

# SJ E SAN JUAN FRESH WATER COOLING SYSTEMS

## ★ EFFICIENT

Improved internal design gives generous cooling capacity. Temperatures will not surge after a hard run. Additional efficiency and protection from coolant loss is obtained through the use of a pressure cap.

## ★ DURABLE

To insure years of satisfactory service, entire unit is constructed of pure copper with silver alloys. Also equipped with standard zinc pencil to protect against local electrolytic action.

## ★ QUICKLY INSTALLED

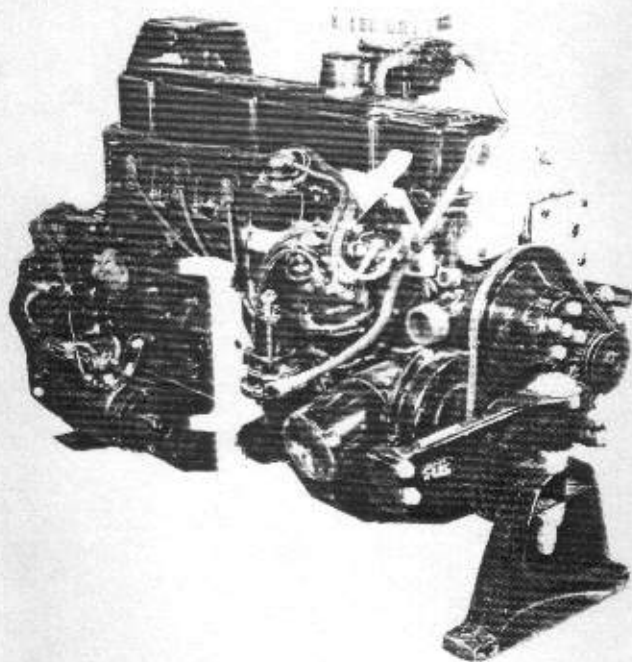
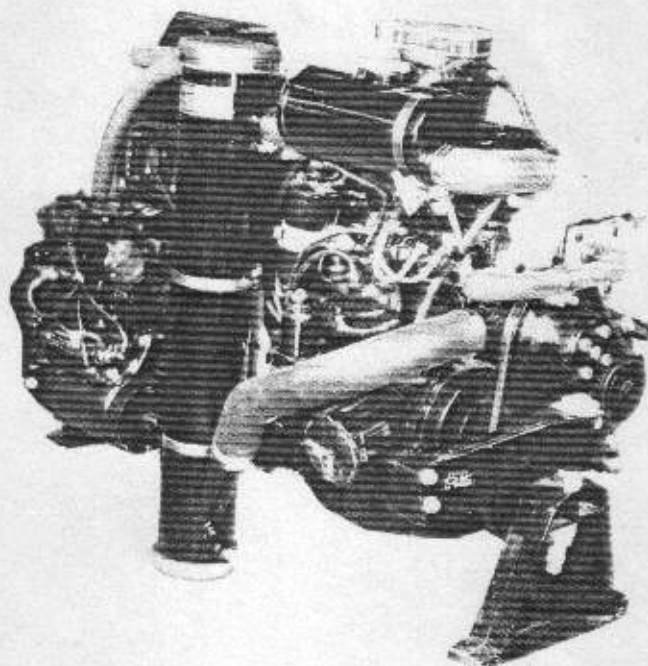
This kit can be installed by anyone with a few common hand tools.

## ★ COMPLETELY ON ENGINE

This San Juan Cooler is completely on engine, including cooler, mounting brackets, etc. Nothing in the "Bilge."

# MC 307

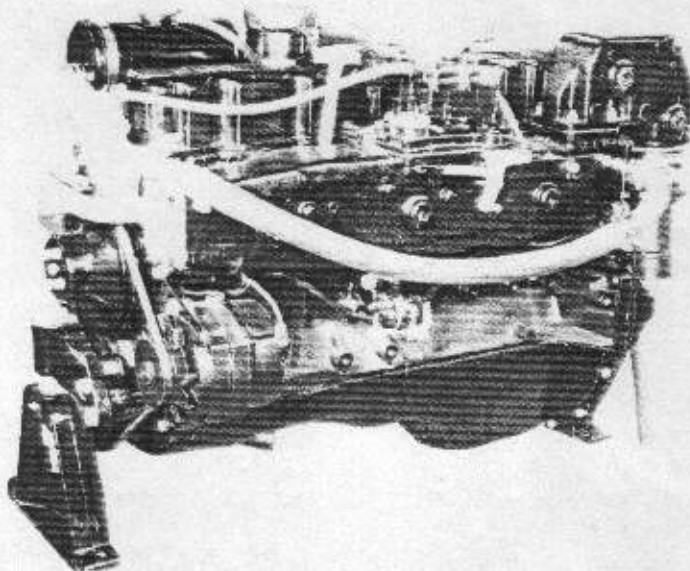
Visit the San Juan MC307 Cooling System in the PPT Webstore



NO EXTRAS TO BUY

## SPECIAL ADVANTAGES OF THE SAN JUAN COOLING SYSTEMS

- ★ Longer Engine Life.
- ★ No corrosion or harmful salt deposits.
- ★ More uniform operating temperatures are assured for greater fuel economy and the elimination of harmful sludge.
- ★ Permanent-type Anti-freeze may be used to insure year around protection.
- ★ Equipped with standard zinc pencil to protect against electrolytic action.
- ★ Workmanship and material fully guaranteed.

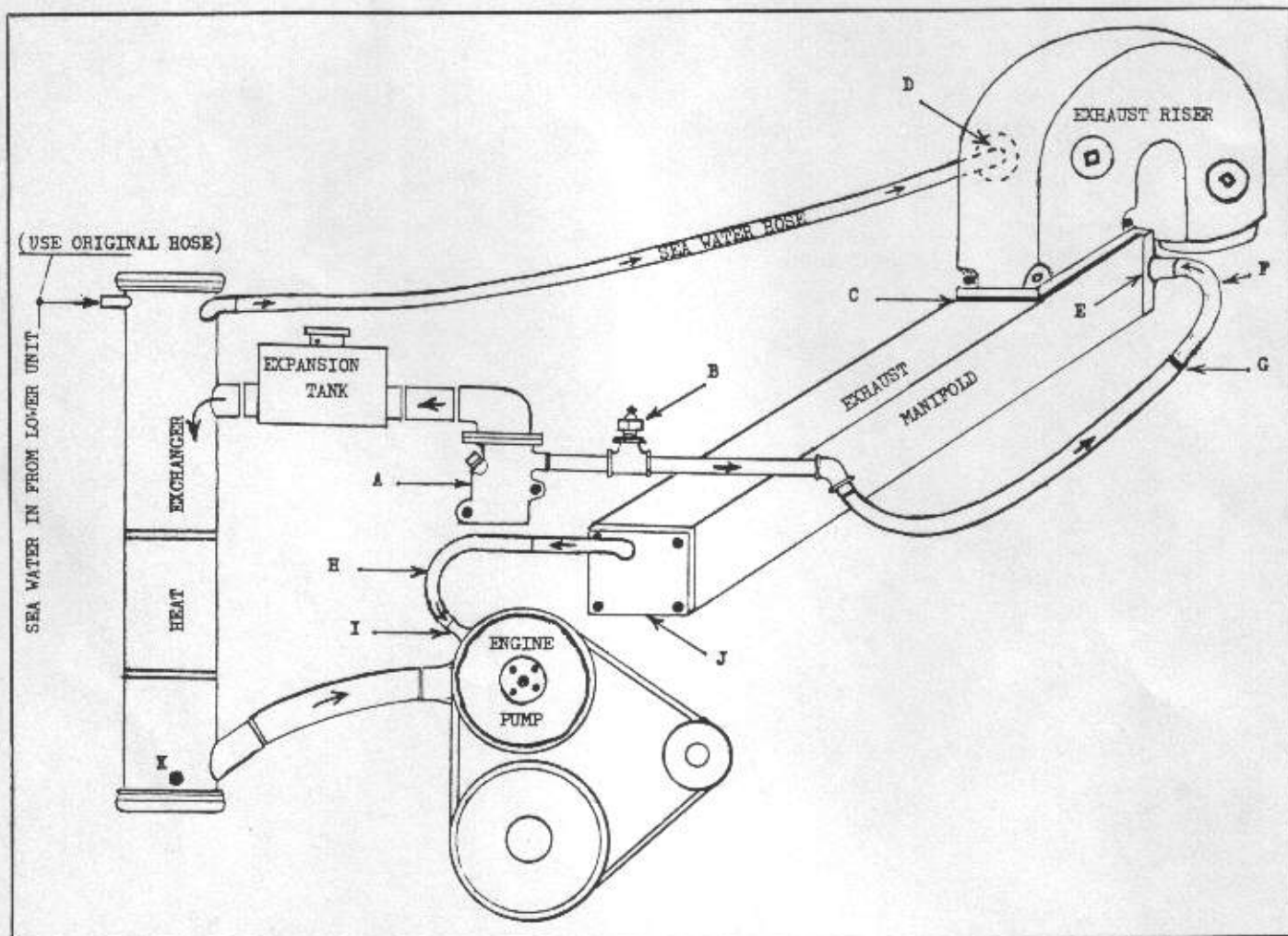


**SAN JUAN ENGINEERING & MANUFACTURING CO.**

766 MARINE DRIVE • BELLINGHAM, WASHINGTON 98225 • (360) 734-1910 Form Merc 165

# A Complete On-Engine Fresh Water Cooling System Designed and Engineered For Your 165 H.P. Mercruiser Engine

SCHEMATIC DRAWINGS SHOWING LOCATION OF PARTS AND WATER CIRCUITS



- A. Thermostat housing-water outlet.
- B. Install temperature gauge sending unit here.
- C. Install BLANK gasket between the manifold and exhaust riser. (See Note 1.)
- D. Remove plug from Right side of exhaust riser. Install fitting.
- E. Install the original FRONT end plates here, with outlet horizontal as shown.
- F. Original 90° elbow hose on front end plate.
- G. Copper coupling to connect hoses together. (See Note 2.)
- H. Curved Hoses from Kit.
- I. Remove and discard cap from small spud on pump. Check **carefully** to see if spud has a wooden plug in hole. If so, drill the wood out.
- J. New front end plate supplied in kit. Bolt it onto front of the manifold, (using original bolts) so its hose spud

is at the upper corner, as shown.

K. Sea water drain and zinc anode.

NOTE 1: Remove the exhaust riser, front and rear manifold end plates. Discard the rear plate. Clean all gasket surfaces, use new gaskets supplied and install the original front plate at the rear of the exhaust manifold with its outlet pointing horizontally and left, as shown. Now replace the exhaust riser using the new BLANK gasket. See "J" for new front plate instructions.

NOTE 2: If an automotive type heater is to be used, remove this coupling and install in its place a special fitting, P/N MC 158 T, available from San Juan Engr. at a slight extra cost. Any other type heater fitting could cause damage to manifold.

NOTE 3: Arrows in hoses indicate the direction of the water flow.



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