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Chapter 1 : Engine: Johnson HP (10R75)

Your Johnson Evinrude model number is the key to finding the correct parts for your outboard motor. Model numbers are usually found on an ID tag on the mounting bracket. The model number will also help determine the "model year" of your motor.

If this happens, you can still usually tell which motor it is by looking at the 25 cent size soft plug in the upper rear RH side of the block. The model and year are stamped in this soft plug also but probably only up to in a code we can relate to. It is interesting to also note that the 15 hp uses the same block as the 9. I have heard from more than one person that their plug had numbers that do not match any of the codes, so this kind of backs up the idea of a change after the date, as the factory changed things as time went on. However another reader said his plug codes were good at If you need to check on parts and do not have a actual parts list booklet, one of your best sources is http: Or this one http: The word was that the imported Japanese engines of the same rating were outperforming the US engines, as they were rated differently. One thing that I have found is that the pre motors which have the points and condensers seem to be a little cold blooded, in that they have to warm up before they will stay idling as for trolling. Also do not knock these pre electronic ignition models. Many boaters are not interested in these motors, preferring the electronic ignition, and I have to say if I had a choice I would also, but the older point system has performed quite well until modern technology came along. They just require a little more prolonged maintenance. And as they get older and more obsolete, in isolated parts of this planet, they are the ones that can usually be kept running by persons who have any degree of understanding magnetos and are mechanically inclined. Controls from to This series of motors have all the same basic controls. That is on the front panel, the choke pull knob is on the left side looking back to the motor. To the immediate right is a large approx 1" dia knob that rotates, but will only go about 1 turn. This is the carburetor idle adjustment knob. In the center is the manual starter pull handle. On the far right will be the kill button. If it is electric start, on the left side looking from the front, hidden in the mounting base is the start button. In Europe, at least from to manual start 9. This lanyard clip, when pulled out kills the motor. The regular kill button is still in place and functional however. This same motor has the AC lighting plug on the port side like mentioned farther down in this article. It is the slow speed control screw. In effect this is basically for setting a slow trolling speed, where you may want to return to after making a run and without playing with the twist knob setting. In setting this one, you may have to adjust it and the carburetor idle knob simultaneously to fine tune each. This slow speed control knob is prone to abuse where the snap ring retainer groove can get broken which allows this knob and stop screw to become inoperable. It is unique in that the threads are LH, this is apparently so that by turning it to the right increases the speed setting. One cure for it without purchasing a new knob is to do some measuring and eliminate the wafer washer under the snap ring. Put the knob in a metal lathe, then carefully move the shank back into the knob area, deducting the. Shown below are the important dimensions. The purple lines are what was removed. The damaged idle speed knob modified On the right side again looking forward is the shift lever which is evident in the photo below. Also below the shift lever but just above the mounting brackets is a lever that moves forward and back. It locks the motor down so that if you put it in reverse and try to attain a high speed, that the lower unit will not jump up and out of the water. Also in the same 2 photos below, you will see the black shifting lever described just previously. And the upper latch cowling lever is located at the rear and under the edge of the cowling, rotating it down allows you to remove the upper cowling to access the engine compartment. This cable system replaced the gear throttle linkage improving the situation dramatically. At this time they also moved the kill button to the end of the tiller handle. It has the word STOP on the end. In the handle was changed slightly and the kill button was moved to about mid handle left side. These buttons for both type 3 and 4 also incorporated a man overboard kill switch. The motor comes with a red coiled plastic cord that is attached to a split plastic section that is inserted UNDER this kill button. The other end of the cord is to be attached to the operators belt or wrist, so that in the event he falls overboard, this insert is pulled out and the spring loaded red button goes deeper in the housing just like turning a switch off product liability. In use, this electrical circuit is just

reversed from what most of us think, as with the clip inserted, turning the switch on, you are actually breaking any electrical connection. To kill it by either the clip missing or by you pushing the button, you connect the wires, grounding out the wiring, killing the motor. In use, this red button HAS to have either the lanyard insert clip under the button, turning the ignition ON or another smaller one called a "restart clip" shown below on the 2 photos on the right, that is inserted instead of the lanyard if the owner decides he does not want the lanyard safety device. On type 2, 3 and 4 the ribbed plastic end plug is made to rotate. This is to fine tune adjust the idle for trolling, as these motors do not have the LH side trolling adjustment knob. This is spare that was original equipment. Another like it had the red coiled plastic looped cable with a clip to attach to the operators arm. In the RH photo you will notice a lighter red colored "U" clip under the end button. The angle of the photo for type 3 does not show this clip well. This is the restart clip as described below. The type 1 twist grip may have different grips depending on the vintage of the motor, the early ones being a white plastic. The electric starter button remains in the same position on the LH side in the mount clamping area for all these motors as the previous versions up thru There are 2 variations of this, the one shown is from a to about , which as it on the end of the twist grip throttle handle. This part is also known in the parts manual as Restart Clip. Outboard motors used in certain applications, e. For applications such as these, the cut-off switch can be disabled by replacing the clip and lanyard assembly A with the OMC Clip Assembly B , as shown. If the motor application changes, reactivate the cut-off switch feature by replacing the clip B with the original clip and lanyard assembly A ". The Type 2 thru Type 4 made from late to use a cable system for the throttle advance as shown below instead of the old troublesome gears system. The rear end of the cable is threaded for adjustment to the Nylon coupler that snaps over the steel ball on the pivoting connector that is in turn pinned to the timing plate arm. This threaded end can give some final adjustment in addition to the twist grip plastic end cap adjustment for slow speed idling. However it has been found that when threading this Nylon coupler on, rotate it slightly upward on the outside, otherwise it can become uncoupled if situation s are slightly wrong when you move the throttle to slow position. Here is shown the throttle cable routing thru the lower cowling Here the arrow is pointing to the ball socket on the end of the cable connected to the timing plate arm unit The real problem that I ran into here was that with the above adjustments set so that the throttle markings, SLOW, START and FAST were aligned where you would think they should be, with the throttle roller being at a position where the timing plate mark would just start to move the carburetor roller, the timing plate was out of synchronization for maximum open throttle which would not perform a optimum high speed. My solution was to adjust it so I had my maximum high speed, which still gave me my idle speed, BUT with the throttle indicators being off way fast like actual slow speed running was just faster than the START position. This positioning also screwed up the end of the throttle handle slow speed adjustment to where it would not function. Aftermarket Emergency Lanyard Kill Switch: For those of you who want to add on the emergency kill switch especially if allowing younger boat operators, there is a aftermarket one that is a reasonable price and easy to install on most outboard motors. This is designed so that it can be installed on the older magneto ignition or the newer electronic ignition. On these post 86 motors, I also have had the ball socket red arrow above become disconnected occasionally when you moved the throttle to SLOW even after installing a new Nylon coupler. In this situation, the motor will not start, it may try, BUT not for long as your timing plate is positioned at the stop position and no amount of fuel you try to impose will even get it to do more than try to start, but then fail again. This can tax a trouble shooting situation because you are usually looking at the other side of the motor and may only find this after doing a spark test and then maybe a carburetor rebuild which neither will improve the situation. And you can not keep it running long enough to to a pull the spark plug wires to see if it is running on only one cylinder. After finding this disconnect, my Red-Neck solution was to Zip Tie the coupler to the timing plate arm. I get inquiries at times and some owners do not know or understand the basics of starting an outboard motor, so. Connect fuel line to motor. Squeeze primer bulb unit pressure is felt. Twist grip to start position. Pull choke knob out. Push in choke knob as engine warms up. Stop button on control panel. However when shifting always try to be as low as possible to help alleviate a lot of gear grinding. Engine Has Sat For a While: However, it may be worthwhile to try to run it at least once before jumping into a carburetor repair. When this happens, for what ever reason, chunks of the neoprene gasket get

into the fuel bowl and can partially plug the high speed jet, cause erratic engine performance. It has also been found that the newer non-leaded gasoline is less likely to cause internal gumming problems in the carburetor if allowed to set for extended periods of time. Do not try to spray a carburetor cleaner in the breather or run it thru the fuel and expect it to do a cleaning job. If you try this while the engine is running it very well could ruin the engine, as there would be little lubricant inside the engine for the bearings. If you take the carburetor apart, make notes and drawings as to what goes where, or use a digital camera. BUT this feature was not really intended to be used this way as mentioned earlier under "Remote Controls". This is explained in a subsequent section. Pictures show this relationship in the Trouble Shooting section. Difference Between the 9. When they designed this series of motors, they designed it as a 15 hp and then detuned it with a different carburetor for the 9. In they added a shim, part , one for each cylinder , behind the leaf valves and under the stop plate for the 15 hp, apparently to allow leaf valves to open up more at higher RPM, giving the motor more fuel in the air mixture.

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You need to get all the parts needed, as flywheel, timing plate assembly, starter, starter bypass cover bracket, start button, neutral safety switch, junction block, and rectifier. It is indexed by a couple of protrusions that go into recesses, which many times gets misplaced or the person does not know where it came from. SO if you purchase used parts and the person selling them is not familiar with this unit, you may well NOT get this cam. You could put the complete "KIT" from any year motor onto any other motor within the 18 year series, no matter whether it originally was the earlier points ignition or not. And you would need to purchase the individual newer coils and powerpack in addition to the other conversion parts. The old bypass cover that is located on the LH side of the motor is replaced by one that has provisions to mount the starter into using the 2 bolts that attach the starter. One thing if you do get a used starter, be careful if you have to remove the red power input wire. The nut that attaches the wire to the terminal usually gets rusty AND IF the stud that goes into the motor happens to turn inside while you are trying to remove the nut, you very well can twist off the inner wire. There needs to be a connecting wire, usually red from the red wire on the terminal block to the incoming hot wire at the starter push button from the battery to make the system recharge the battery. There will be 3 yellow wires that will be yellow, yellow with gray stripe and yellow with blue stripes. You may find a rectifier that has an other wire that is usually blue. This blue wire usually goes to the kill button on some versions of electronics. On the older electric start motors to avoid this problem, OMC simply rotated the fuel pump cover so the inlet points down, then re-rout the incoming fuel line under the motor mount. On the later motors they went to a newer style fuel pump that attaches to the other side of the motor with a bracket rather than directly to the motor. The photo below is off a electric start but the connections are the same from the start of this series in This will be simplified as the fuel pump is different on the other side of the motor connected by the black rubber tube and it uses a different power pack under the flywheel, so does not obstruct wiring viewing in this photo. This may be slightly different in that on this one, as I ran the start wire over the top of the block to the starter, where the factory usually runs theirs under and around the front of the block. As shown, the 1 red wire comes from the starter switch and attached to the terminal block. This is the charging wire to the battery. Wiring connection layout for electric start motor voltage rectifier terminal block The little permanent magnet starter motor used on these motors only draws 7 amps on open circuit, more when actually cranking the motor. These draw so low amperage that they can get away without using a solenoid if the wires are heavy enough. Another cable goes from the other side of the neutral switch to the starter. That provides start-in-neutral-only protection. A standard push button horn switch will burn up in usage because all the power energizing the starter, flows thru it at the time of starting. Here I would use a small starter solenoid that will need to be placed near the starter using the heavier wire, run lighter wires from the solenoid to the forward switch. However if you simply wanted a kill button in this forward location, then simply splice into the 2 wires going to the original kill button, run them forward to a simple momentary on button, grounding out the coils. This smaller size is to allow clearance for the starter shaft nut that extends upward at this area. The original electric start flywheel is made differently, which uses the starter ring gear as the lower edge of the emergency rope groove. One thing you can do, is that you will have your old flywheel but you can only find a different ignition version than is needed, is to take it anyway if the price is right, then remove the ring gear. OMC does not sell just the ring gear as a separate item. I suspect it is not made by OMC but another supplier, since there are numbers and a trademark stamped on the underside of this gear. The M is inside a parallelogram. The inside diameter of this gear is 7. Have a machine shop, or if you posses a metal lathe, make a tapered shaft to fit the flywheel, or use an old crankshaft, mount your old flywheel on it, then turn your flywheel down to the EXACT size of the one that had the gear on it. Heat the gear with a propane torch. You might have to tap it into place before the heat transfers to the aluminum flywheel which shrinks the gear, locking it there. This is called shrinking the gear in place which is the same as all the automotive starter ring gears are attached to their flywheels. The gear expands slightly when heated and IF the flywheel dia. You can

lathe turn the outside diameter of a rope starter flywheel to be compatible with the starter nut clearance, re-cut the emergency starter rope groove then deepen the notches. Also note fuel pump line routing outside water jacket. The carburetor silencer was removed for photography purposes. Again the visible powerpack at starboard rear. Also the shift handle is black plastic. Also notice the fuel pump impulse line to the newer style fuel pump which is located on the port side. When you get this finished you will soon understand why the under your car hood looks so cramped. These electric starter conversions were probably designed in the planning stages, then simply left off for the manual starter motors. Because there is a place for everything with little room left over. OR, they crammed and redesigned until they got the electric starter parts to fit under and in the cowlings. One thing I have found during this research is that IF you have a European AC lighting version, is that the under the flywheel electronics is the same for the rope start as the electric start EXCEPT it would need a rectifier installed to convert to 12 volt.

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Does the Johnson hp outboard have the room for a starter motor? If so please let me know starter part no. so I can buy one.

Chapter 9 : Maintaining Johnson/Evinrude part 1

Re: johnson hp water pumping problem don't know when the impeller was last changed, I got the motor last year & started using it right away. thia year is when I had the problem.