for them here though. (80-88) \$1500.00 40hp (80-88) \$1400.00 Panther Tilt/Trim Add \$750.00 1 year warranty on trim unit only Short Shaft Add \$300.00 Download Operator's Manual (click icon) 40-60 hp 1980-06 manual Here is a 1992 70hp on a 19' aluminum with heavy flooring and a heavy center console build out. We hit approx. 30MPH. Customer opted to have a 15hp Johnson kicker motor installed for slow speed trolling too. 70hp motors follow the same approach of their smaller counterparts; the 60 & 70 are essentially the same motor. The 60hp motor is a detuned 70hp to create lower power output. Power tilt/trim is available and the power output affords application to larger vessels and heavier pontoons. These motors are loop charged for improved fuel economy. Moving into this motor class still affords a relatively light motor (approx 250lbs), but produces enough power to move 15-19 foot vessels at comfortable speeds (25-40mph). back to top Examples of 70hp Motors Sold Features Price Manual CDI Ignition Enhanced Priming System for easier starting Battery Charging System Thru-hub exhaust (more power) Power trim/tilt 240lbs 50:1 gas to oil Trailing lockout External Tank Thermostat regulation 3-Cylinder, 3 carburetor set up Post '93 models equipped with QuickStart warm up feature All motors have the VRO/Oil injection disabled and require standard 50:1 fuel-oil mix procedures. Remote installation & boat calibration are mandatory and charged based on parts & labor schedule (approx. 3 hrs labor with misc. parts). Steering system installation is a separate charge if being updated. (80-90) \$2400.00 (91-thru) \$2700.00 Download Operator's Manual (click icon) 60-70hp 1980-06 manual This 90hp Ocean Runner pushed the 20' fiberglass skiff along nicely at around 30mph in the fully lowered trim position. Trimming up gave another 300 RPM and 3 MPH. V4 motors began production in the late 1950's and were produced through 2006. As production evolved, they maxed out at 140hp. They were produced as both traditional cross-flow motors, and loop-charged for improved fuel economy. These work horses provide power for larger boats and depending on hull design, can be found on vessels as large as 23'. Just like smaller OMC motors, the larger blocks were detuned to lower output motors. The 88, 90, 100, and 115hp motors are all from the same 'family'. The 120 & 140hp motors are the same with modifications to change power output. back to top Examples of V4 Motors Sold Features Price Manual CDI Ignition Enhanced Priming System for easier starting Battery Charging System Thru-hub exhaust (more power) Power trim/tilt 90/115hp - 300lbs (90° crossflow) 90/115hp - 320lbs (60° looper) 120-140hp - 370lbs (90° looper) 50:1 gas to oil Trailing lockout External Tank Thermostat regulation 4-Cylinder, Two-2 barrel carburetors (CV) 4-cylinder, 4 carburetors (loopers) All motors have the VRO/Oil injection disabled and require standard 50:1 fuel-oil mix procedures. Remote installation & boat calibration are mandatory and charged based on parts & labor schedule (approx. 3 hrs labor with misc. parts). Steering system installation is a separate charge if being updated. 90hp (80-87) \$2800.00 (88-thru) \$3100.00 115hp (80-87) \$3000.00 (88-thru) \$3300.00 120hp (80-87) \$3200.00 (88-thru) \$3500.00 130/140hp (80-87) \$3400.00 (88-thru) \$3700.00 Add \$300 For 60° Models This 150hp 60° looper pushed the 19' boat along at 44MPH with a 19 pitch prop, turning 5200 RPM. V6 motors began production in the mid 1970's by OMC. As with all the smaller motors, OMC incorporated their innovations and designs to make these motors perform just as well. V6's started as crossflow motors but eventually were produced as both loopers and crank configuration. In the late 1980's the block was redesigned to be 60° and include other features such as an integrated vapor separator. These motors are widely recognized for having a tremendous amount of torque for getting large vessels up on plane and being work horses. They are very similar to V4's but simply have larger blocks. V6's can push boats as large as 28' long when installed and operated properly. Just like smaller OMC motors, the larger blocks were detuned to lower output motors. The 150, 175 motors are 60° engines, the 200 and 225hp motors are 90° loopers. There are various speciality versions of these motors such as the Venom and Intruder with special machining to give greater power than what the stickers stated. These were usually used by tournament operators; today's motors say HO, or High Output to indicate the special tuning. back to top Examples of V6 Motors Sold Features Price Manual CDI Ignition Enhanced Priming System for easier starting Battery Charging System Thru-hub exhaust (more power) Power trim/tilt 150/175hp - 370lbs (60° looper) 150/175hp - 385lbs (90° crossflow) 200/225hp - 450lbs (90° looper) 50:1 gas to oil Trailing lockout External Tank Thermostat regulation 6-Cylinder, 6 carburetors Both loop and crossflow designed 90 and 60 degree powerheads All motors have the VRO/Oil injection disabled and require standard 50:1 fuel-oil mix procedures. ***Hydraulic steering recommended for all V6 motors*** Remote installation & boat calibration are mandatory and charged based on parts & labor schedule (approx. 3 hrs labor with misc. parts). Steering system installation is a separate charge if being updated. 150hp (80-87) \$3500.00 (88-thru) \$3800.00 175hp (80-87) \$3700.00 (88-thru) \$4000.00 (80-87) \$3900.00 (88-thru) \$4200.00 225hp (80-87) \$4100.00 (88-thru) \$4400.00 Add \$300 for 60° models Controls & Accessories Pictures Features Price Single Lever, Side Mount Contols Single Lever, Side Mount Contols WITH TILT CONTROL 2 Lever, Side Mount Controls (used on older outboards) \$225.00 (used) Throttle/shift cables & key harness included. \$500.00 (with trim feature) Throttle/shift cables, key & trim harness included. May have new switch & cover. \$175.00 Binnacle Surface Mount Controls Used in consoles. \$275.00 (no trim) \$500.00 (with trim) Throttle/shift cables, key & trim harness included. May include new cover. Due to lower availability of control boxes with P/T/T & binnacle surface mount models, pricing has increased. Duplicate keys 1976-1996 (#51 - #67) \$12.00 Battery Cables Marine grade cables of proper gauge required during installation. \$40.00 (used) Steering Tie Rod Connects SeaStar Steering system to motor. Older installations may not require a tie rod. \$50.00 (used) New Tanks & Lines 6-Gallon with gauge: \$79.00 3-Gallon with gauge: \$69.00 EPA Compliant Fuel Line with connectors & primer: \$63.00 Stern Straps (used to secure boat to trailer, do NOT use home depot ratchet straps!) 4 foot - \$30.00 6 foot - \$35.00 Transom Saver - High Quality 5 year warranty (supports engine and greatly reduces stress on transom, motor mounts, and hydraulics of engine during trailering) \$85.00 All pricing listed on this webpage are subject to change without notice.

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