

Johnson seahorse 10 carburetor

I'm not robot  reCAPTCHA

Continue

In case you're trying to find 10 Hp Johnson, you've definitely come to the right place. In general there are definitely tons of sites to buy from on the net, but you really chose our website and appreciate it greatly. We source our goods from all the best online companies to deliver you the widest possible range of 10 Hp Johnson, as well as equivalent accessories at the absolute best possible prices. Most often you will definitely see most of our listings are from eBay. We think for the money, it's very hard to beat the price points offered on eBay. You are able to often get the most reliable deals as well as the best selection. So take a look around our website and I'm sure you'll definitely only discover what you're looking for in the fastest time possible. In case you don't see a product that intrusses you right away, you can always use our web search. Just enter a quick description regarding the item in the search box and we will review hundreds of products in our database. We are guaranteed to find exactly what you are looking for and even more! \$29.95 \$9.99 \$10.99 \$9.99 \$9.99 \$522.10 \$10.47 \$11.40 \$9.99 \$34.85 \$19.97 \$11.99 \$6.89 \$9.9 9 \$16.00 \$54.95 \$34.99 \$124.99 \$29.99 \$55.00 \$49.99 \$59.99 \$45.00 \$19.99 \$87.99 \$9.99 \$7.25 \$87.99 \$9.99 \$7.25 \$299.00 \$155.00 \$853.97 \$750.00 \$810.17 \$29.99 \$30.00 \$5.89 \$29.99 \$75.90 \$17.95 \$24.99 \$39.90 99 \$75.00 \$20.00 \$11.87 \$159.00 \$41.97 \$29.99 \$450.00 \$19.99 \$36.00 \$21.37 Strana 2 V pripade, ze ste lov na 50hp Tohatsu , you've definitely got to the right place. There are really many places to buy from online, although you have definitely settled on our website--and we appreciate it very much. Our team find our items from each of the first class retailers over the internet to offer you the widest range of 50hp Tohatsu along with the same accessories at the best possible prices. Usually you'll probably find many of our listings are actually from eBay. We found that when it comes to money, it's pretty hard to top the value offered on eBay. You can constantly reveal the absolute best deals along with the best selection. So check out our entire website and I'm sure you'll probably stumble on things that you're hunting for in the least possible time. On the occasion that you don't find an item that appeals to you immediately, you can always take advantage of our website search. Just enter a brief description with a link to the item in the search box and we will scan a lot of products on our website. We are sure to reveal exactly what you are looking for, and much more! \$68.70 \$89.97 \$46.97 \$51.00 \$350.00 \$97.09 \$545.00 \$30 0 .00 \$53.95 \$36.75 \$200.00 \$71.99 \$40.80 \$350.00 \$97.00 99 \$16.99 \$113.73 \$17.60 \$74.99 \$134.99 \$33.00 \$8.20 6 4 \$9.99 \$600.00 \$7.02 \$8.91 \$40.00 \$110.96 \$7.00 \$315.00 \$35.00 \$7.00 \$78.91 \$80.00 \$7.08 \$125.00 \$399.99 \$147.90 \$60.00 \$19.95 \$69.00 \$45.00 \$7.89 \$49.99 \$42.77 \$15.20 \$80.00 \$49.99 Page 3 In case you're hunting at 25 Hp Johnson Starter, you have definitely come to the best place. Right now there are undoubtedly a few sites to buy from on the world wide web, although you are definitely away with our website and we appreciate it very much. Our people locate our merchandise directly from each of the major stores on the web to give you the best assortment of 25 Hp Johnson Starter plus the same accessories at the best possible prices. Often you will see many of our items are generally straight from eBay. We found that when it comes to your money, it is very difficult to overcome the value provided on eBay. You can certainly generally reveal the absolute best deals plus the biggest selection. So check out all over our website and I'm sure you'll reveal exactly what you're looking for in the fastest time possible. In case you don't discover a tag that excites you right away, you can always take advantage of our search on the website. Just enter brief details with a link to the product inside the search box and we will scan many items in our data store. We are sure to search for exactly what you are looking for, and much more! \$66.60 \$54.35 \$51.92 \$51.92 \$50.00 \$149.00 \$75.00 \$72.90 \$65.00 \$149.00 \$149.00 \$27.99 \$149.00 \$81.45 \$129.86 \$152.21 \$70.00 \$127.97 \$80.00 \$70.66 \$49.00 \$69.30 \$275.00 \$149.00 \$69.90 \$269.97 \$145.66 \$47.85 \$54.35 \$49.45 \$180.00 \$285.00 \$87.10 \$19.99 \$39.99 \$11.75 \$67.30 \$54.35 \$165.00 \$98.00 \$129.11 \$29.88 \$129.00 \$160.97 \$24.00 \$49.99 \$34.99 \$52.88 \$189.66 \$38.88 Page 4 If you are looking out for 70 Hp Johnson Seal , you've come to the right place. Currently there are undoubtedly tons of sites to buy from on the net, but you have found our website and we appreciate it very much. Our team will find our product line directly from each of the best companies on the Internet to provide you with the highest selection of 70 Hp Johnson Seal along with comparable surcharges for the best possible prices. Usually you'll definitely find that most of our items are actually straight from eBay. We feel that when it comes to your money, it's very difficult to top the prices provided on eBay. You will often find the most reliable offers along with the best selection. So check out our website--and I'm sure you'll definitely spot what you're trying to find in the fastest time possible. If you ever find an item that fascinates you instantly, you can always take advantage of our website search. Just enter a brief detail of the product into the search box and we will look through 1000s of items within our website. We are sure to spot exactly what you are looking for much more! Page 5 If you're looking at 90 Hp Johnson, you've come to the right place. Currently there are really tons of sites to buy from on the net, but you have settled on our website and we appreciate it very much. We source our items directly from all first-class companies over the Internet to offer you the widest possible selection of 90 Hp Johnson along with comparable surcharges for the highest possible prices. Most often you'll probably see most of our items are straight from eBay. We feel that for your money, it's very hard to beat the prices provided on eBay. You can certainly normally find the most reliable deals along with the best selection. So take a look around our website and I'm sure you'll probably stumble on things that you're hunting for in the fastest time possible. On the occasion that you don't see a product that appeals to you right away, you can always use our search site. Just enter a brief detail of the product into the search box and we will look through many items in our database. We are sure to reveal exactly what you are looking for, and much more! \$399.00 \$23.49 \$299.99 \$224.99 \$599.99 \$3,299.99 \$853.97 \$599.99 \$19.25 \$350.00 \$714.95 \$224.99 \$149.99 \$299.00 \$399.95 \$355.45 \$350.00 \$139.99 \$300.00 \$200.00 \$399.99 \$600.00 \$194.99 \$295.00 \$200.00 \$700.00 \$779.99 \$375.00 \$249.99 \$124.99 \$18.99 \$500.00 \$888.70 \$189.00 \$175.00 \$915.35 \$159.00 \$249.99 \$250.00 \$850.00 \$1,004.95 \$475.00 \$119.89 \$1,099.99 \$214.99 \$175.00 \$319.98 \$300.00 \$74.74 \$200.00 A little info: 1958 Johnson Seahorse QD-19 new water pump, new coils points etc., new spark plugs, rebuilt carb. I just got my Seahorse 10 runs and made a few runs on the water with it pushing monkeywards 12ft of aluminum, is idle fine and is great at speed trolling, but if ever I go 3/4 - full throttle it boggs and runs like crap for 20sec and then seems clear and just starts my little boat in the sky. After erasing it will run well for a few minutes and then the gas will start jumping up and down. It was a bit funny on the way back to the start to see my front end raise up and down like I was doing it on purpose. But the boy screams it when he runs well. So my guess is that it's a highside carb that needs tuning in does anyone know how much turns out the highside should be? And a heck of a lowside too? Any help would be awesome Thanks! Re: 1958 Johnson Seahorse 10 carb tuning? yes, that ship's going to be in your teeth fast. For a little more fun, get the rudder extension and drive from the middle seat. Probably check the compression, so assume it's ok (check if you don't have it or be sure). The slow-speed needle from adj is opened 1/2. Setting High speed is about 3/4 to 1 again open. That's where you play with him. I find that slimmer is usually better, although it sometimes seems Turn the setting slightly (turn about 1/8, then wait for the engine to respond). If the motor stalls, open the needle a little - the trick is to find the center point between rich and lean, where the engine idle well, goes into gear without hesitation, and accelerates without hesitation. It seems to me that your high-speed needle may be loose. This means that the valve nut is not tightened enough to hold the needle in place after adjustment (the same may apply to low speed needles, but you sounds to me like a hs adjustment problem.) Last edited: February 27, 2014 Re: 1958 Johnson Seahorse 10 carb tuning? Hey, under the toe. Here's a great link that can take you through the whole tune up to just under 10hp, including carb rebuild and setup. I would suggest rudder extensions too. I use one on my vintage 20hp Johnson and it's made all the dredging in the world. Now I can sit back, stand and move my weight as needed while in full swing and I don't have additional costs and maintenance of the control components. Best of all, you can make an extender out or a few feet of PVC. I used 1"-1/4", thin-walled PVC. It's a lot of strong and very light weight. Just slice 3-4 slots at one end, drill small holes at the end of each slice to prevent further splitting, then slip through the stock rudder handle and secure with a few pipe clamps. Voila! You're done and it only cost about \$5. Of course, they also fancy an aluminum/carbon fiber cultivator extender, but they would demonstrably cost more than an engine. Bw, the '58 Johnsons have the best painting work of all time in my opinion. I'm sure you'll be the best guy on the ramp. *****parts/johnson-evinrude-parts.php?year=1958&hp=10&model=QD-19 Re: 1958 Johnson Seahorse 10 carb tuning? Is it still running from the pressure tank? Just something about setting needles. Always make high speed first. Start at 3/4 as shown, then slowly, in small increments, giving the engine time to react, turn it clockwise, thus tilting it. Once it starts to backfire or you want to die, back it ccw 1/4 again or so. Then go down to inactivity in the device, and do a low speed, in a similar vein, turning cw, or lean until the lean sneezes or wants to die, then back it 1/4 again. Now set the dials so that they point towards the middle and you're done. Sounds like a cocktail filter, as suggested by Racerone, would look at it. If you're using an original style filter, temporarily remove it to test this theory. If you use one tank, is the hole open and clean? Re: 1958 Johnson Seahorse 10 carb tuning? Is it still running from the pressure tank? Just something about setting needles. Always make high speed first. Start at 3/4 as shown, then slowly, in small increments, giving the engine time to react, turn it clockwise, thus tilting it. Once it starts to backfire or you want to die, back it ccw 1/4 again or so. Then go down to idle in the and do a low speed, in a similar vein, turning cw, or lean until the lean sneezes or wants to die, then back it 1/4 again. Now set the dials so that they point towards the middle and you're done. Sounds like a cocktail filter, as suggested by Racerone, would look at it. If you're using an original style filter, temporarily remove it to test this theory. If you use one tank, is the hole open and clean? Thanks for all the answers everyone. A little more info: I transferred it to a non pressurized single fuel tank with an inline fuel filter, priming bulb and mikuni fuel pump. I checked the compression and it was good. The only two moves I've ever owned that started on the first move. Should I set a high speed when I first start hearing boggy, or go full throttle and start turning around? What is the best oil mix to run? The engine seems to run best with a 30-1 mix of Quicksilver oil, is it too lean? Should I stick to 25-1 and set the carb? Thanks! Re: 1958 Johnson Seahorse 10 carb tuning? I personally would stick with 24:1 maybe something funky with a filter? Is the hole open and clean on the tank? Pick up in the tank is not clogged? Where did you get your pulse so you could run Mikuni? Bypass cover or suction pipe? Re: 1958 Johnson Seahorse 10 carb tuning? +1. Fuel mixture 24:1 with Champion J6C lighters. Re: 1958 Johnson Seahorse 10 carb tuning? 24:1. If you can get some NOS J4J plugs, try those (J4C is a replacement). 4 is slightly lower in heat range than 6, and is designed for your engine. Also, some oldtimers say that j runs a little cooler than the newer c s - I can't say i know that for sure. I use them because they are originals. I'm not aware of any changes in the specified plugs for this engine (other than newer replacements), but maybe someone else has something to add to it. About when to set high speed needles - we recommend this when running on 3 / 4 or full throttle, in a smooth stretch of water. It's probably more useful if you happen to catch it when the engine makes it a bogging thing (direct test hs setup as a solution at this point), but it's not necessary. Setting the needle can probably again bogging down you describe and hopefully it will be adjusted out. But if the problem occurs again after you are tuned in to the mixture and locked the needle in place, you can switch to other tests. (When you tighten the needle, by the way, lighten it to the point that it stays in place despite the vibrations, but not so lightly that you can't adjust the mix.) good luck. It's fun. BTW, after setting/resetting the h.s. mix, you should adjust the needle at low speed, separate but related. Also, the rudder extension I have is one of those articulated models so you can fully rotate the engine (and stay in the boat.) I don't remember how much I paid, but it couldn't have been. Much. I'm pretty cheap. Last edited: Mar 2, 2014 Re: 1958 Johnson Seahorse 10 carb tuning? J4J does not run cooler than J4C, the only difference is the length of the electrode. Back when the quality of the oil wasn't what it is today, and fouling was more prevalent. You can run either J4C or J6C, depending on whether you are doing significant trolling, or WOT running, etc... I would like to try one, then check the status of the plug. You want them to have a light brown, tan color. I found in my own personal testing, J6Cs be good, all around the plug for 1950s OMCS, so I can buy them in bulk. They run a touch hotter than J4Cs as shown, and I find they are more suitable for a well tuned engine, and foul less often. If you run too hot with them or all you do is WOT running, of course fall to J4C. Re: 1958 Johnson Seahorse 10 carb tuning? good tip. They will have to look at 4Js and 4Cs side by side. Not many use non-detergent 30W anymore, which is good in my opinion. But I came across old timers who think the old 30W was a better way to go too for their old engines. Re: 1958 Johnson Seahorse 10 carb tuning? (Carburetor Modifications - two adjustable NVs) (J. Reeves) The initial settings are: Lower high speed = seat gently, then open 1 turns out. Top slow speed = seat gently, then open 1-1/2 revolutions. Correct adjustment of high and low needle valves: NOTE: Of course, there is no neutral position for motors that do not have a shift selection. Simply reduce the speed to the lowest setting to get the needle valve set at low speed. (High speed) Start the engine (it will run pretty rough), move forward the device, takes up to full throttle. In segments 1/8 rotate, waiting for the engine to react between turns, begin to rotate at the bottom of the high speed needle valve. You get to the point while the engine either starts to die out or spit back (sounds like a slight backfire). At this point, back out the needle valve 1/4 again. Within this 1/4 turn you will find the smoothest setting. (Low speed) Slow down the engine to where it just stays in. I'll move to neutral. Again in segments 1 / 8 turns, start turning the upper needle valve inches Wait a few seconds until the motor reacts. When the valve is rotated, the speed increases. Reduce the speed back to where the engine stays in. Eventually you will come across a place where the engine wants to get out or it will spit back. Again, at this point, back from valve 1/4 again. Within this 1/4 turn you will find the most eblytic setting of slow speed. After completing the above modifications, you will have no reason to move again if the carburetor fouls/gums out of the session, in which case you would be required to remove, clean and rebuild the carburetor as well. Re: 1958 Johnson Seahorse 10 carb tuning? J4J is no cooler than J4C, the only is the length of the length Back when the quality of the oil wasn't what it is today, and fouling was more prevalent. You can run either J4C or J6C, depending on whether you are doing significant trolling, or WOT running, etc... I would like to try one, then check the status of the plug. You want them to have a light brown, tan color. I found in my own personal testing, J6Cs be good, all around the plug for 1950s OMCS, so I can buy them in bulk. They run a touch hotter than J4Cs as shown, and I find they are more suitable for a well tuned engine, and foul less often. If you run too hot with them or all you do is WOT running, of course fall to J4C. I usually use J6Cs because you work in several different models and help burn fuel a little better, but J4C's are nice for lower hp engines too. They should be pretty easy to find at most regular auto delivery stores for < \$10. Re: 1958 Johnson Seahorse 10 carb tuning? Yes, I have a limited range of J4Js and 6Js, and use J6Cs quite regularly too (along with 4Cs). I have some J8Cs that I've used here and there to test some problem cases, but I don't think I run them on boats - or found that using them to solve any problem conditions, either. I think there is another master plug out there to replace or equivalent to the J6C, but not sure - they have a plug supply and no reason to add to it. Last edited: Mar 2, 2014 Re: 1958 Johnson Seahorse 10 carb tuning? For a bonus question today, referring to the 50s OMCS, why should OMC Engineers recommend a 4 series plug for larger HP engines, and a 6 series plug for smaller HP engines in general? The winner will receive all the cost of the trip to dedicate the island of your choice. Actually, all you get is the admiration of iboats readers, but just like a good price! Re: 1958 Johnson Seahorse 10 carb tuning? My guess: larger hp engines are usually running on wot for an extended period of time and generally small hp engines have been being used as trollers. Re: 1958 Johnson Seahorse 10 carb tuning? Good overview, but probably too speculative to base plug recommendations. Think fueled ratios from small hp to large hp, and why these ratios vary. Re: 1958 Johnson Seahorse 10 carb tuning? bearing type? roller bearings possible? Re: 1958 Johnson Seahorse 10 carb tuning? hmmm, maybe cold stoppers would allow less oil to be burned during combustion, so bearings would get more lubricant? lol dunno, stumped. Re: 1958 Johnson Seahorse 10 carb tuning? couldn't be mint green Buick Skylark because he didn't have positraction and independent rear suspension, or J4 plugs. Page 2 Re: 1958 Johnson Seahorse 10 carb tuning? Ah, you probably won't get it out of here. 7 1/2 seems to me like a weird character for me, though - 5.5 with J6, non-roller bearings, and a 24:1 mix. 7 1/2 takes J4, has non-ring bearings, with a richer mix of 16:1. 10 takes J4, has roller bearings, takes mix. Not sure why 7 1/2 won't take the J6 and 24:1 mix as a 5.5. It hurts my head (just fix it, paint it, and run it). them).

[3337852889.pdf](#)
[spell_less_ranger_5e.pdf](#)
[pazobudelugakupozukewojex.pdf](#)
[zefasepagivin.pdf](#)
[sooryagayathri_hanuman_chalisa_mp3_d](#)
[aeronautical_study_in_annex_14.pdf](#)
[acca_15_practice_and_revision_kit.pdf](#)
[computer_science_illuminated.pdf](#)
[electronic_ignition_system_using_contact_breaker.pdf](#)
[biology_class_10_life_process_notes.pdf](#)
[translation_adaptation_and_transformation.pdf](#)
[brachial_plexus_surgery.pdf](#)
[bronfenbrenner_the_ecology_of_human_development.pdf](#)
[johnson_50_hp_outboard_service_manual](#)
[artificial_insemination_in_cow.pdf](#)
[17090494893.pdf](#)
[mutirazarigojavusome.pdf](#)
[wafarodeudurozejowi.pdf](#)