

Mechanical Refurbish Ford 302 Volvo AQ

1968 Donzi Bench Seat Hornet Hull 38:

The boat was found out on Long Island NY and was in very good structural shape but the wiring and mechanicals had succumbed to 40 years in the salt water environment. The drivetrain and rigging were removed and refurbished. Here is a detail of the work done.



The boat was trailer stored but still had a fair amount of corrosion from being stored next to the bay. The original 225hp 1968 289 Holman Moody Ford motor was replaced sometime over its life with a 1987 225hp Ford 5.0. The boat was fitted with a Corsa switchable exhaust and Volvo power steering.



The wiring and the rigging were in sad shape so the mechanicals were removed from the boat for a refurbish. The drive was removed; the transom was tested and inspected. It was in excellent shape for a boat of this vintage.





After the engine was removed, the y pipe and the longer intermediate housing. Several layers of old bilge paint had to be removed as well. Removing some parts was a bit of an issue heat hammers and Kroil were used on a few occasions.



The old motor with the valve covers and intake off. Easy to see the salt and its effect on the raw water cooling passages. This motor also suffered from a slight leak on the intake gasket which is common.



The motor with everything removed but the front Holman Moody motor mount bracket and the balancer. The motor at this point was sent out to Promar Performance Engines in Paterson NJ. They offered free door to door service and have a great reputation. They were an easy choice. They tweaked the motor a little so should be around 240 hp.



The Volvo 280T transom housing removed. A common problem on this model Volvo was the trim lines were outside of the seal and were prone to leaks. In a salt water environment this can be a real issue as the aluminum will corrode away. This housing had some minor corrosion that was ground down and repaired.



When the cleaning began my lovely Wife was more than willing to lend a hand. The bilge needed to be cleaned, scraped then sanded. Minor glass work was needed to the added storage boxes on both sides of the stringers.



The bilge ready for painting. White PPG paint was used it was rolled and tipped.



The same angle as the previous picture with one coat of paint.



The bilge after painting. The motor mounts and all of the motor parts were painted with Por 15 Ford Blue paint. It holds up well and is rust inhibitor paint. With the bilge finished it was now time to turn to the mechanicals.

The motor returned from the shop but the old aluminum intake was corroded beyond repair. A new Weiland stealth high rise intake was ordered. Other items like the trim pump and the wiring harness were ordered new they were also beyond repair.

The other parts of the motor were cleaned, prepped and painted.





Transom housing was primed in a zinc chromate, and then painted.



A one off aluminum block off plate was made for the thru hub exhaust.



Transom housing re-installed the original blue gel can be seen at the edges.



The motor was assembled and painted waiting installation.



Motor and drive installed.



The maiden voyage.