

Indmar Products

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SERVICE PROCEDURE

Date: 11/03/2014

Alert: SP2015-14

Subject: Cooling System Preparation for Off Season Storage

The 6.2L Ford Based Engine is equipped with a fresh water cooling system that runs a 50:50 mixture propylene glycol anti-freeze coolant through the engine block as well as through the cabin heater if one is installed in the boat. To prepare the cooling system for off-season storage, the following steps should be followed.

Closed Cooled Portion of System

1. Check the protection level of the propylene glycol coolant. The protection level must be to a temperature level below the coldest temperature that is experienced in your area. If the level of protection is inadequate, you will have to drain coolant from the system and add concentrated coolant till the desired protection level is attained.

NOTE: The use of a Refractometer is recommended to determine the protection level of propylene glycol anti-freeze coolant.

NOTE: A 50:50 mix of propylene glycol and distilled water provides protection to -26 degrees F (-32 C). The maximum recommended mixture is 66% propylene glycol and 34% distilled water which provides protection to -76 degrees F (-60 C).

NOTE: Indmar recommends draining and replacing the propylene glycol coolant every two years. The system capacity is approximately 4 gallons. See SP2015-4 for instructions on draining and filling the closed cooling system.

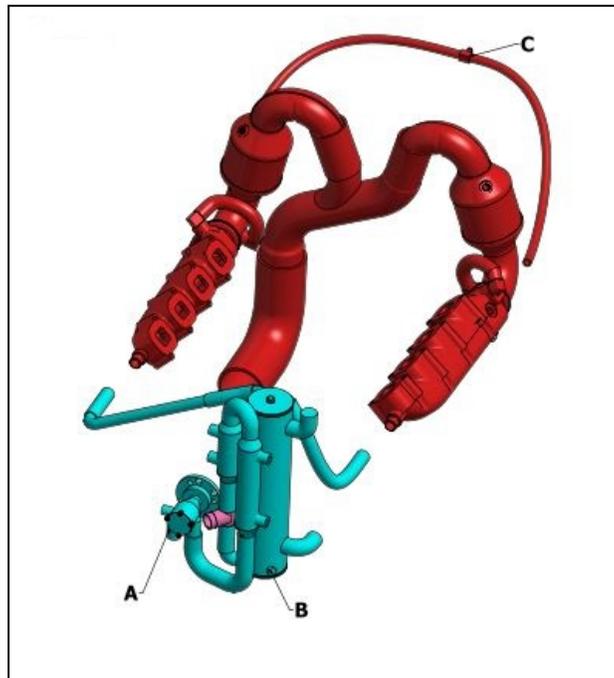
Water Raw Portion of System

The draining points are marked A, B and C in the diagram on the next page.

1. Draining Pont A. Remove the 4 screws And cover from the raw water pump. Remove the impeller from the pump. This will drain the transmission cooler and the raw water pump. The small amount of water that may remain in the hose between the raw water pump and transmission cooler is inconsequential. You may also remove this hose to drain the pump and cooler. Note: later models use a stainless steel tube with a drain fitting to drain the raw water pump and transmission cooler. See photographs at end of alert.
2. **NOTE:** Indmar recommends replacing the raw water impeller every year. It is better to leave the new impeller out of the pump during the off-season so it remains uncompressed and does not take a set.
3. Draining Point B. Remove the drain plug/sacrificial anode from the heat exchanger. This will drain the raw water from the oil cooler, the water flow sensor and the heat exchanger.

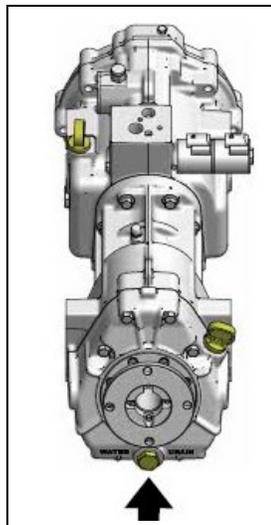
NOTE: The drain plug also serves as a sacrificial anode to protect the closed cooling system from damage due to electrolysis. If the anode has been consumed to a length of $\frac{3}{4}$ " (19 mm) or less, it must be replaced.

4. Draining Point C. Depending on the installation, draining of the exhaust manifolds can be accomplished in two different ways. You may be able to remove the hose that connects the manifold crossover hose to the dripless packing. If the boat is not equipped with a dripless packing or if the crossover hose cannot be lowered enough to drain the manifolds, the crossover hose may need to be removed from the fittings on the manifolds to ensure they are drained.
NOTE: Some applications may not use the crossover hose between the manifolds. In those cases, there will be plugs in the manifolds that must be removed for draining. The small amount of water that may remain in the catalytic converters is inconsequential.



Transmission Preparation

1. The Indmar V-drive Transmission is drained by removing the plug as shown here and draining the cooler.



Draining Later Model Cooling Systems

