- propwash in forward gear at all RPMs isn't near what it was prior to installing the new engine.
- I DO have forward thrust but appears to be less than optimum.
- The engine is putting out over 3000 rpm and it's a direct drive powertrain.
- I've run the engine in forward gear tied to the dock several times.
- only be one of three things:
    - prop is fowled,
    - prop shaft engine coupling is slipping,
    - or the propeller is stripped/stripping on the shaft.
- I pulled the shaft forward until it was up against the cutlass bearing and then repositioned the engine to within 0.005" and aligned it and bolted it down.
- I'm getting reduced prop wash in both directions.
- Fouled prop Hoping! But I think I've made a mistake of mounting the engine where the prop is too far forward by a "hair". But we're talking about millimeters in distance from before the install, so I don't see how this would have such a dramatic effect on my boat's headway speed.
- The prop is matched to the engine,.
  The picture from post #11 I grabbed from the Indigo website. It's NOT a picture of my boat.
- One thing know one has mentioned is I could be getting cavitation due to a fouled prop and that's why I'm getting high RPMs.
- My atomic 4 engine and atomic 4's in general produce more HP than needed for a 30' boat.