

Fill the fuel tank. Pump the hand primer on the fuel pump to fill the bowl. Double check the fuel lines and fittings for leaks.

Check the crankcase dipstick to the "full" mark.

Replace the oil filter element.

Put new grease in all grease fittings and a few drops of engine oil in the oil cups of the generator and cranking motor, also on all control joints.

Brighten up the terminal posts on the battery using steel wool, and attach the cables. AFTER tightening the clamps coat lightly with grease or vaseline.

Clean all contacts inside the distributor. If the points are pitted replace them with a new set. Wipe the inside of the distributor clean, then rub a very thin film of grease around the cam and terminals.

Inspect the spark plugs for the correct gap and cleanliness. While they are out look through the spark plug holes to make sure there is no excess oil on top of the pistons.

Inspect the oil cooler for any dirt or debris.

Tighten down all bolts, nuts and screws including cylinder head studs, lag bolts holding the engine to the bed, and all electrical connections.

CAUTION: Before starting engine remove engine cover and ventilate. Make sure the bilge is dry. Be certain that there is no cause for a possible fire. Dirty rags, gasoline or kerosene cans, and the like should be removed from the area of the boat.

B. Jet Unit

Fill the gland oiler cup and main thrust bearing oiler cup. Grease the alemite fitting on the drive shaft. Check all hose and pipe connections for tightness and torque down all cap screws and nuts.

C. Hulls

If your Turbocraft was laid up properly, returning it to operation should be easy, entailing nothing more than a polish job and a spot of paint here and there. Check to see that all hardware is secure and all screws tight.