

LT1 WINTERIZATION CHECKLIST

Rev 6 Updated Fall 2016

- Top off gas tank and add fuel stabilizer. Add stabilizer before pumping gas and driving home to ensure best mix. 1996 Prostar 205 has a 31 gal tank takes around 13.4oz of stabil.
- Remove drain plug and place in cup holder or attach to steering wheel so you don't forget it next spring.
- Remove the hoses from both sides of the transmission cooler. Make sure the transmission cooler doesn't have debris in its screen. Re-connect hoses.
8mm socket
- Install new fuel filter on top of tank and inline under engine cover with new. **8mm** on tank and **13/16"** and **16mm** back of engine. For whatever reason, the green o-rings that come with the metal filters are too big so re-use old until we source replacements.
- Install garden hose to flopro or use fake-a-lake and turn cooling water on. Check for fuel leaks on newly installed filters while engine is warming up. Warm up the engine to operating temp.
- Shut engine off and change the oil, filter and gasket. Replace with 5 Quarts synthetic 20W50 oil or 15W40 oil. (note: MC recommends 20W50 and Indmar recommends 15W40 but acknowledges either is fine) If you are using the oil drain hose through the drain plug hole, they require **9/16"** and **11/16"** wrench.
- Change Transmission fluid. You can usually get 2 quarts out via hand pump. Keep track of how much comes out and replace it with the same amount of Dexron/Mercon.
- Still on cooling water hose, start boat back up until temperature reaches operating temperature. This is to ensure that thermostats are open and cooling water is flowing into engine block. This should be around 140F to 160F on temp gauge.
- Shut engine off. Shut cooling water off and remove garden hose. Remove both exhaust manifold plugs, left side engine block plug (or hot shower line) and right side knock sensor. Allow all water to drain from engine block. Re-install all plugs. Manifolds use **1/2" socket drive**, knock sensor use **7/8" open end wrench or large channel locks** and the hot shower line will use **5/8" open end wrench**
- Flip spring-loaded inlet on Flopro** and install a short hose from coolant bucket or insert inlet hose into 5 gallon bucket of Propylene Glycol RV anti-freeze. Ensure engine is still at temp 140F to 160F and coolant is coming out of exhaust. After about 5 or 6 gallons of PG RV anti-freeze are used, kill the engine. Watch engine temperature and ensure you don't over heat the engine during this step.
- Shut engine off. Remove garden hose and bucket from boat. Again, remove both exhaust manifold plug, left side engine block plug and right side knock sensor. Allow all

PG anti-freeze to drain from engine block. Re-install all plugs. To do this step properly, you need to burn your hands on the hot block, manifold or hot coolant coming out.

- Remove hot water shower hoses hot and cold water lines. Blow compressed air through both lines including the shower head line. Even though PG RV anti-freeze was introduced into the system, the engine was only at idle only, possibly not producing enough water pressure to push it all the way through the shower. **8mm socket**
- Remove heater core hoses inlet and outlet. Blow compressed air through the inlet and outlet. Even though PG RV anti-freeze was introduced into the system, the engine was only at idle only, possibly not producing enough water pressure to flush entire heater core with PG RV anti-freeze.
- Remove old raw water impeller and place in tool box for spare next year. Put new impeller in cup holder along with the drain plug for installation next spring. Re-install cover plate with no impeller to ensure rodents/pests don't enter engine cooling system. If you don't install the gasket, you will be sure to remember to install new impeller and gasket in the spring, once you start up the engine and water leaks out cover plate. **8mm socket**
- Clean flame arrestor/air cleaner with K&N cleaner kit and re-oil. Dry thoroughly before reinstalling it.
- Remove the spark plugs and spray fogging oil into the holes. Clean and re-gap to 0.045" or replace with new. **5/8" spark plug socket**
- Inspect spark plug wires and replace if necessary (usually replace on odd numbered years regardless of condition)
- Inspect drive belt and replace if necessary. (usually replace on even numbered years regardless of condition)
- Clean pitot style speedometer pickups with a needle; check the pickups to be sure they are not blocked. Next, remove the speedo lines at the front of the boat and blow the water out of the lines and ballasts. In order to save wear and tear on the dashboard screws and sockets (weakest link), this can be accomplished by disconnecting the hoses on top of the ballasts mounted on the fuel tank and blowing compressed air out water to the rear of the boat. Don't blow the wrong way or you will destroy your expensive Airguide speedos. Very low air pressure is required and usually minimal water ever comes out. Only blowing air from the ballast, not the front of the boat, is not the 100% solution but is sometimes the right answer if your dash sockets are weak. Reconnect lines. **3/8" wrench**
- Grease steering cable, rudder and throttle cable using grease gun. The same marine grease used for the trailer wheel bearings can be used. Don't mix grease types!

- ☐ Clean/Wipe down motor and bilge. Clean, sand and use touch up paint on any spots that require it on the engine/tranny.
- ☐ Clean/Wipe down Anchor/Ski Locker
- ☐ Wash and Wax boat
- ☐ Vacuum the carpet
- ☐ Spray the seats down with vinyl-x or equivalent
- ☐ Disconnect and remove the battery (always remove negative terminal, then the positive terminal). Store it in a cool, dry place and put it on a battery tender.
- ☐ Clean out battery tray and any corrosion on boat battery cables
- ☐ With the battery disconnected, remove the wires from the starter. Remove the starter and inspect it for damage and rust. Rotate the gear so it climbs the shaft and lube the shaft with light grease. Let it return to its normal position and move it up a couple of times. Grease the gear, reinstall it and reconnect all cables and wires. [\(This step does not need performed every year\)](#)
- ☐ Lubricate the trailer winch, boat buddy, springs and drag casters. Grease the wheel bearings using the same grease every year. Don't mix grease. Top off brake fluid. Ensure tire pressure is @ 50 psi. Once in final storage location put the boat on jack stands to remove all the weight off the tires.

Move to storage Location and...

- ☐ Prop the motor box up at least four inches. Place descant bag or damp rid in bilge.
- ☐ Ensure all stuff (bimini, etc) stored in the boat is not setting on the seats or compressing the vinyl. It will deform the foam and take a while for the shape to return in the spring.
- ☐ Put the cover on the boat. When using indoor storage, remove tension from cover straps just keeping rub rail rope tight to keep from stretching out cover over the winter.
- ☐ Duck tape the exhaust flaps. (If no rodents in storage, I don't do this as it leaves tape residue on the flaps)
- ☐ Wait very impatiently until spring returns, "checking" on the boat at least monthly. This "checking" is usually best performed by uncovering the boat, sitting in the driver's seat and drinking your favorite beverages. This is highly recommended for increased mental stability during the long winter months. WARNING... this type of behavior will only be understood by someone crazy enough to use a check list like this to perform their winterization :o)

If you have any doubt concerning your ability to do this job yourself, please consult a professional marine mechanic.