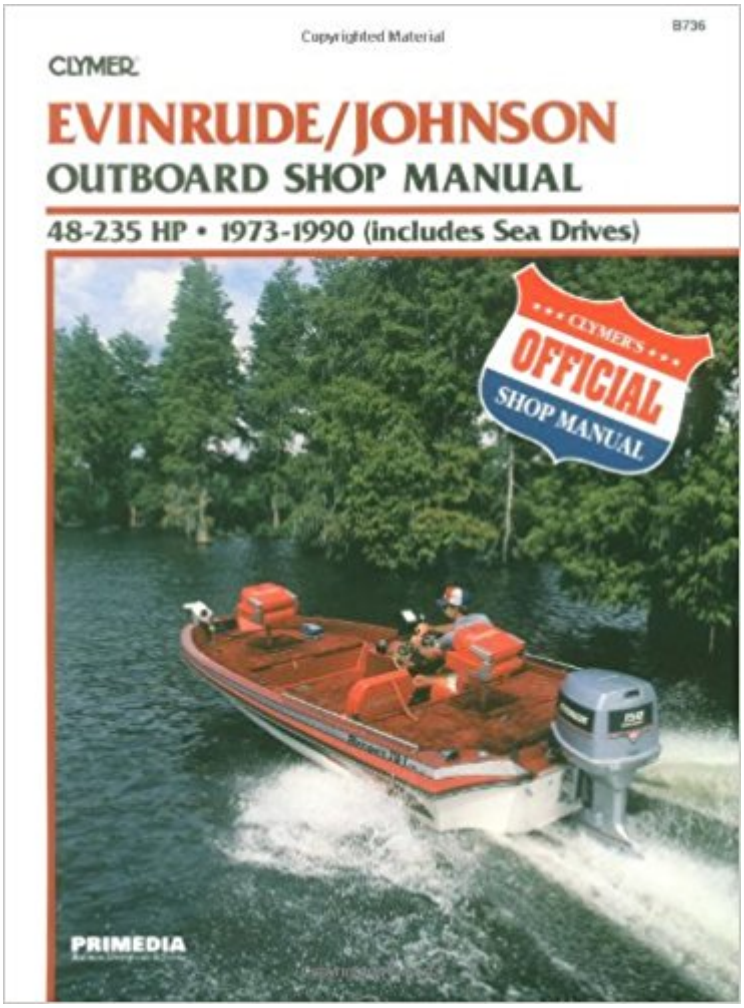
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Evinrude/Johnson 48-235 HP OB 73-90 (Clymer Marine Repair Series)



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Synopsis

2 cylinder inline, 3 cylinder inline, V4, V6

Book Information

Series: Clymer Marine Repair Series

Paperback: 592 pages

Publisher: Haynes Manuals N. America, Inc.; 7 edition (May 24, 2000)

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Average Customer Review: 4.2 out of 5 stars 48 customer reviews

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Customer Reviews

This book covers a broad spectrum of engines. Too broad, to be honest. Reading this book is like digging through a junk drawer; what you need is in there, but you will have to search for it. For the most part, the editors have done OK by separating the types of engines into different sections however, they will cross reference you back to other models for some procedures. You are constantly flipping back and forth. The illustrations are all in gray-scale, but they are relatively clear compared to some repair manuals that I have seen. Some of the nomenclature used in the manual will be foreign to most back yard mechanics. Some of it is even foreign to me and I’ve been an aircraft mechanic for over 20 years and I’ve been repairing cars for more than 30 years. There is enough information and there are enough illustrations for you to deduce what they are talking about. Don’t feel bad if you come across a procedure and think to yourself: "Do what now???" Just re-read, look at the pictures, look at your motor a few more times and it will come into focus.Overall, the book has all the info you need, but it lacks clarity and is written for someone who is familiar with outboard nomenclature. It’s also covers too broad a spectrum with at least 4 engine types and more than 80 variations. Clymer should offer separate books for each engine type. Also, many of the "simple" adjustments require specialized tools. I’ve seen backyard mechanics do these things

without them. There are workarounds that don’t require you to own a marine engine shop.

I ordered the Evin/John48-235HP OB 1973-1990 (ClymerPaperback2000PentonStaff printed in 2012) from PTP Flash Deals and I give this company a solid 5 rating. Ordered 10/25/16 received 11/1/16. The company is very customer conscious, and has a ton of great new unused books, that is all they do. The company owner wrote me an email one week after I received the manual to see how I was doing with it, great people they are.The paperback book is 568 pages of standard print and measures 8.5ÃƒÂ¢Ã â ¬Ã Â• X 11ÃƒÂ¢Ã â ¬Ã Â• and is 1 1/8ÃƒÂ¢Ã â ¬Ã Â• thick. It is awesome - brand new, original shrink wrap. A great buy. This manual provides info & clear black and white photos or diagrams with easy to read step by step instructions to do minor to major repairs - bolt sizes for easy wrench/socket selection, torque wrench values, how & where to connect multimeter leads & ohm range to anticipate, champion spark plug Xref to other brands, safety tips, tools required - you name it - great. All tools and parts have part numbers.I have noticed comments that it is hard to follow because it covers so many engines (well one positive is you get a lot of engines in one book if you have friends). My practice when working on something this complicated and being a do-it-yourselfer with a lot of experience is to first try to obtain a repair manual be it for my car, riding mower, gas oven, whatever. Before doing the work read the chapter that pertains to your specific need, since the book covers various engines ordered in sequence, you will find a pattern in each chapter. Simply hi-light the part of the chapter that pertains to your engine, same as I do when reading IRS publications when I do my taxes.I purchased a 1988 year model Johnson 88 Special (88HP close to the last year without oil injection, but really pretty to very close to a 90 HP engine as I understand it. The motor is mounted on a 15ÃƒÂ¢Ã â ¬Ã â„¢6ÃƒÂ¢Ã â ¬Ã Â• Ebbtide Dynatrak Fish & Ski.I have done all my maintenance and fixed most all problems that have arisen, not many really. The most significant was:1. The deterioration of my fuel lines due to the government imposing ethanol gasoline on us2. Replace the water pump impeller twice3. Pull the boats built in 12 gallon fuel tank and clean it (bad fuel kills many engines)Other than that I always winterize it, change the foot oil, maintenance the prop, grease everything on a regular basis, always run the engine out of fuel every time I take it out of the water (use local boat ramps). Change and gap the plugs regularly. I also try to be gentle on it trying not to run my tach up to high, though most of itsÃƒÂ¢Ã â ¬Ã â„¢s hours have been pulling skiers, so it has really held up well.Now however I am getting into more complex issues like carb overhaul maybe someday, head gaskets maybe. From what I can read, and I have, this book will get me through it if I just have a little patience and am willing to purchase a few more tools. They also cover tasks such as dealing with twisted off bolts

or bungled up threads.Evinrude/Johnson 48-235 HP OB 73-90 (Clymer Marine Repair Series)

Awesome book. I wish Clymer would go more into detail about size of screws and bolts. They have parts diagrams that are plastered all over the Internet but I want to be able to go to hardware store and buy my own stainless steel bolts and stuff. Why should I pay $19.99 for a bolt that costs $2.50? Just because it's Johnson product! Other than that, it's an awesome book.

The photos are bright and large enough to recognize parts. This manual is thorough and is designed for those who have mechanical knowledge but lack the experience. The author recognizes not all who buy this manual will be working at a marina but rather on their own boat

Buy some page tabs and a highlighting marker to pull the confusion out of reading/following this manual. There's a lot of models covered in this manual. Worth It!

Not nearly enough about the VRO system. Good for trouble shooting and basic maintenance.

Very happy with this book, Thank you

Does not have the info a real OMC repair manual has. Hard to follow or incorrect procedures. Spend the money on a real OMC repair manual.

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