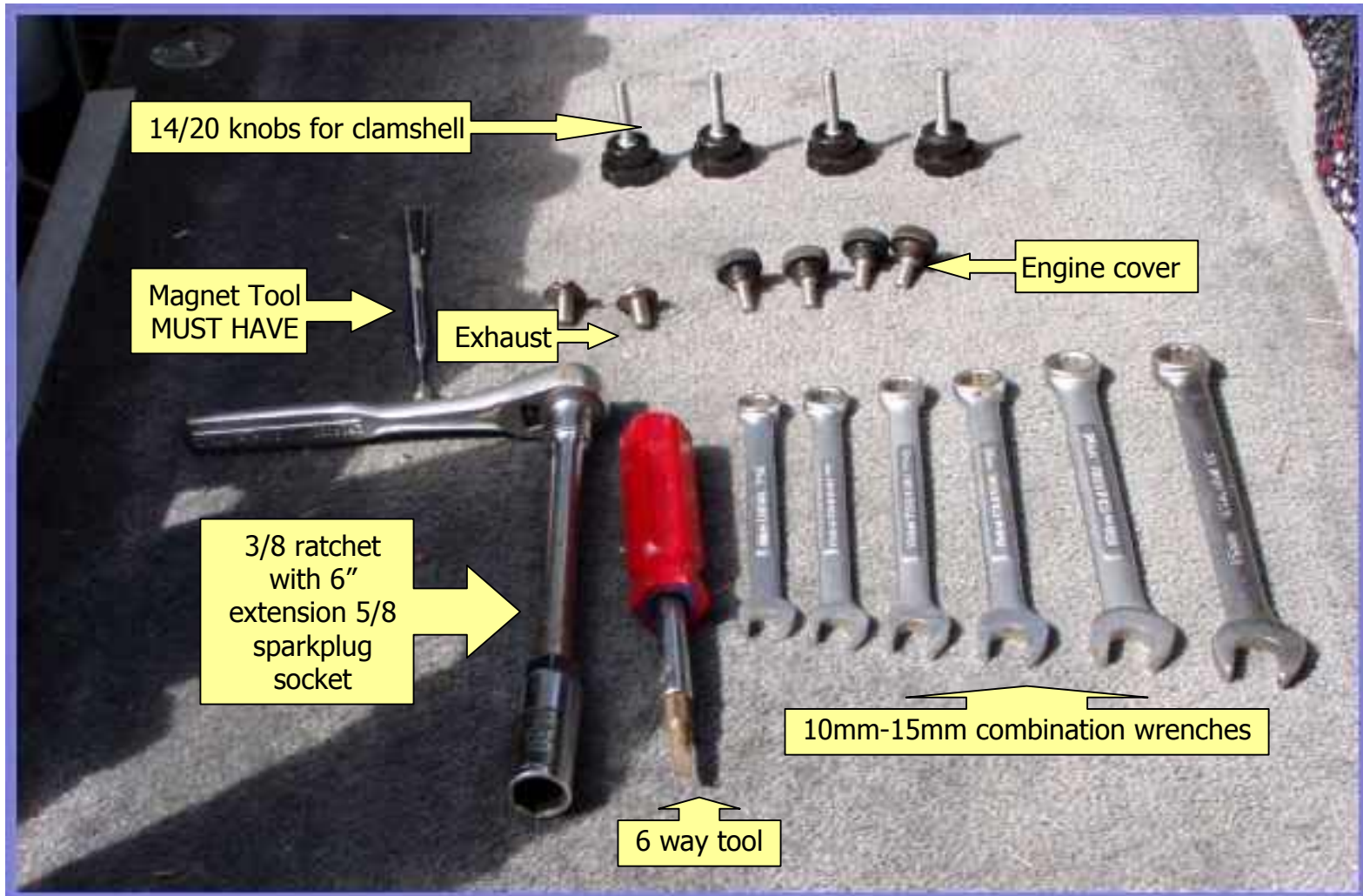


Epic 21/22 X22 Winterizing Procedure

Here is a visual overview of the winterization topics that are outlined in the Epic owners manuals. Refer to your manual for all necessary procedures
First, hardware and tools you need to start:



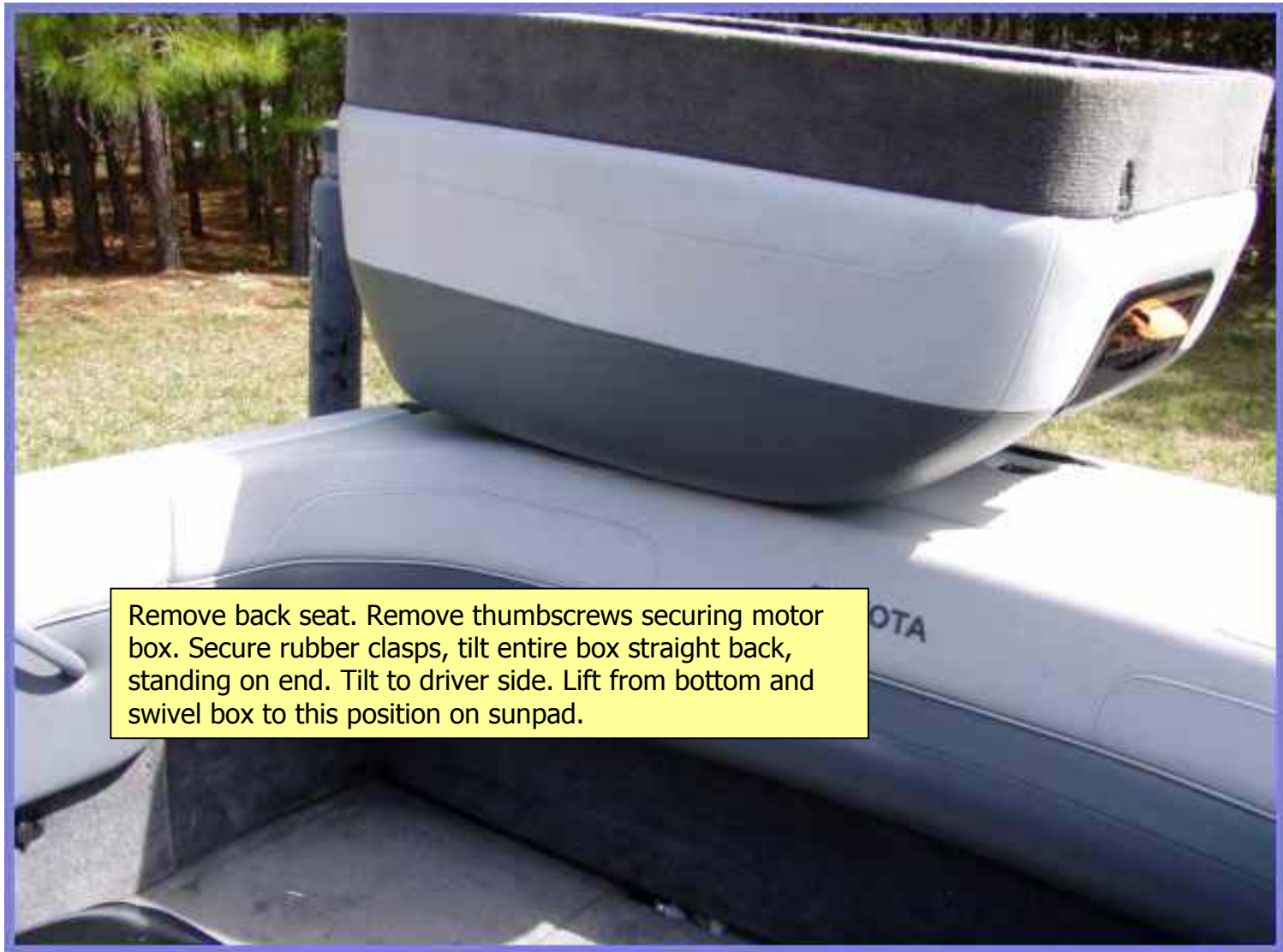
Get a Magnet tool



I highly recommend a magnet tool. Parts fall down under the intake manifold onto the valley pan. You can easily retrieve ferrous parts as everything else is aluminum. You will drop lots of hardware into the bilge as well, this can save you a lot of time.

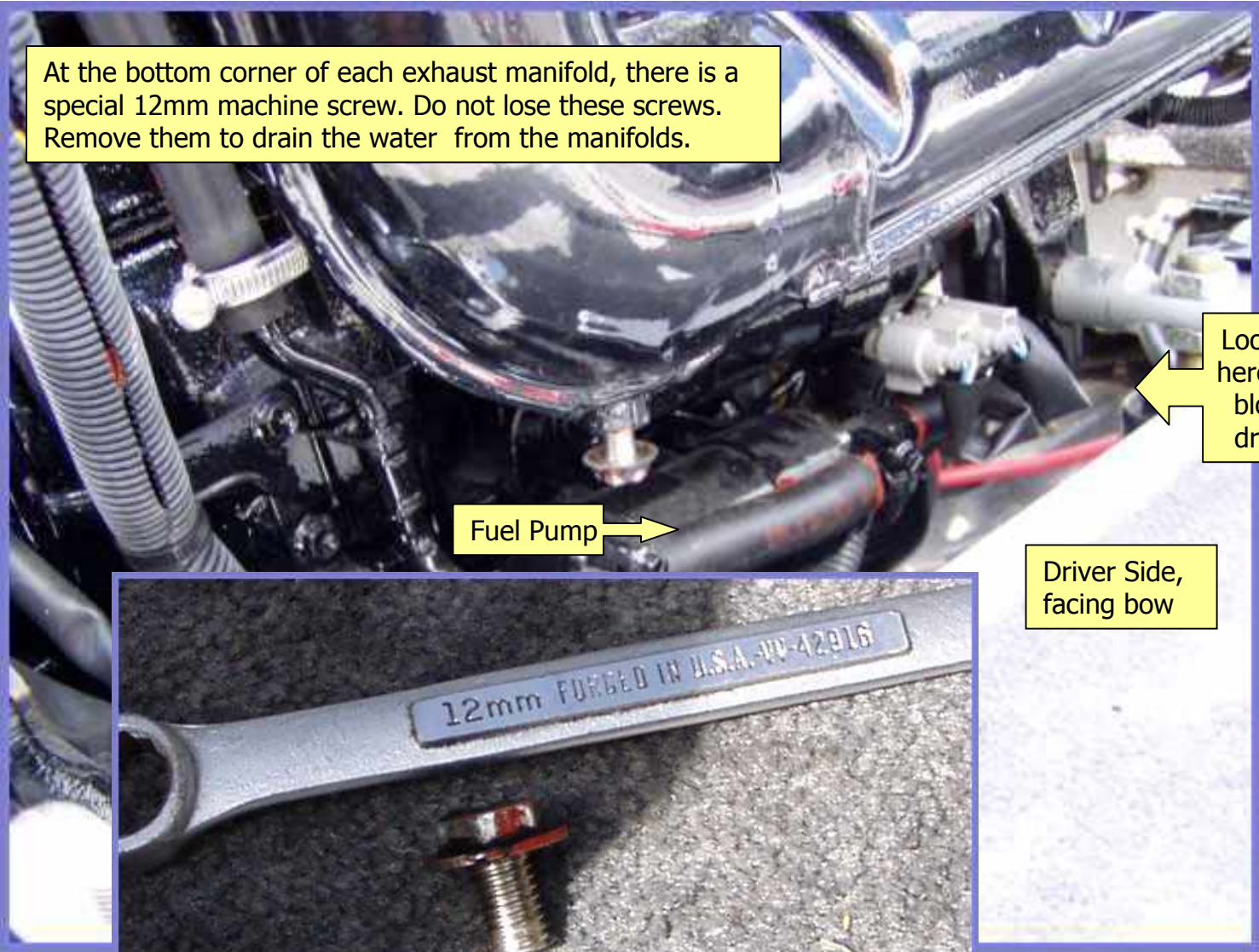


Remove Clamshell



Drain Exhaust Manifolds

At the bottom corner of each exhaust manifold, there is a special 12mm machine screw. Do not lose these screws. Remove them to drain the water from the manifolds.



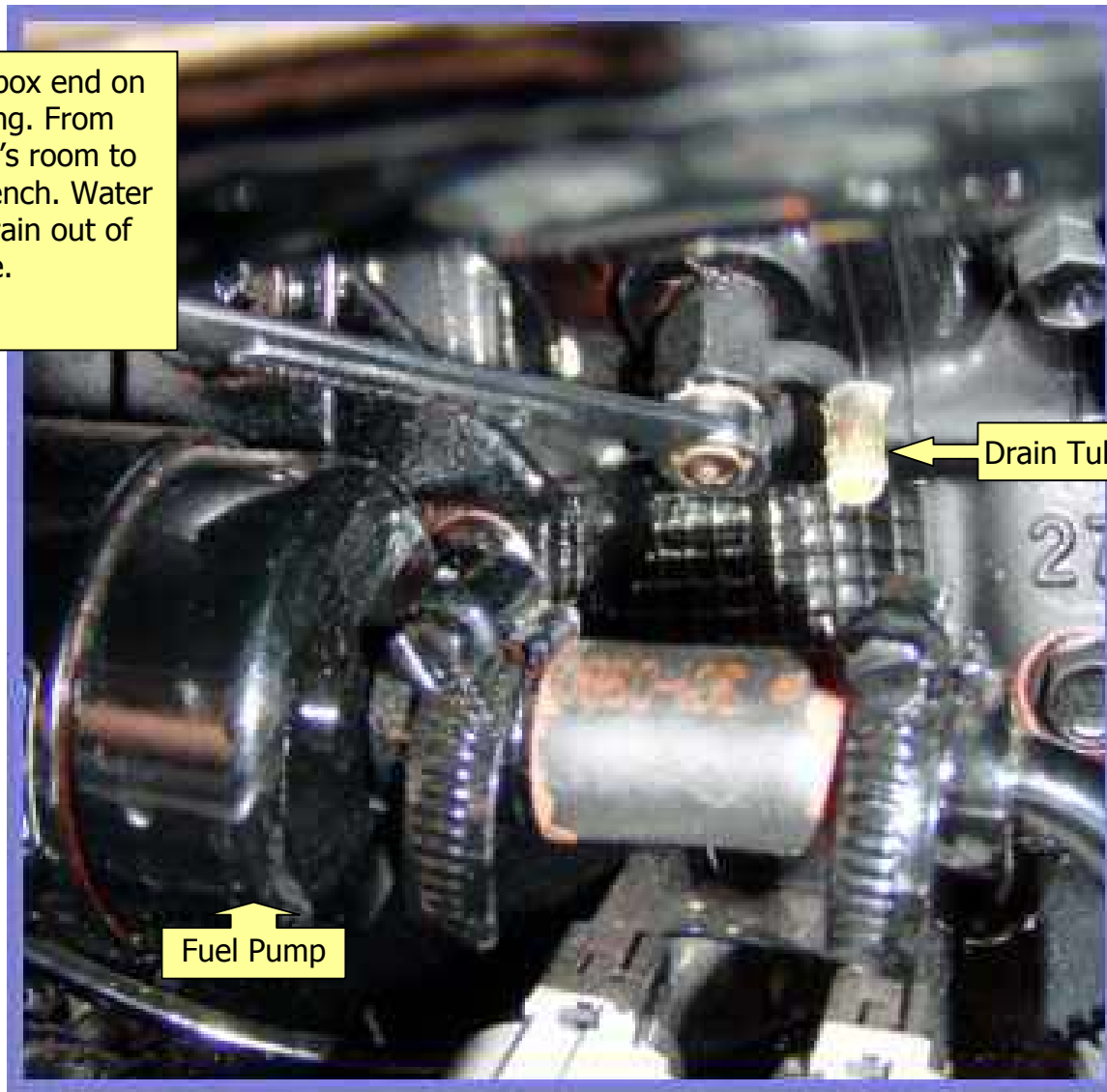
Driver Side, facing bow



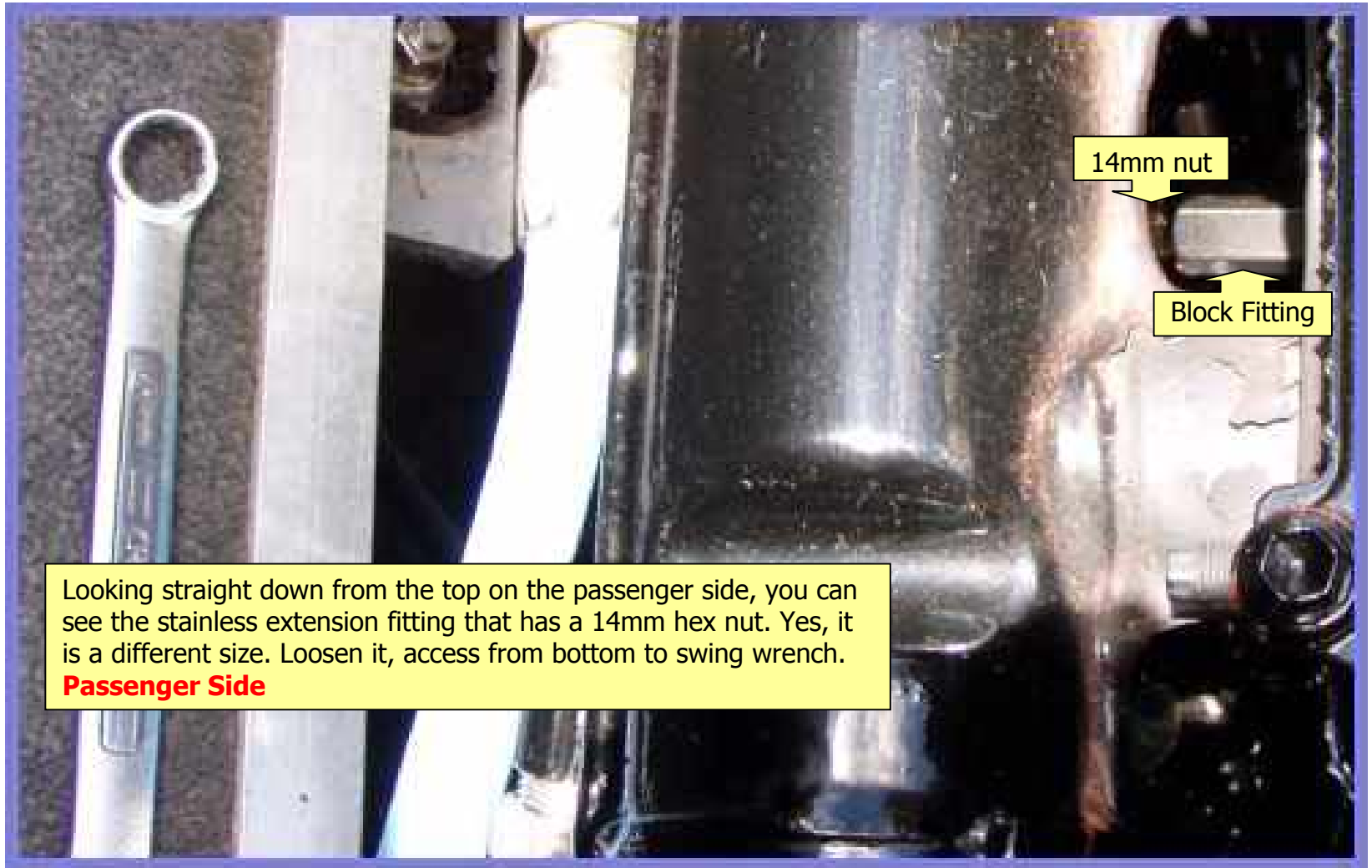
Drain Engine Block

Use a 10mm box end on the brass fitting. From the top, there's room to swing the wrench. Water will start to drain out of the drain tube.

Drivers Side



Drain Engine Block

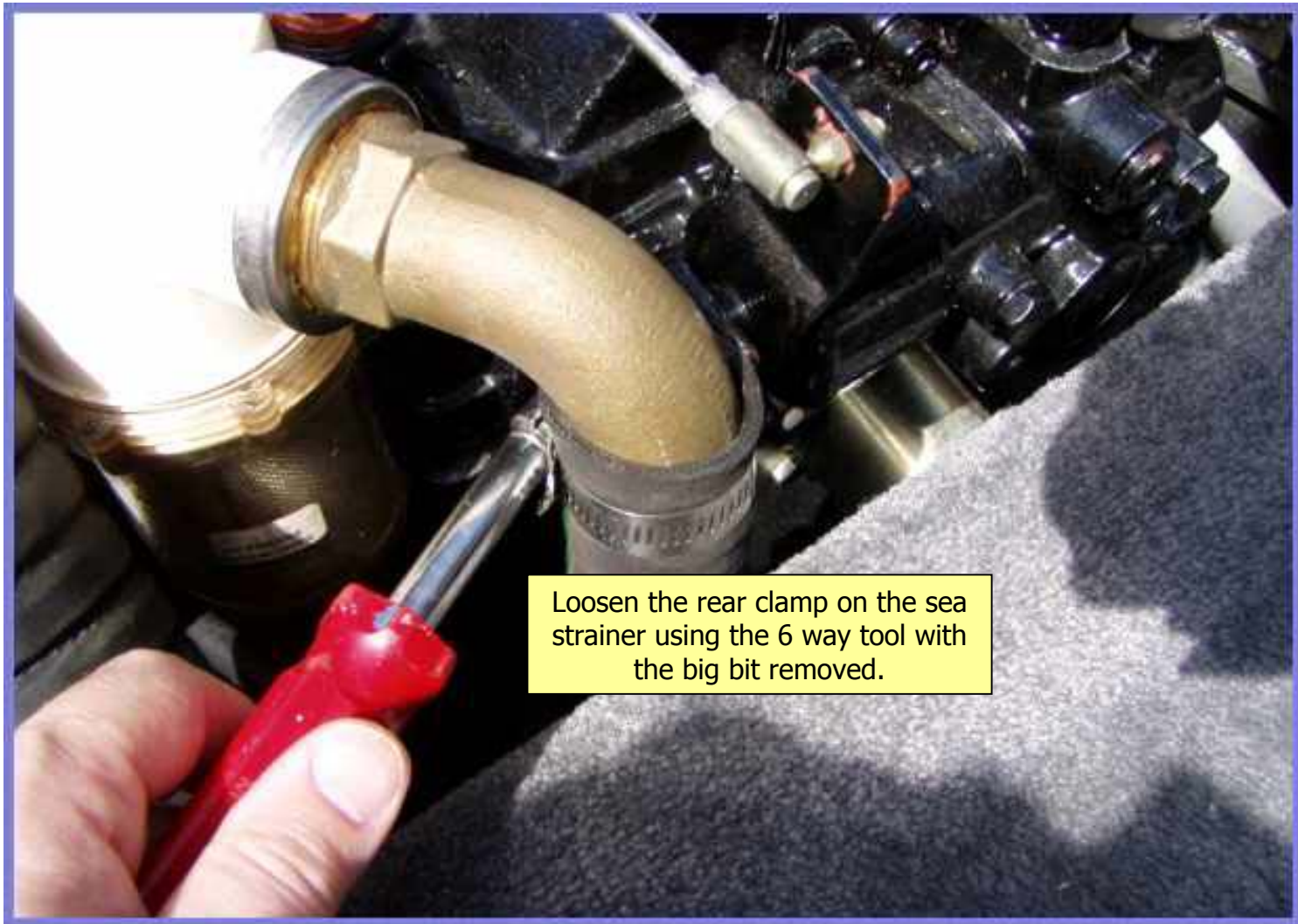


Drain Oil Cooler

Remove the lower oil cooler water hose to drain the last bit of water.



Remove Sea Strainer



Loosen the rear clamp on the sea strainer using the 6 way tool with the big bit removed.

Remove Sea Strainer



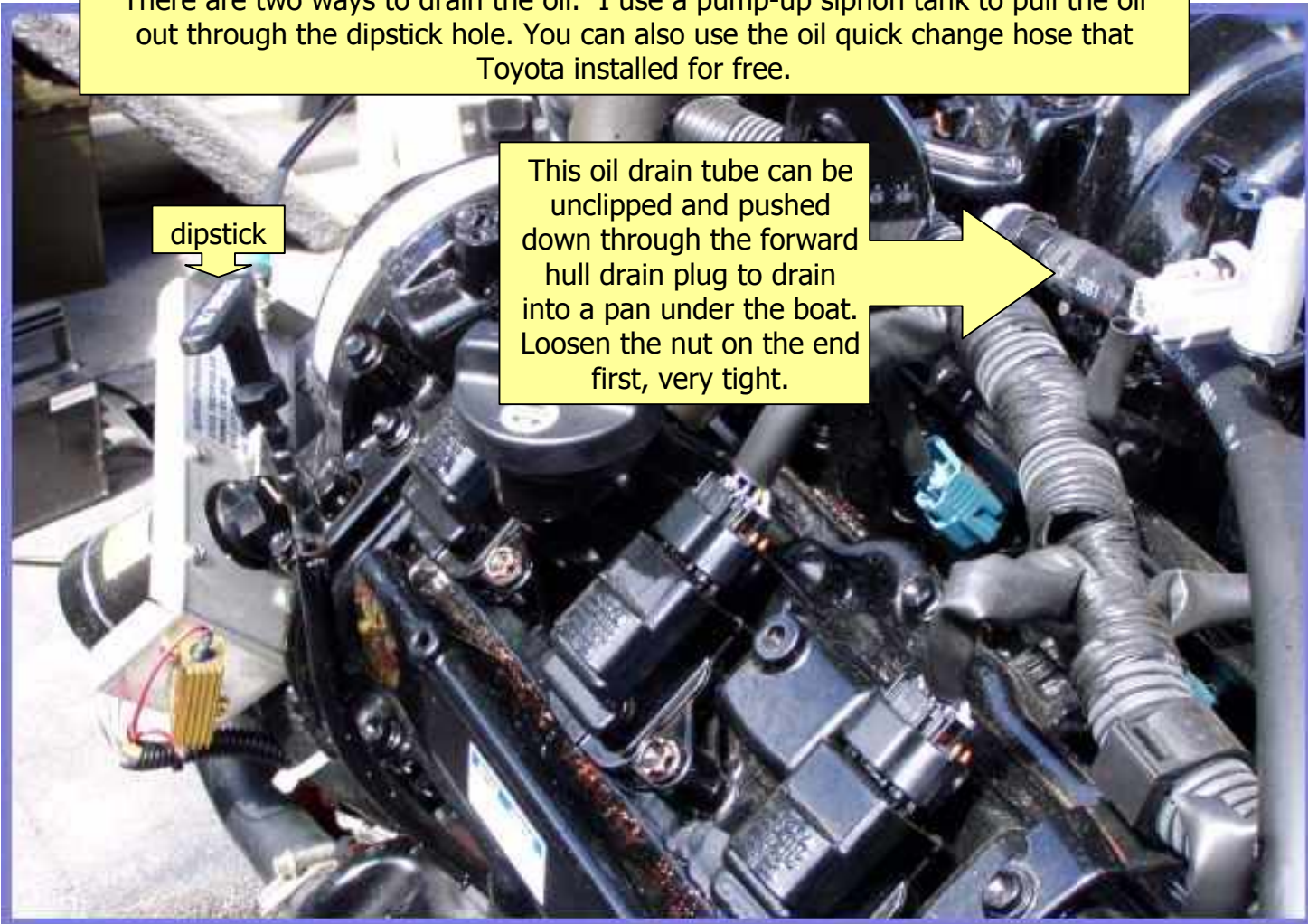
Remove Thermostat

Remove the 3 12mm nuts that secure the thermostat and drain the water behind it. Lube the rubber gasket with silicone lubricant (NOT sealer) or white grease and reinstall. Tighten carefully, if the thermostat is crooked you can crack the housing. The thermostat only goes in the correct way ☺



Change Oil

There are two ways to drain the oil. I use a pump-up siphon tank to pull the oil out through the dipstick hole. You can also use the oil quick change hose that Toyota installed for free.



This oil drain tube can be unclipped and pushed down through the forward hull drain plug to drain into a pan under the boat. Loosen the nut on the end first, very tight.

Change Oil Filter

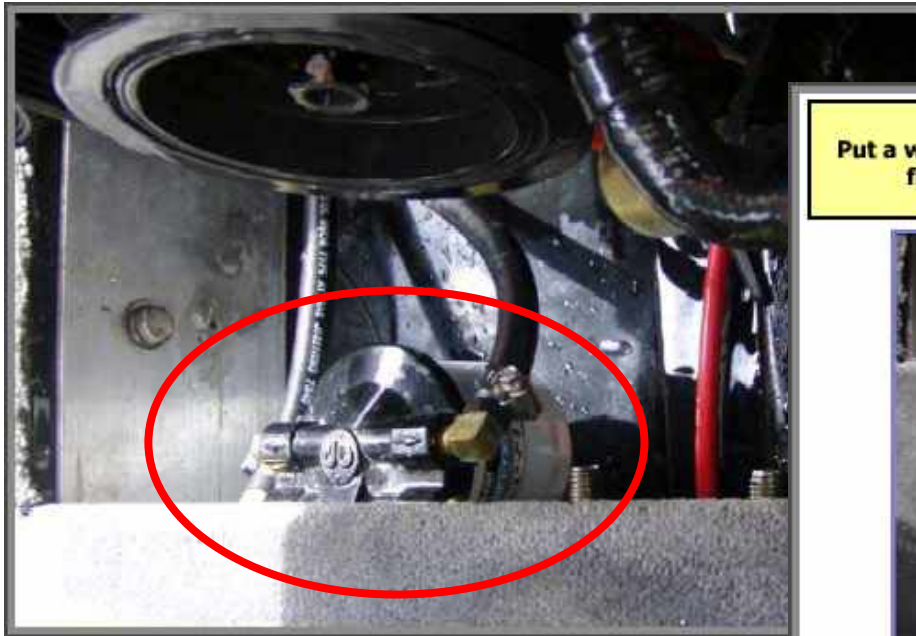


Change Transmission Fluid



Change Fuel Filter

The fuel filter is a spin-on canister style located in the engine compartment. It is an off-the-shelf Mercruiser part, 35-60494-1, or MF-11. It is available at West Marine. It will be full of fuel, and fuel will siphon from the tank, so be prepared to replace the element quickly. Be extremely careful not to blow yourself and your boat to kingdom come. SEE THE PDF ON THE HOW_TO PAGE FOR MORE DETAILS ON THIS PROCEDURE.

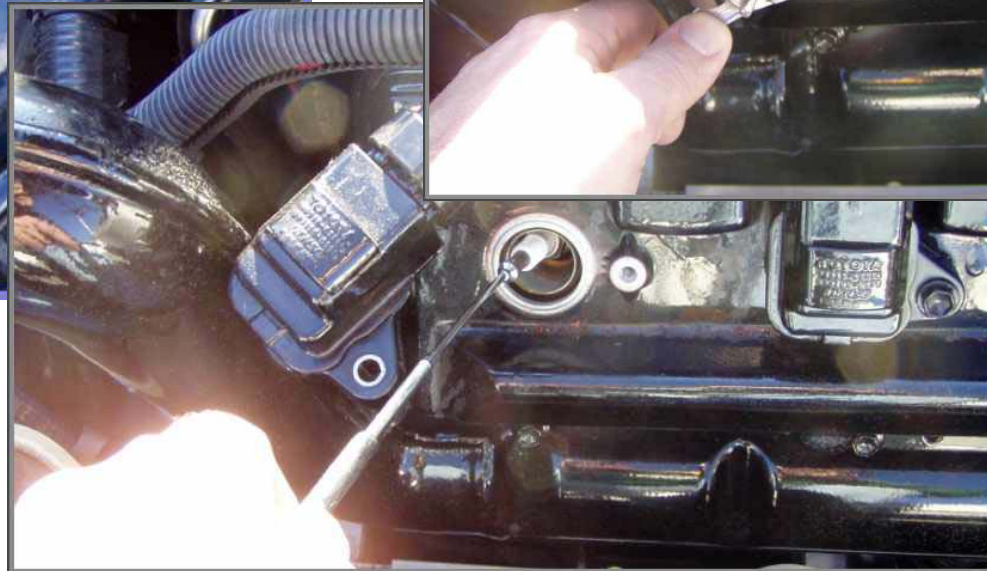
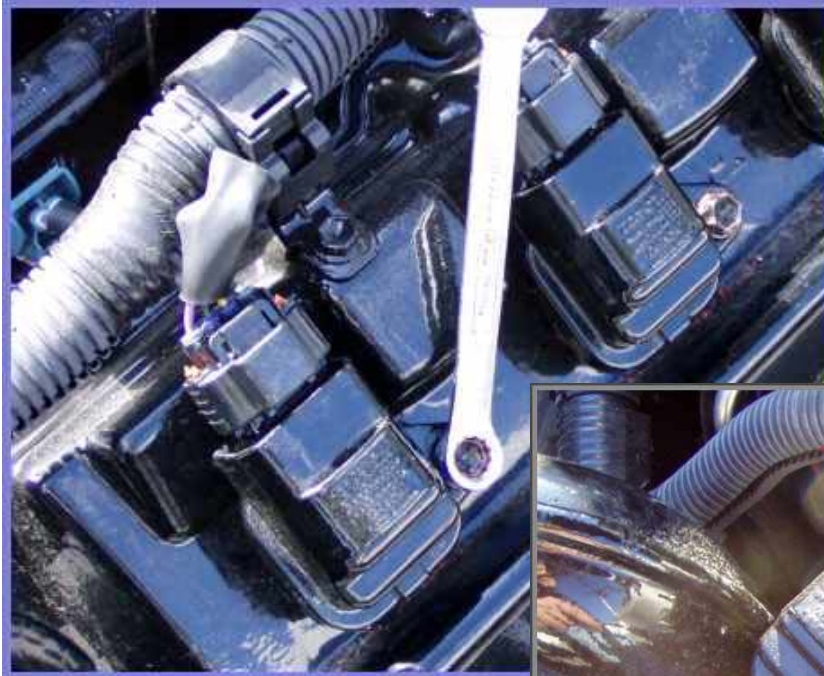


Put a wad of paper towel underneath filter to catch spilled gas.



Fog Cylinders

Use a 10mm wrench to loosen coil pack. Pull it out, use ratchet and 6" extension, 5/8 socket to remove plugs. Use magnet tool to lift plugs out. Spray a 2 sec. blast of fogging oil in each cylinder. Replace the plug, tighten and replace coil pack. Do this for all 8 cylinders. When finished, turn the engine over (without starting) for a second or two, to spread the oil around.



Fog Cylinders

Fogging oil can be purchased at any boat store, aim it right down into the spark plug hole. Don't forget to put the plugs back in before you turn the engine over.



Add Fuel Stabilizer

Fuel Stabilizer prevents the gasoline from turning into varnish over the winter. This type requires 11 oz. for a full 27 gal tank. Make sure you are topped off for the winter to prevent condensation inside tank.

