

If you have a Volvo-Penta MB2A/50S engine !!

Here are a few tips, I hope you may find useful:

The screw-in bung for the exhaust box drain hole may get lost, or even melt. If you need a new one, a 1/2" BSP threaded end cap from an old central heating radiator does the job nicely.

If your engine refuses to run slow, or tick over, then the slow running jet in the carburettor is blocked.

- ◆ Remove the carb' for cleaning.
- ◆ When cleaning out the carburettor, an aerosol carburettor cleaner does a much faster and better job than an overnight soak in petrol.

It's not unknown for the ignition coil to shake loose from its fixings, which brings the engine to a sudden, and unexpected, stop. Prevent this by putting a spring washer behind the head of each fastening bolt.

Most of the bolts are M6 X 1.0, and are prone to seize in the threaded holes, especially the bolts that hold the inlet manifold in place. Removing the bolts often strips the hole thread so:

- ◆ It pays to have a small supply of thread inserts available.
- ◆ Re-threading kits are available over the Internet, and contain the correct drill plus an insertion tool.
- ◆ If the bolt hole is good, use white grease on the bolt thread to ensure easy removal in the future.

The electrical wiring loom is subjected to a lot of vibration and salt air corrosion, and is probably the biggest culprit for engine failure.

A thorough inspection is needed. Examine all terminals for weak connections. Gently pull each wire to find if it has broken, or is weak, inside its insulation.

If a wire has broken off short, it can be pieced out with a new length of wire, which must be twisted and soldered into place.

Clean each connection back to bright metal. Protect each connection by smearing it with Vaseline.

Personally, I dip each wire end into a small jar of "Finnigans Waxoyl". It has the property to creep up the stranded wire under the insulation, and gives protection against future corrosion.

If your engine suddenly slows, and does not respond to either the throttle or the choke, then the probability is that the seal on the main shaft has worn. This seal is below the water line and will let water into the oil pan. The extra pressure of the water increases the pressure behind the pistons so slowing the engine.

If this has happened, you may find that the emulsified oil (white gunk) has been deposited in the air inlet silencer as it has been forced out of the oil pan via the crankcase breather. If you unscrew the dipstick then the gunk will surge out under pressure.

In this case, the only cure is an "engine out" job to renew the shaft seal, and clean out the emulsion from the whole engine, including the crank case breather.

If you find that the inside of the inlet manifold has corroded around the water channel, don't despair.

Rather than buy a new manifold, the corrosion can be removed and the corroded metal replaced with "Plastic Metal".

The best (cheap) tool to remove the corrosion is an engravers kit, (about £14), or any Dremmel type of tool. Use a ball burr to get out all the aluminium oxide, back to clean metal.

Work the Plastic Metal into all the crevices, let it harden, then reshape it using the tool. The finished channel does not have to be dead accurate, as long as the mating surfaces are good. The Plastic Metal will not corrode, but it's a good idea to give a yearly inspection.

Talking about Waxoyl, you can lubricate the engine control cables by dipping the cable ends into a jar of the stuff for five minutes or so; it will soak up between the inner and outer parts of each cable resulting in really smooth operation.

John Smith