

Yanmar 2QM20 Hours 132.8 (3600 USD)



Location **Vermont**
<https://www.genclassifieds.com/x-373675-z>

Yanmar 2QM20
Hours 132.8
Year: 1980
Price: 3600\$ OBO

Engine runs great. I'm selling it because I'm installing an electric motor instead of diesel.

Work Done:

LABOR: Winterize, change oil, filters, racor

Misc. anti-freeze, fuel stabilizer, oil filter, fuel filter, racor (1 extra set-spare for boat) oil, shop supplies etc.

Survey Done (engine has not been used since)

Make/Model: Yanmar 2QM20H (naturally aspirated)

Horsepower: 20 Continuous @ 2600 rpm

Serial Number: 88805

Hour Meter: 131.1 at start - 132.8 at conclusion

Of Cylinders: 2



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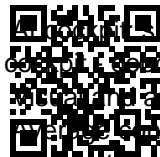
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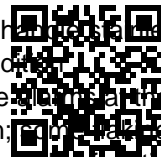


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Bronze ball valve
 Four point rammer
 Good condition
 Wet through pl
 properly Bama
 operations Kan



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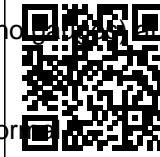
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Good condition
3/4" Stainless steel - fairly good condition where accessed (some light pitting noted)
Bronze conventional packed gland - good condition, dry while underway
Appeared "True" at various rpms
Bronze fixed 2 blade (16" diameter) - good condition Natural

?COMMENTS:

Access to the engine and related equipment is fairly tight and awkward (except at the forward side), via the removable companionway ladder panel; and via the port or starboard cockpit locker.

Access to the prop shaft stuffing box is fairly good, though somewhat awkward, via crawling through the port cockpit locker. Found no leakage at the stuffing box. Noted small areas of light pitting corrosion at the prop shaft adjacent to the stuffing box.

The engine compartment was found in fairly good condition, though is very tightly filled. The engine and its accessories were found in fairly good condition.

The engine is fitted with decompression levers and hand-starting crank mechanism; the hand "crank" is stored inside the starboard settee outboard locker.

A 12 volt fuel pump is installed between the engine's fuel lift pump and engine mounted fuel filter - is powered when the ignition key is "on".

Underway motor trial run observations:

The engine cold-started easily on demand, and ran for approximately 1 1/2 hours, while the vessel was underway motoring to/from the haul-out facility; and during the underway motor trial run. No excessive vibration was noted. The transmission shifted smoothly and quietly into forward and reverse, and appeared to have normal power in both directions. No unusual fluid leakage was found at the engine, transmission or related accessories - except for a slight fuel leak at the 12 volt fuel lift pump. The engine's helm controls were functional, and the engine responded to the controls, as expected, with no unusual delays. Visibility from the helm station is good.

Observed performance: No tachometer is fitted to the engine.

Approximately 1/2 throttle setting = 3.9 knots GPS.

Approximately 3/4 throttle setting = 5.1 knots GPS; with black smoke in the exhaust discharge.

The engine's temperatures were monitored with an infrared digital thermometer, while running at approximately 3/4 throttle cruise rpm (measurements in degrees F):

-prop shaft stuffing box @ 97 degrees, -transmission @ 121 degrees, -maximum temperature at muffler @ 116 degrees, -temperature gauge sending unit @ 144 degrees, - maximum temperature at engine

block @ 188 degrees.

The engine's general installation and exterior appearance were visually evaluated while the engine was at rest, and while running under a normal.