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Suspended engines tend to develop at the rate of the Nile crocodile, which dates back to the early Pleistocene and has minimal upgrades for the 2019 model year. But lately there has been a lot of action from every major manufacturer - Mercury, Yamaha, Evinrude and Suzuki. With reliability usually taken for granted by customers (guarantees sometimes stretch six years, depending on the stock), new engines push progress on two fronts: horsepower and efficiency. Since the outboards are powering ever larger boats, there are new options for buyers looking for 350 horsepower and more. And with range and fuel economy always in question, new projects like the three-cylinder Evinrude E-TEC aim to hit their horsepower and torque numbers by squeezing every drop of fuel as far as it goes. And, especially for a little horsepower suspension, electric energy becomes not only viable, but preferable. If you don't need to do 40 mph or hit a 30-foot, small electric model like the Torqueedo Travel 1103C can make a lot of sense-autonomous, quiet and portable. Here are five hangings that may well give you an excuse to change your boat with something quiet, clean and new. Mercury Racing 450R Mercury Racing Buy NowWhen Mercury unveiled its new 4.6-liter V8 Verado last year, we knew it was only a matter of time before they upgraded horsepower in a big way. What they've done now is with the 450R, which brings a 2.4-liter two-screw supercharger and an affordable Sports Master gearcase to the party. The 450R lightweight-with 25-inch shaft, 450R weighs 702 pounds. It's also available in a 20-inch shaft that has hilarious high-speed connotations for bass boats. The three-year warranty indicates that Mercury Racing is confident that the 450R is not overly stressed despite its top-in-the-food chain power rankings. And that's the amount of horsepower achieved on the 89-octane gas pump, so it's not like you have to trailer your boat to the local drag band to fill up on the 100-octane gas race. With suspension, the total power is limited so that you can physically fit on the back of the boat, if you have a boat with 350s quad bikes and power with 450Rs, it's like adding a whole extra engine. The Evinrude E-TEC G2 150 Ezra Dyer Buy NowFour-cylinder four-stroke is basically an industry standard in this power category, but Evinrude is going in a completely different direction with its new 150 horsepower E-TEC. The 1.9-liter three-cylinder direct injection two-stroke, G2 E-TEC abandons the G1 V6 architecture (although they still sell that one, too, as well as the V6 G2 150 H.O.) in the name of efficiency. Which he delivers, at a size of 12 mpg at fast-speed trolling on a 20-foot boat. The suspended 150 horsepower can be deployed on a wide variety of boats, to the G2 can be controlled by a mechanical steering cable, hydraulic, integrated steering and even a cultivator. Evinrude estimates that the on-board oil tank under the hood should be Boat season for most people) and the maintenance interval is as close to zero-basic as it gets-every five years or 500 hours. Torqueedo Travel 1103C Torqueedo GmbH Buy NowWhile Torqueedo makes great hanging (up to 80-horsepower equivalent), these Deep Blue engines are aimed exclusively at billionaires for their yacht tenders and perhaps deep-pocketed people in the import business who could use for the silent zodiac. So while one of these 80-horse engines and its BMW-designed battery will run you over \$50,000, the new 1103C journey starts at \$2,699 and can find a home on any boat that weighs less than 3,300 pounds. With an onboard lithium battery 915 Wh, the 1103C can run for six hours on a half throttle, which can mean 18 miles range (it depends on your boat). Aside from boats and sailboats, Torqueedo will make an intriguing trolling engine or kicker on a small motorboat- it only makes 33 dB noise and weighs less than 40 pounds. You can even expand your range by charging it with a solar panel while now. Yamaha XTO Offshore Ezra Dyer Buy NowRecent years have seen center consoles stretching beyond 50 feet and combat wagon express boats crossing from diesel to suspension. So Yamaha built an engine designed for a 50-plus-foot boat, 425 horsepower XTO Offshore. A 5.6-liter V8 with direct fuel injection, the XTO is a big guy-with-integrated steering, it can weigh as much as 999 pounds. But that doesn't stop some builders from hanging five of them on the stern, a setup that was on display at Scout's last Miami show. According to Yamaha's performance report, the quad bike XTOs will push the 41-foot center console controller to 63.7 mph. The Suzuki DF350A Suzuki Buy NowSuzuki is known primarily as a major value brand, but the DF350A shows that they intend to compete in high horsepower games. A large 4.4-liter naturally aspirated V6, the DF350A uses a pair of counter-rotating propellers to increase connectivity and negate the torque effect. This last point is particularly relevant for single-engine boats, where the DF350A can be an economical choice (both financially and in terms of efficiency). On the Sea Pro 239, the DFA350A pushed the boat to 54.2 mph and gained 3.35 mpg at cruising speed in the high 20s. The quad 350s pushed the aluminum Gaudet 38 to 65.8 mph. Per Suzuki MO, DF350A offers a lot of horsepower for money. Although MSRP is \$31,565, we've seen the new DF350As advertised for about \$24,000. This content is created and third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on the piano.io Propeller on the boat, whether hanging or on board, creates an effect often called the wheel to walk when it rotates. How the boat moves through the water The total water pressure on the support is less at the top than at the bottom, resulting in a right-handed prop that rotates clockwise, looking at it from behind the boat to swing the stern of the boat to the starboard side, causing the boat to turn into a port. This effect cannot be eliminated in a single support boat; it can only be compensated. Tilt the engine and find a small trim tab just above the propeller. It will probably be mounted on a round plate with a nut in the center locking it in place. Different manufacturers have slightly different mechanisms, but they are all simple and obvious. If you don't have a trim tab installed, either it's an old engine that has never had one, or installed one broke or fell. You will have to buy a replacement from the dealer for lost or broken tabs, or buy a modified tab from marine chandlers such as basspro.com or thmarine.com in their boats/suspended section of motor accessories. Find the mounting bolt (s) and get your socket key of the appropriate size ready. While you are still in the dock or on the ground, make sure the bolt is loose and not rusty in place. Use a little WD40 if necessary until you can loosen and tighten the bolt easily. Take the boat and run it up to the speed you usually cruise on, on a quiet day with the mate on the boat with you, heading directly into any waves so they don't push the boat off course. See which way the boat turns when you loosen the grip on the steering wheel. The boat's swing will vary depending on its speed, so adjusting it to track right at cruising speeds makes the most sense. Stop the boat and engine and tilt the engine. Make sure:1) You are in a clear area away from other boats or dangers 2), you are wearing a life jacket and 3) you have a line attached to the socket key and wrist. Slacken mounting the bolt and turn the trim tab a bit. Then tighten the bolt. If you have the right props and the boat turns left, turn the tab to the left. You'll have to judge how much to turn tab on and you probably won't get it exactly right the first time. Run the boat up to speed again and see how much difference the adjustments have made. If it still doesn't work straight, repeat the higher step by adjusting the tab appropriately. If necessary, mount the add-on tab. Additional trim tabs are designed to attach to the skeg outboard engine when there is no factory tab. They are inexpensive, usually under \$20, at 2010 prices, and can be purchased from most outboard car dealers or marine chandlers. They come with instructions for installation and adjustment. You will need more tools, including an electric drill, to mount the tab. If you are uncomfortable adjusting the tab on the water, bring the boat back to the dock and do it there. You are vulnerable to sudden waves wakes up from passing boats when leaning over the stern, so make sure the assistant you have with you can grab you if you start to fall and is able to work on the boat and collect collection Up if you drop an inch it's a good idea to attach to a boat with a safety line while you perform this adjustment. SHUT MOTOR OFF every time you make adjustments - you work right next to the propeller. Propeller, force outboard manual pdf free. force outboard service manual pdf. force 120 outboard manual pdf. force 70 hp outboard manual pdf. 1995 force 120 outboard manual pdf. 1990 force 120 outboard manual pdf. force outboard service manual pdf free. force outboard repair manual pdf

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