

# Routine Maintenance on a Vintage Boat

## 50-Hour Checklist

- \_\_\_ 1. Change the oil. Do this with the engine hot and use a good quality multi-vis or full detergent, heavy duty oil rated API, SG, SF, CC, or CD.
- \_\_\_ 2. If your engine is equipped with an oil filter, change the oil filter.
- \_\_\_ 3. Change fuel filters and make sure the fuel system is free of water.
- \_\_\_ 4. Clean or replace spark plugs and check high tension ignition leads for cracks, brittleness, good end connections, and any indication of flashover.
- \_\_\_ 5. Remove the distributor cap and check the distributor for cracks and clean both the inside and outside. The inside will always contain a certain amount of carbon dust, as the explosion proof distributors are non-vented and can accumulate a very fine powder which results from the high tension electrical process.
- \_\_\_ 6. Check ignition points for any pitting and for proper gap adjustment. An almost universal gap adjustment is .025" to .030". Remove grease cups from the water pump and repack with a good grade of grease. The all-purpose lithium greases now readily available in auto parts stores or online work well.
- \_\_\_ 7. With the engine reassembled, check ignition timing with a timing light and dwell meter. Timing should be within a degree or two of the flywheel pointer and a conventional dwell time for ignition is between 30 and 40.
- \_\_\_ 8. Check all electrical connections and make sure the generator or alternator is doing a proper job of charging the battery.
- \_\_\_ 9. With the engine operating, check all oil pressure fittings and filter housings for any leaks and make sure the fuel system as well as the cooling systems are all leak-free.



- ▶ Membership
- ▶ Towing
- ▶ Insurance

GET STARTED

