

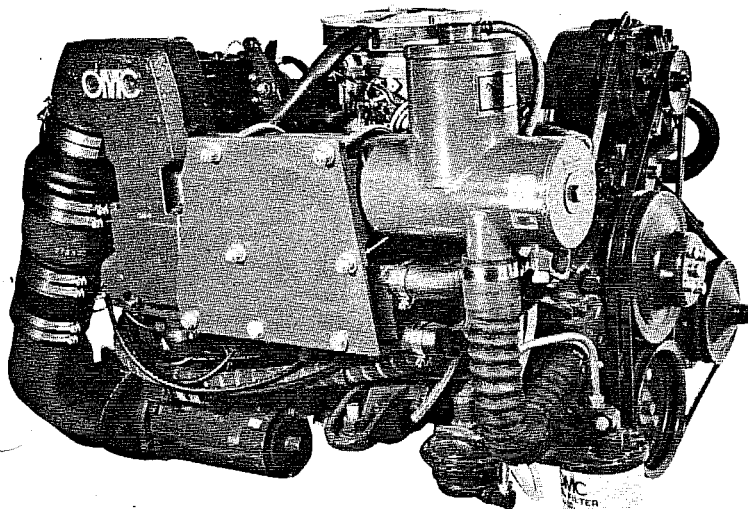
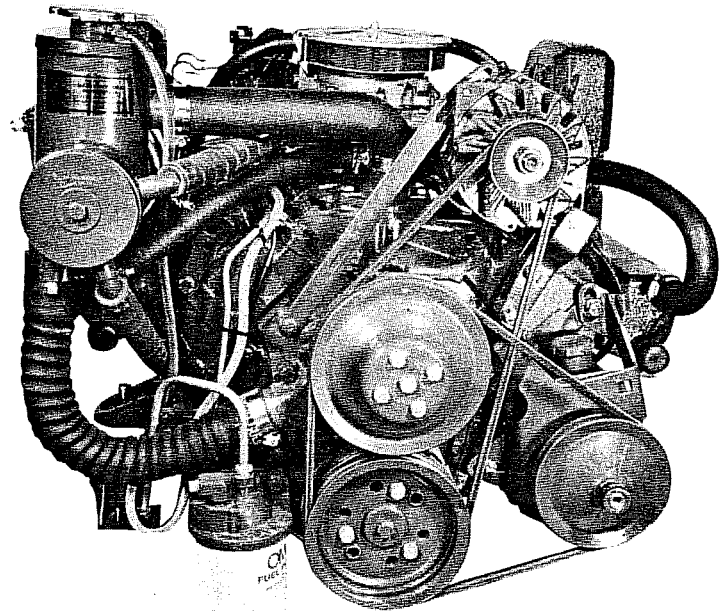
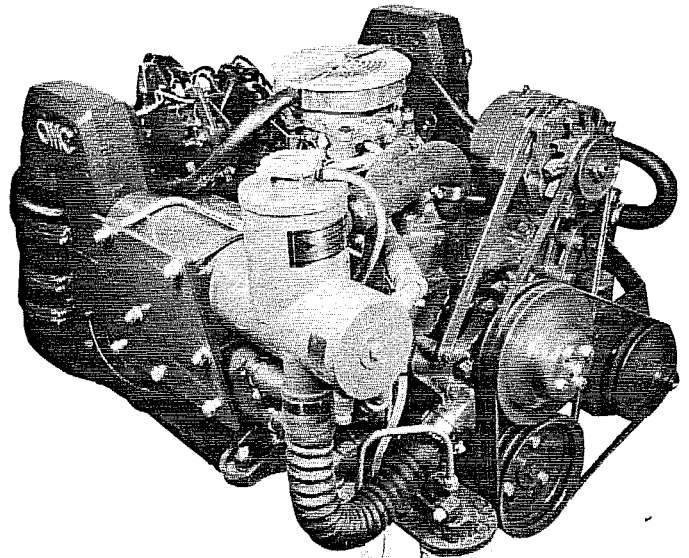
SAN JUAN FRESH WATER COOLING SYSTEMS

KIT #OMC206

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.

- ★ **COMPACT**
The San Juan fresh water cooling system does not increase the height, width or length of the engine.
- ★ **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."



NO EXTRAS TO BUY

Designed for close tolerance Engine
Compartment Installations

SAN JUAN ENGINEERING & MANUFACTURING CO.

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

Form #57LCP

INSTRUCTIONS FOR INSTALLING THE SAN JUAN COOLING SYSTEM ONTO O.M.C. 5.7 LITRE STERN DRIVE ENGINE 5.0 LITRE

- NOTE:** In these instructions R. & L. side of the engine corresponds to your Right or Left if you were standing at the stern or transom of the vessel and looking forward.
- 1.a. Remove & discard the original thermostat housing from the top, front center of the engine (two bolts with 9/16" Hex straight down).
 - b. Also, the large curved hose connecting to the engines water pump. Leave the original hose that are connected to the front of each exhaust manifold in place, also the long sea water hose that runs back to the oil cooler on the rear of the engine.
 - c. Clean the gasket surface, then take the new gasket, thermostat and thermostat housing & the two 3/8" X 1" bolts from kit. Place the thermostat into the recess in the engine with its POINTED END UP. Place new gasket & housing over thermostat with its outlet up and forward. Tighten bolts evenly.
2. On the Right exhaust manifolds side, locate the studs and nuts that secure the manifold to the engine. Remove & discard the nuts from the Three Forward Studs. In the kit are three "deep" nuts 1-1/4" Long. Screw these "long" nuts onto the three studs. Tighten firmly.
 3. Take the Steel plate and three 3/8" SAE X 3/4" long bolts & lock washers. Secure the plate to the side of the exhaust manifold, by bolting it, using the "long" nuts threaded extra length.
NOTE: The angled end of the plate goes to the rear and the other bolt holes in the plate should be above the manifold.
 4. To secure the heat exchanger to the plate use the two cradles and the two "U" bolts and nuts supplied. Place the cradles & U bolts around the heat exchanger with the rear U bolt approximately 3" from the rear end of the heat exchanger. (Front end of heat exchanger has the tank and fill cap). Place U bolts through the corresponding holes in the mounting plate. **DO NOT OVER TIGHTEN** the U bolt nuts. One thread through the nut is just right.
NOTE: When heat exchanger is correctly positioned it should have 1/8" to 1/4" clearance between the end cap bolt and the exhaust riser. Also the tank and fill cap should be straight up and level.
5. **HOSING UP:**
 - a. The sea water hose (original) that runs forward from the stern drive unit is cut to correct length so it connects onto the lower 45° elbow fitting under the forward end of the heat exchanger.
 - b. Use the short 13" hose supplied to connect from the upper 45° fitting to the elbow on the "Tee" supplied. The side legs of the tee connect to the original hoses on the forward end of each exhaust manifold. This will position the tee just above & behind the new thermostat housing. Clamp.
 - c. Use the large flex hose to connect from the large fitting under the front end of the Heat exchanger then onto the engines pumps large inlet.
 - d. The large 90° curved hose connects between the thermostat housing and the 1-1/2" diameter spud on the tank.

Snug up all hose clamps and connections, then read and follow START UP SHEET 1A.