

## FLOODING OF ENGINE WITH WATER

Your O'DAY is supplied with a water-lift (wave suppressor) type of muffler that under normal conditions, when the engine is not running, provides wave suppression and water storage to help keep water from flooding the engine.

NOTE: THERE IS A DIRECT PATH FROM THE OVERBOARD EXHAUST PORT VIA THE WATER-LIFT MUFFLER TO THE ENGINE AND FROM THE WATER PUMP TO THE MUFFLER. ACCIDENTAL CONDITIONS (SEA) AND OPERATOR ERROR (PROLONG STARTING ATTEMPTS), CAN THUS CAUSE AN EXCESSIVE VOLUME OF WATER TO FILL THE MUFFLER AND FLOOD THE ENGINE.

UNDER SUCH ACCIDENTAL SEA AND/OR MISUSE CONDITIONS, ENGINE FLOODING MAY BE UNAVOIDABLE.

In the final analysis there is no way to stop the flooding under accidental sea and/or misuse conditions.

### SEA FLOODING:

Your O'Day exhaust system is designed and installed to the highest standards and, as stated above, could still flood under certain heavy-sea conditions. The only added safety precaution you could add would be to install a rubber flap to the overboard exhaust port. This would dramatically slow the surge effect of waves hitting the port.

### OPERATOR ERROR:

This is a nagging source of water in the engine and occurs when an operator repeatedly attempts to start an engine; i.e., he "grinds" the starter - not 2 or 3 times - but continually.

The amount of cranking time varies from engine-to-engine, factors being the amount of each piston's displacement, the water pump's capacity, and whether the battery is cranking a full R.P.M.

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