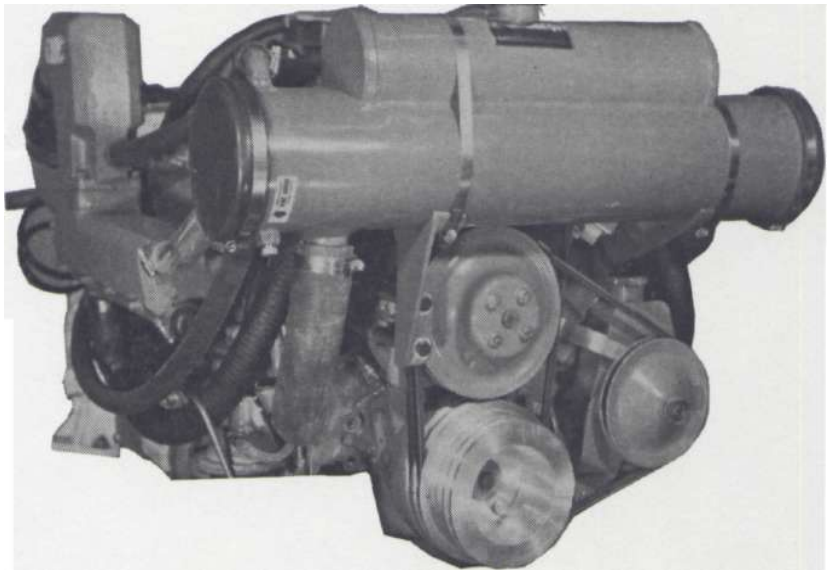
SAN JUAN FRESH WATER COOLING SYSTEMS

THE SAN JUAN FRESH WATER COOLING SYSTEM AS INSTALLED ONTO
A OMC 260 HP w/Power steering

#OMC 210

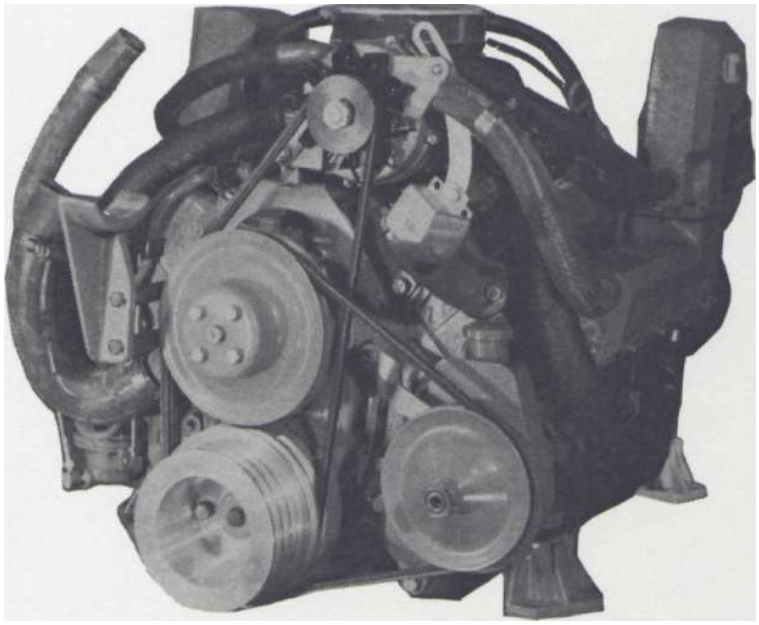
NO EXTRAS TO BUY



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.

- **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.
- **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 copier, mounting brackets, etc. Nothing in the "Bilge".



INSTRUCTIONS FOR INSTALLING COOLING SYSTEM ONTO OMC 260 H.P. WITH POWER STEERING

Drain Engine block and exhaust manifolds.

2.a. Remove and Discard the original Thermostat Housing from the top, front center of engine.

b. Clean gasket surface and Install NEW Thermostat Housing using thermostat, gasket and bolts supplied. BE SURE pointed end of NEW thermostat is UP. Use the wire re-enforced hoses to connect from the New thermostat housings spuds to the spud under and at the rear of each exhaust manifold. See Photos for routing. The 30" long hose to the STB'D manifold. 36" length hose to Port. Note that two 90° elbow hoses with copper connectors are supplied. The elbows are to be installed onto the exhaust manifold spuds, each side. Then use the copper connectors to join them onto the wire re-enforced hoses. It maybe easier to join these hoses together, THEN install the hoses onto the engine.

3.a. Remove the exhaust risers from each manifold. Clean all gasket surfaces thoroughly.

b. Drill the FWD. boss on each riser with a 1/8" dia. Pilot. Center of hole must be up 1-3/8" from the gasket surface, (see where hoses connect onto front of each riser in photos.) Then re-drill them to 11/16" dia. holes.

c. Tap hole with 1/2" N.P.T. Pipe tap.

d. Screw into threaded holes the 1/2" brass pipe nipples, from kit.

4. Replace risers using the thick Blank Gaskets supplied- in kit. Tighten bolts evenly and firmly. Re-tighten again after engine is warmed up.

5. Remove and discard the engine's FWD lifting ring. Install Heat Exchanger mount P/N #0260L with bolt and flat washer provided. Hold mount with curved section up while tightening bolt.

6.a. Notice that just above the large inlet on the engine's water pump are two bolts (.9/16" head) that hold the pump onto the engine.

If the owner intends to use a "car" type heater, now is the time to remove and discard the pipe plug from the water pump and install a pipe nipple there for the heater hose connection.

b. Remove and Discard these two bolts. Install the STB'D Heat Exchanger mount P/N #0305R with the long spacers and bolts provided. See Photo. Tighten firmly.

7.a. Loosen the large curved hose on the water pump and rotate it fwd. slightly.

b. Place Heat Exchanger onto mounts. Position it so fill cap is straight up. Center Heat Exchanger on engine. Secure it to mount with the large worm type clamps provided. Place the worm down, under the curved section of the mount, with the screw driver slot forward. DO NOT over tighten the clamps • Just snug them up.

8.a. Cut off large curved hose to correspond to the 2" diameter spud under the Heat Exchanger. Install and clamp it.

b. Cut off the original hoses froi?t*the forward ends of each exhaust manifold, so they will connect to the 1" diameter elbows on the expansion tank part of the Heat Exchanger. Install and Clamp.

c. The Sea water outlet (1" Elbow, pointing AFT on the upper, STB'D end of Heat Exchanger) connects to the curved leg of the Tee from kit with the 7/8" X 15" hose.

d. Position the Tee just above the NEW thermostat housing. Then using the two 3/4" X 18" hoses, connect each leg of the Tee back to the Brass nipples installed in each Exhaust riser. Install and tighten ALL hose Clamps.

e. The 3/4" X 42" hose connects from the OIL Cooler fwd., routed under the STB'D manifold to the 3/4" Diameter, spud under the STB'D end of the Heat Exchanger. See Photo.

Now read and follow Start-up Instruction sheet 1-A.