

1. Cooling System

1-1 Composition

- (1) A sea water direct cooling system incorporating a rubber impeller pump is employed.
- (2) A thermostat is installed on the water-cooled exhaust manifold and a bypass circuit is provided to keep the cooling water temperature constant at all times. This not only prevents overcooling at initial operation, but also improves the combustion performance and increases the durability of moving parts by keeping the temperature constant.
- (3) Anticorrosion zincs are provided at three places to prevent electric corrosion of the cylinder jacket and cylinder head by the sea water. Two zincs are provided at the both cylinder head side
- covers. One zinc is provided at the cooling water cylinder intake coupling.
- (4) A cooling water temperature sender is installed so that an abnormal rise in the cooling water temperature is indicated at the lamp on the instrument panel.
- (5) A tandem type bilge pump for bilge pumping is also available.
- (6) A scoop strainer is provided at the water intake Kingston cock to remove dirt and vinyl from the water.
- (7) Rubber hoses are used for all interior piping. This eliminates pipe brazing damage due to engine vibration and simplifies the engine's vibration mounting.

1-1.1 For model 2QM20(H)

