

ALEX SALOMATOFF HAS THE ANSWERS TO YOUR BOAT QUESTIONS!



Alex Salomatoff.

BE CAREFUL!



If you have a question for Master Mechanic and Owner of Alex's Marine Plus in New Windsor, NY, simply call Alex at 845-565-9199 or email alexsmarine@aol.com

The worst nightmare any good marine mechanic can have is bringing a boat or even a car for that matter back from storage for a long period of time. The longer it has been sitting, the worse the problem. Anything that has been left in storage for 2 years or more, never turned over, but left to sit, has dead gas.

Ethanol added fuel of ten percent causes problems from "phase separation" caused by moisture that has collected from leaks through condensation, (storing a boat with half empty fuel tanks is the worst condition) but leaks in gaskets on deck, or having old fuel lines before E 20 fuel will cause fuel problems!

Gas engines that have been in storage, for 90 days or more, with ten percent ethanol in it, begins to phase separate, and may turn to varnish, not only in the fuel tank, but throughout the fuel system.

The number one rule in leaving a boat engine for a long period of time is to run the carburetor or dual carburetors dry by starving the engine for fuel when you put it away. Unfortunately many people buying a boat that was a "good deal" never consider how long it has been sitting or how it has been in storage.

The EPA markings on new fuel line show it has an inner liner impervious to alcohol-extended fuel.

Continued pressure from the federal government to increase the amount of alcohol in fuels has brought serious concerns and changes to the marine industry and the way fuel systems

are manufactured, rigged, and maintained. E10 fuel (gas blended with 10-percent ethanol) has been difficult to adapt to, but the marine industry has made the necessary changes to parts such as gaskets, carburetor repair kits, fuel lines, pumps, filters, and injectors to combat the ravaging effects of alcohol in the fuel. Here's how to maintain your fuel system to ward off unwanted effects of alcohol-laced fuels.

The engine can't run if it can't get fuel. The innards of older fuel hoses are highly susceptible to alcohol deterioration, and if left unchecked can disintegrate and cause clogging, poor running, and even engine failure. Newer fuel hoses have an inner liner to prevent deterioration from alcohol-extended fuels.

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The new EPA-mandated fuel line (A1-15) uses a very tough inner liner; it's visible by looking into the end of the open fuel hose. It does make the hose somewhat less flexible; it's tougher, for example, to push the hose onto a fitting.

We at Alex Marine Plus recommend that the old fuel be completely removed and disposed of properly. The new EPA mandated fuel lines replace the old lines, one way fuel valves and most importantly the water separating fuel filter that was on the boat or now will be replaced by the new water separating fuel filter.

Quality brands like Racor are head-and-shoulders above the rest because they use better components, and finer-micron filters. However, the typical marina brands are fine, too, and work well to filter out water, dirt, and other contaminants. Placement in the fuel line should be between the tank outlet and engine inlet.



Replacing an older fuel filter with a new canister-style, water-separating unit will help keep your boat's engine running smoothly throughout the coming 2020 season. Our expert mechanics will and can get your boat running smoothly however, we must look at the total Fuel system in order to do our job correctly.