

Prop-nut? – “Summerizing” Your Outboard Motor

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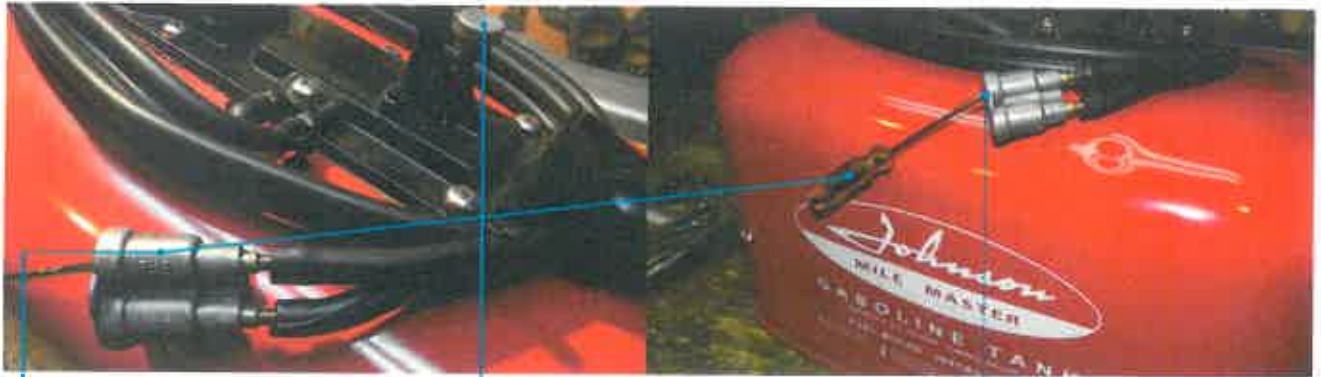
Let's talk about your outboard and getting it “summerized”.

FUEL: Gasoline only lasts 21 days... do I have your attention? If you have any gas/oil mix in your outboard fuel tank, do not attempt to use it. The oil companies have messed with the chemicals in gasoline, and they know that they have 21 days to use up supplies until a fresh batch is refined. So any fuel left either in your inboard or outboard tanks without fuel stabilizer is going to be nothing but trouble. In my last article, I overemphasised that you **MUST** use a fuel stabilizer, such as **STAR-TRON**, all season long. Every time you fill up, you must train yourself to add stabilizer. For your outboard tank, pour out any of last year's gasoline (that is if you didn't STABILIZE it).

I encourage all of you to use premium grade fuel as it has more octane and less Ethanol (some brands of Premium have NO ethanol which is great). Re-fill your fuel tank with the proper OIL/GAS mixture.

Here is the most important preventative maintenance item you can do - **FLUSH THE FUEL LINE**. To do this, insert a smooth screwdriver or nail into the connector and have a container to catch the old fuel. Then either squeeze the bulb or pump the priming plunger on the tank. Do this until the fuel runs clean (see the photo). By doing this, you will ensure that fresh gasoline is in the carburetor.

Flushing the fuel line



Insert a small smooth screwdriver into “fuel” side of hose connector

Pump primer to expel old fuel

Catch old fuel in container

LOWER UNIT OIL: As we all know, oil floats on water. So, if the lower unit has the tendency to leak water, then once the water settles to the bottom, the lower unit will freeze and crack during the winter. The rule of thumb here is to always drain your lower unit in the fall. This will prevent any water damage, and it will drain off any harmful wear deposits.

Here is the proper sequence for draining and refilling a lower unit.

- 1) Remove both upper VENT screw and lower DRAIN-REFILL screw and drain the oil.
- 2) Insert the nozzle of the oil bottle in the **BOTTOM** drain hole.

Lower unit oil



Step 1 - Remove upper vent screw

Step 2 - Remove lower drain screw, drain oil

Lower unit oil



Step 3 - Insert gear oil bottle, squeeze to refill

Step 4 & 5 - Once oil is fill, insert top screw to create vacuum lock then insert bottom "fill-drain" screw

3) Squeeze the bottle until the oil dribbles out the top VENT hole (all the air will be expelled).

4) Insert the screw into the TOP vent hole (*This creates a vacuum air lock*) while continuing to hold the squeeze bottle in the bottom hole.

5) Quickly remove the bottle and screw in the bottom screw.

Use a good quality Gear oil. Don't fall into the marketing trap, looking all over for "Hypoid" type gear oil. It's a gimmick to charge more. The word *HYPROID* has got nothing

to do with the oil. It's a name given by the automotive world for the gears in a rear differential or manual transmission gear box.

Look for a "GL-4" on the oil bottle. ALL gear oil has an "anti-foam" additive, and a good viscosity for an outboard is 75w-90. For newer outboards, the manufacturer may call for Synthetic oil. Follow the owner's manual for the correct oil.

I hope you have enjoyed these Tech Tips - see you at the ACBS-Toronto Boat Show in Gravenhurst! 🍷