

# SERVICE AND MAINTENANCE

## D16



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## Safe handling of batteries

### **⚠ WARNING!**

Risk of fire and explosion. Never allow an open flame or electric sparks near the batteries.

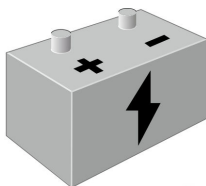
A spark caused by an incorrectly connected battery can be sufficient for the battery to explode resulting in serious injury and damage.

Do not touch the connections during a starting attempt. Spark hazard! Do not lean over batteries.

## Correct polarity of the batteries

### **IMPORTANT:**

Make sure that the positive (+) and negative (-) battery cables are correctly connected to the corresponding battery terminals. Wrong connection may cause severe damage to electrical equipment.



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## Risks of electrolyte in batteries

### **⚠ WARNING!**

Always wear protective goggles when charging or handling batteries. Battery electrolyte is highly corrosive.

Rinse immediately with copious amounts of water if the electrolyte gets in your eyes. Search directly after the rinsing help by medical staff.

If it comes electrolyte to unprotected skin, wash immediately with soap and water.

## After finished work with the engine

### **IMPORTANT:**

Always perform a leakage and function check.

## Cleaning the engine and components

**NOTICE!** Follow the instructions *Cleaning engine and transmission*, page 74.



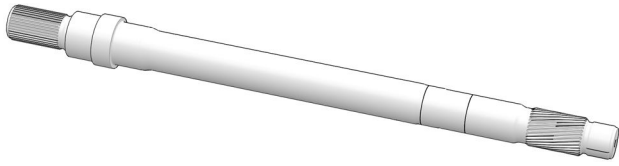
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## Cleanliness for sensitive components

### **IMPORTANT:**

Observe meticulous cleanliness when handling system components. Even minimal amounts of dirt could cause a breakdown.

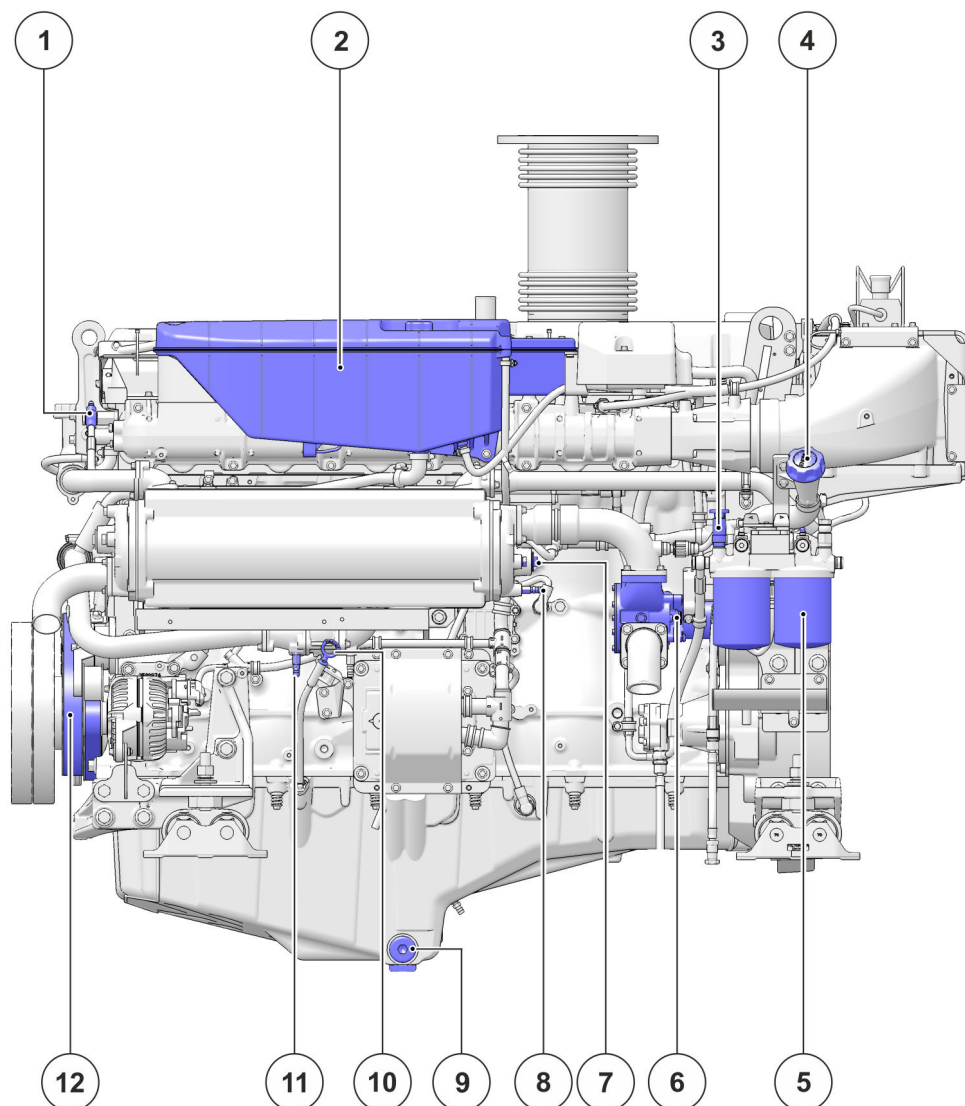
Propeller shaft



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# Engine

## Component location



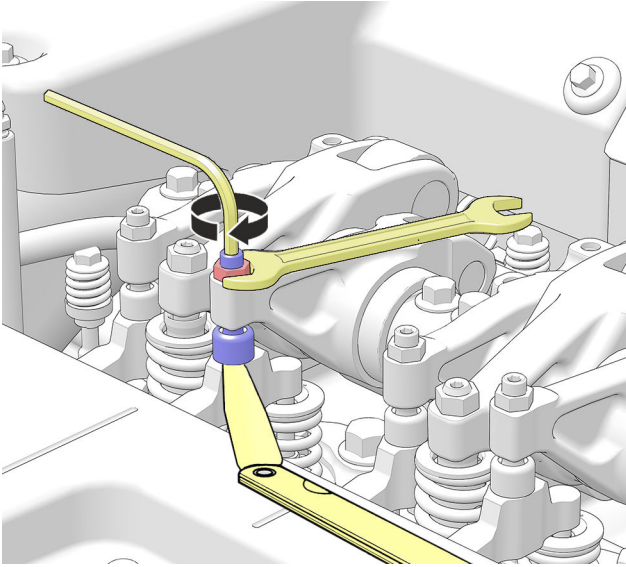
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### D16 MH/MG

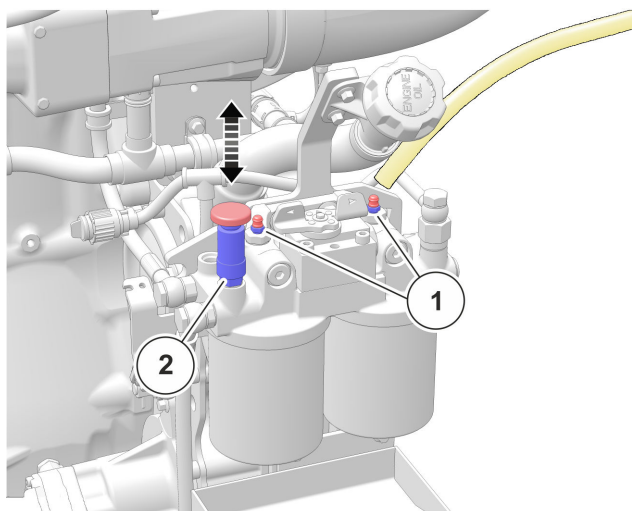
- |   |                         |    |                            |
|---|-------------------------|----|----------------------------|
| 1 | Purging, fuel           | 7  | Anode, heat exchanger (×2) |
| 2 | Expansion tank, Coolant | 8  | Draining, seawater         |
| 3 | Hand pump, fuel         | 9  | Drain screw, engine oil    |
| 4 | Engine oil filler       | 10 | Dipstick, engine oil       |
| 5 | Fuel filter             | 11 | Draining, coolant          |
| 6 | Impeller pump, seawater | 12 | Drive belts                |

## Valves, Adjustment

Adjusting valve clearance is a task intended for workshop trained personnel; refer to the Workshop Manual. Note the interval in the maintenance schedule for your engine.



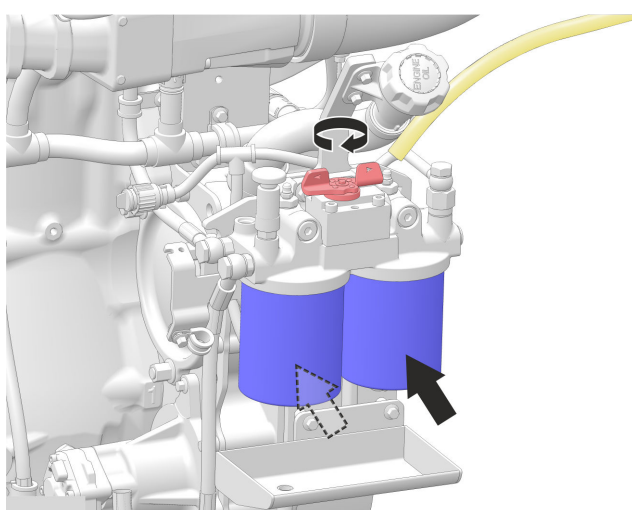
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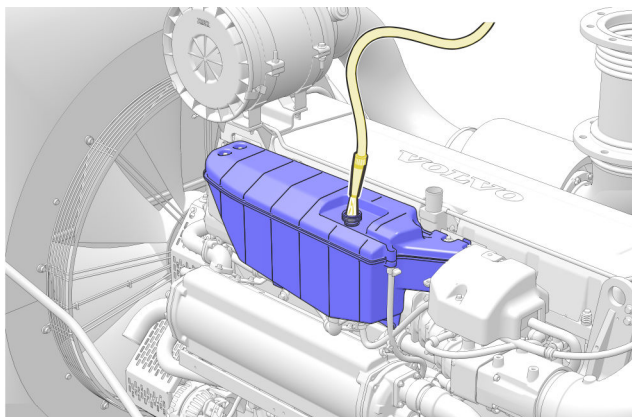
- 8 Connect a transparent hose and open the bleed screw (1) on the first filter for to be vented (controlled by the cock on top of the filter holder between the bleed screws).
- 9 Pump up fuel with the hand pump (2).
- 10 Close the bleed screw when fuel flows without bubbles; move on to the next bleed screw and repeat the procedure.
- 11 Press down and tighten the hand pump.
- 12 Start the engine and check that there are no leaks.

For complete engine fuel system venting, see *Fuel system, bleeding*, page 52.

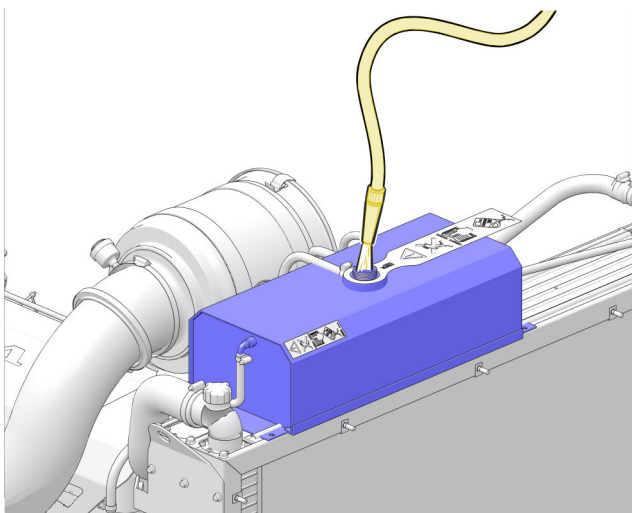


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**NOTICE!** It is possible to replace the filters one by one with the engine running by closing the cock on top of the filter holder for the filter concerned.



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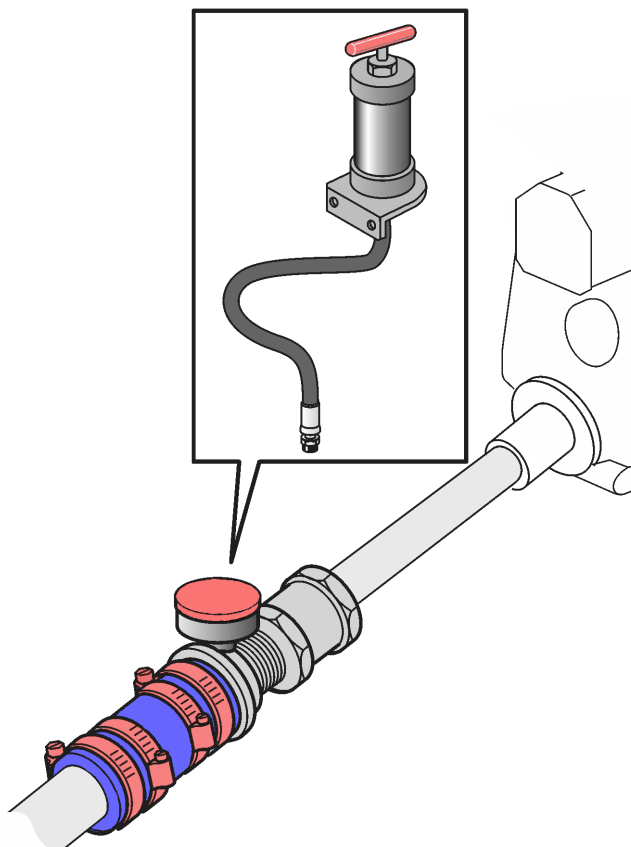
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### Flushing the cooling system

To avoid a drop in cooling performance due to deposits and debris, the engine cooling system must be flushed with clean water when coolant is replaced.

- 1 Drain the old coolant; leave all drain points/valves open.
- 2 Put a hose into the filler hole in the expansion tank and flush with freshwater.
- 3 Flush until clean water runs out of the drain points.
- 4 Turn off the water.
- 5 Close the drain points when water stops running through.
- 6 Refill with new ready mixed coolant; see Filling an empty system.

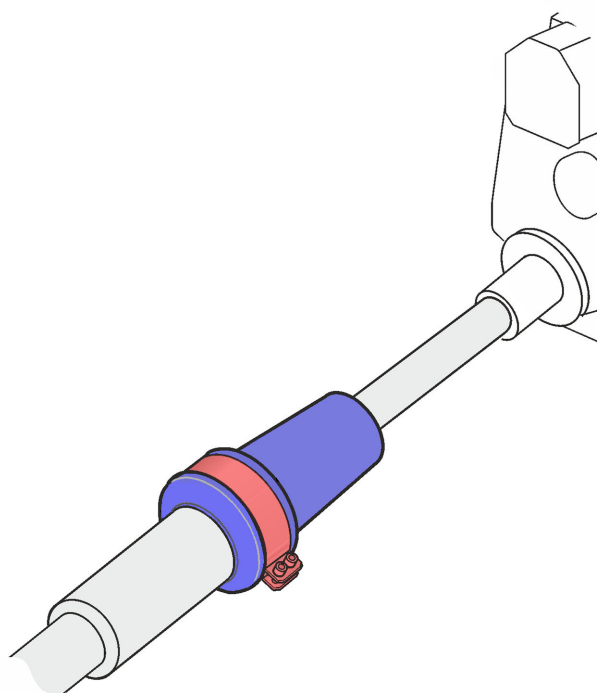
D16-MG/RC



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### Grease-lubricated shaft

- Check that there is grease in the grease cup.
- Lubricate the shaft at each service.
- Check the shaft stuffing box. If there is any leakage, the seal must be replaced.
- Check the hose clamps.



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### Water-lubricated shaft

Check the propeller shaft rubber sleeve if it is cracked or leaks on launching. During the season, check for water entering the boat through the shaft gland. If there is any leakage, the rubber sleeve must be replaced.

The rubber sleeve on the propeller shaft must be vented when the boat is launched. Vent the sleeve by squeezing its mouth (where the shaft emerges) together while at the same time pressing the shaft lightly downwards.

We recommend injecting 1/4 teaspoon of water resistant grease in on launching,

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