

Indmar Products

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SERVICE ALERT

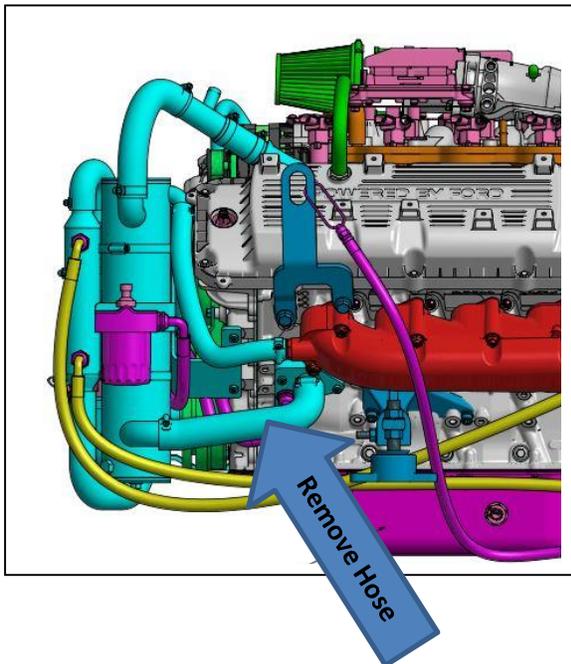
Date: 6/3/15

Alert: SA2015-4

Subject: 6.2L Closed Cooling System Drain and Fill

NOTE: Draining of the system is best done when the engine is cold. If the engine is hot, let it cool before removing the cap from the high-fill bottle to avoid injury and spilling of coolant.

1. Loosen and remove the pressure cap from the high-fill bottle.
2. Place a suitable container under the boat hull drain to catch the drained coolant. The system holds approximately 12-14 quarts.
3. Drain the coolant from the system by removing the hose from the lower fitting on the heat exchanger shown below. Let the coolant drain into the bilge and recover at the hull drain.
4. Reinstall the hose on the heat exchanger.



Refilling the System

NOTE: Indmar recommends using propylene glycol anti-freeze coolant when refilling the system. If you use pre-diluted coolant, you will need approximately 4 gallons. If you use concentrated coolant you will need 2 gallons of coolant and two gallons of distilled water. Pre-

mix the coolant and water before putting it into the engine. Normal coolant concentrations are 50/50 anti-freeze and distilled water. This provides protection to -34 degrees F. (-37 degrees C). If the temperature in your area falls below the protection level with the normal 50/50 mix, you can change the ratio to a maximum of 60% coolant/40% distilled water. This provides protection to -58 degrees F (-50 degrees C). If you are in a warm area that does not see freezing temperatures, the minimum ratio is 40% coolant/60% distilled water. This provides protection to -15 degrees F (-26 degrees C).

NOTE: Indmar recommends using a Refractometer to measure the protection level of the coolant. Floating ball type testers do not provide the level of accuracy needed for this important task.

NOTE: Indmar recommends the use of a vacuum type fill system when filling a drained cooling system. This fill method will reduce the amount of air drawn into the system and reduce the time it takes to fill and bleed the system.

Refilling With a Vacuum Fill System

1. Follow the instructions from the manufacturer of the vacuum fill system to fill and bleed the system.

Refilling Without a Vacuum Fill system

1. Release the clamp and remove the heater inlet hose from the heater inlet tube (the heater tube closest to the alternator).
2. Pour mixed coolant into the high-fill bottle till it comes out the heater inlet tube.
3. Reconnect the heater hose to the heater inlet tube.
4. Fill the high-fill bottle to the MAX fill line.
5. Install the cap the high-fill bottle and back it off one turn.
6. Apply water to the engine's raw water cooling system and start the engine and let it idle till the coolant level stabilizes.
7. Refill the high-fill bottle to the MAX fill line. Reinstall the cap and back it off one turn.
8. Run the engine at 3000 RPM for two minutes.
9. Bring the engine back to idle. Determine if the thermostat has opened by feeling the coolant hoses at the top and bottom tom of the heat exchanger. If these hoses are warm, the thermostat has opened.
10. If the coolant level has dropped, add coolant to the MAX mark on the high-fill bottle.
11. Repeat steps 5 thru 9 till the coolant level stabilizes.
12. Once the coolant level stabilizes and the engine is up to operating temperature. Refill the high fill bottle to the MAX mark and install the cap fully. Run the engine at 3000 RPM for an additional two minutes.
13. Shut the engine off and let it cool, preferably overnight. As the engine cools, the coolant level in the high-fill bottle will drop. With the engine cooled to room temperature, adjust the coolant level in the high-fill bottle to the MIN line. Replace the cap and you should be done.