

The engine cooling system consists of a sea water side and a recirculating side, each has a separate pump mounted on the engine.

The sea water side draws water in through a through hull valve with filter, to the pump. The water is then pushed through the cylindrical heat exchanger mounted above the bell housing at the rear of the engine. In the heat exchanger the water in the closed, recirculating side transmits heat to the sea water. The sea water then exits the heat exchanger through a hose to the anti-siphon valve and is then discharged into the engine exhaust line and the Aqua-lift muffler, which is described elsewhere in this text.

The closed, or recirculating side of the system contains a 50:50 mixture of anti-freeze and water. The coolant is circulated through the system by a water pump mounted on the front of the engine. The coolant is circulated through the engine block and the heat exchanger.

In boats equipped with hot and cold pressure water the recirculating coolant system is interrupted between the water pump and the block and routed through the water heater, to heat the water in the fresh water system when the engine is running. The closed side of the system must be purged of air bubbles to prevent overheating. Run the engine at approximately 2000 RPM. Open the bleed valve next to the water heater until a solid flow of coolant flows out.

Always replenish coolant in the system from the reservoir in the cockpit locker. Do not open the coolant cap on the engine after the coolant system has been purged of air.