

How to Troubleshoot Overheating in a Yanmar Engine

BY KYLE MCBRIDE

Yanmar diesel engine cooling problems can be isolated with little difficulty. The engine's cooling system is made up of a freshwater loop and a raw-water circuit. Clogs can form in the cooling hoses, heater exchangers or in the raw-water strainer, mixing elbow or muffler. A bad water pump or thermostat will reduce water flow as well. Any restriction at any of these points will cause overheating.

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Raw-Water Circuit

Step 1

Open the seacock. Remove the hose clamp and hose from the output nipple of the raw-water pump. Connect the heater hose to the nipple and tighten the hose clamp.





replace
tail
brake



with the heater hose led into the

bucket. Turn the engine on and gauge the amount of water in the bucket. The pump should be putting out 4 gallons per minute (gpm) at 1,000 rpm (revolutions per minute) and eight gpm at 2,000 rpm. Failure to develop proper flow at this point indicates a clogged raw-water strainer, clogged seacock, loose water pump drive belt or a bad water pump impeller. Reconnect the cooling hose to the output nipple of the raw-water pump and tighten the hose clamp with a screwdriver.

Step 3

Remove the hose clamp and hose from the raw-water discharge nipple on the heat exchanger. Install the heater hose on the nipple and tighten the hose clamp with a screwdriver.

Step 4

Start the engine and run it for 30 seconds with the heater hose led to the

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the same as it was for the
large rate indicates a restriction in
Reconnect the raw-water
hose clamp with a screwdriver.

Place the bucket under the engine exhaust port on the exterior of the boat. Start the engine and run it for 30 seconds. Shut the engine off and gauge the amount of water in the bucket. The amount should be about the same as with the previous tests. A significantly reduced amount indicates a restriction in the mixing elbow or the muffler.



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Fresh-Water Circuit

Step 1

Remove the thermostat housing with a wrench. Remove the thermostat and inspect the area for debris or mineral deposits that may be causing a restriction. Excessive deposits indicate a need for a fresh-water system flush according to factory recommendations.

Step 2

Test the thermostat. Heat a pot of water to 194 degrees Fahrenheit, then place the thermostat in the water. Soak the thermostat for one minute and scoop it out of the water with a metal spoon. Verify that the thermostat is fully open as soon as it comes out of the hot water. The thermostat valve should lift 4mm (0.3149 inch) when fully open. Less than this indicates a bad thermostat.

Step 3

Inspect the fresh-water pump belt tension. A loose belt casues slippage that results in reduced circulation of the fresh water and overheating.

Step 4

Remove the fresh-water pump from the engine with a wrench. Remove the

pump cover with a wrench. Inspect the impeller inside the pump. Breaks, tears and erosion causes the impeller to lose effectiveness and reduce fresh-water circulation.

Inspect the contents of the fresh-water sub tank for traces of engine oil.

Pull the engine oil dipstick and inspect it for traces of water in the oil. Water in the oil will result in oil that looks milky or has the color and consistency of peanut butter. Either condition will indicate an internally blown head gasket that will require a top-end rebuild to rectify.



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Items you will need

Screwdriver set

Heater hose, 3 feet long

5-gallon bucket

Cooking pot

Cooking thermometer

Metal spoon

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How to Tell If Your Car Thermostat Gage Needs Repair

BY SABAH KARIMI

The car's thermostat gauge measures the internal temperature of the engine. The thermostat valve opens gradually when the engine reaches the 200-degree mark to allow coolant to circulate throughout the engine. If the thermostat gauge is not working properly, you will not be receiving an accurate reading of the car's internal temperature. Fortunately, there are several ways to tell if your car thermostat gauge needs to be repaired.

Step 1

Check your radiator cap. If the radiator cap is not securely in place, the thermostat reading can be inaccurate. Make sure the radiator cap is on securely by tightening it clockwise.

Step 2

Monitor the thermostat gauge for rapid fluctuations. If the gauge does not move when the car has been running for several minutes, or the gauge is in the "red" or danger zone shortly after starting the car, the gauge may be broken and is giving you an inaccurate reading. If the thermostat is fluctuating rapidly between 80 and 100 degrees while you drive, this is another sign that the gauge needs repair.

Step 3

Check the thermostat gauge reading when the car is idle. If the gauge is moving from normal to cold within a few seconds when the car is moving slowly or idling, the gauge could be broken.

Step 4

Check your temperature sensor. Locate the temperature sensor; it is typically located on the cylinder head near the hose flanges and has a green connector with two pins. Remove the sensor and place it in a cup of hot water with the key in the on position in the ignition and see if the thermostat registers

the temperature of the water. If the gauge does not move, it may be in need of repair.

Monitor your mileage. If you are suddenly getting poor mileage from your vehicle, the thermostat and the gauge may not be working properly.

Tip

A bad thermostat gauge is not necessarily an indication that the thermostat itself needs repair. Take the car to a mechanic the moment you find realize that the thermostat gauge is giving you an inaccurate reading.

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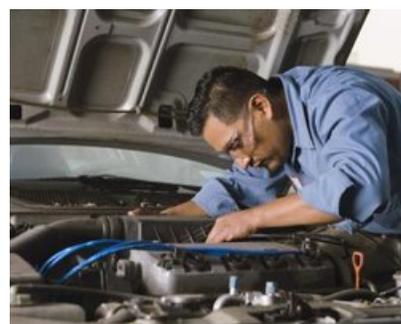
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