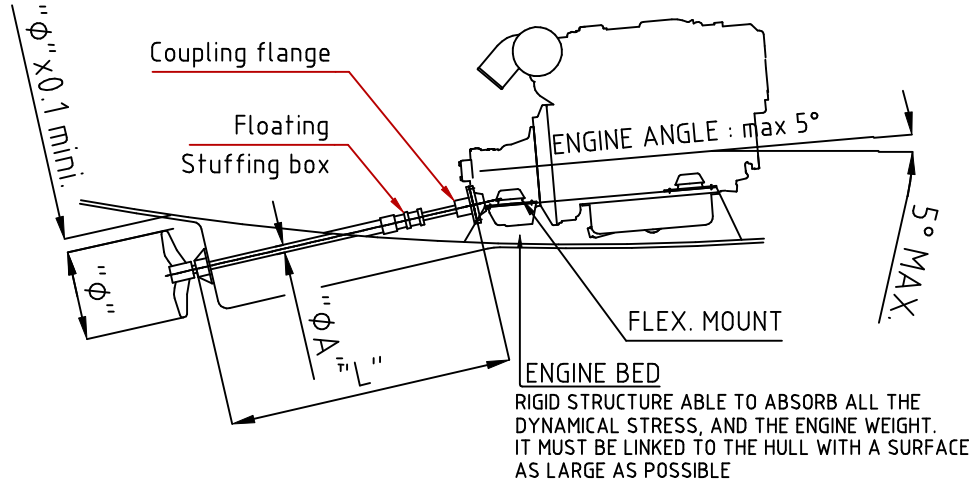


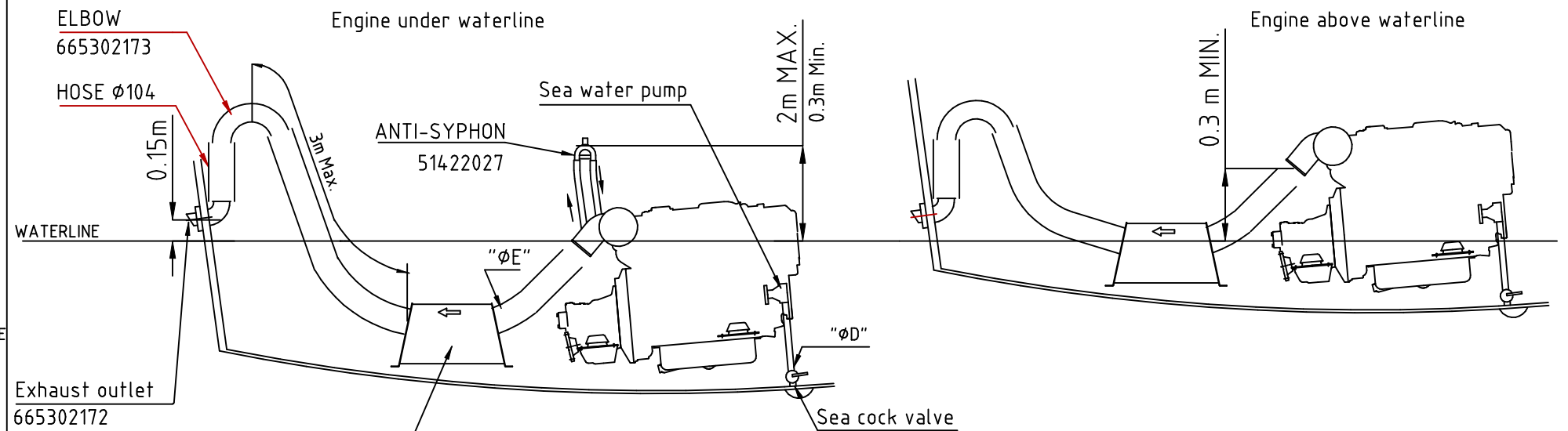
### PROPELLER SHAFT



ENGINE	REDUCTION RATIO	"φA"	"φ" (mm)	"L" (m)	ENGINE RPM		
					IDLING	MAXI	MAXI (w/O load)
4.340TDI	1.5	30 (femet25)	18"	1.40	750/800	2600	2940
	2	35 (femet25)	20"-21"	1.75			
	2.5	35 (femet25)	23"-24"	1.82			

\* FOR PROPELLER CALCULATION, PLEASE FILL IN THE "PROPELLER STUDY" FORM  
 \* \* MAXIMUM VALUE ACCEPTED

### WET EXHAUST SYSTEM

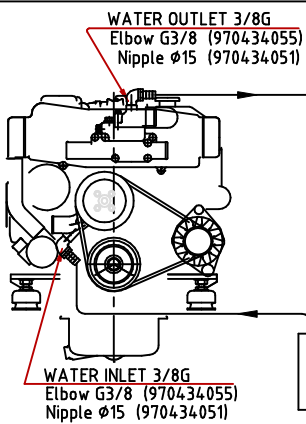


-ANTI SYPHON VALVE  
IT MUST BE AT THE END OF RAW WATER PIPING BEFORE EXHAUST ELBOW INLET

ENGINE	"φD" (mm)	"φE" (mm)	max. back-pressure (mmH2o/hPa)	"V" mini. (litre)
4.340TDI	32	104	650/65	22

-WATER LOCK  
IT MUST BE ALWAYS LOWER AND NEAR THE ENGINE

### BOILER CONNECTION

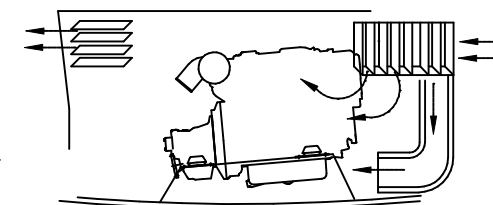


- PIPE φ = 15 mm
- PIPES TO BE AS SHORT AS POSSIBLE WITH A MINIMUM BEND
- PIPE TO BE FLEXIBLE
- THE CALORIFIER MUST BE LOCATED BELOW THE ENGINE LEVEL IF NOT POSSIBLE CONTACT US.

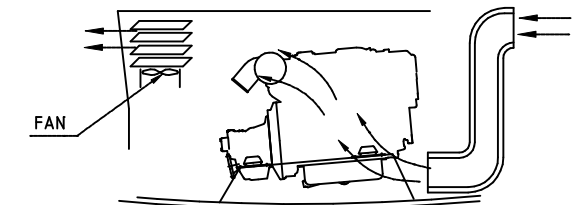
### AIR REQUIREMENT

- VENTILATION SYSTEM
- DYNAMICAL (FOR FAST BOAT)
- FORCED (BY FAN)
- AIR NEEDS
  - a) OUTLET OF WARM AIR : 585 m3/h
  - b) ENGINE AIR CONSUMPTION : 460 m3/h
- ENGINE ROOM TEMPERATURE
  - NO MORE THAN 50°C
  - WITH 15°C DIFFERENCE (20°C MAX.) WITH AMBIENT TEMPERATURE
- AIR FLOW
  - FRESH AIR INLET, ON THE FRONT IN THE LOWER PART OF THE ENGINE ROOM AND WARM AIR OUTLET ON THE BACK IN THE UPPER PART
  - AVOID SHORT-CIRCUIT BETWEEN INLET AND OUTLET IN ORDER TO HAVE A MAXIMUM AIR MOVE

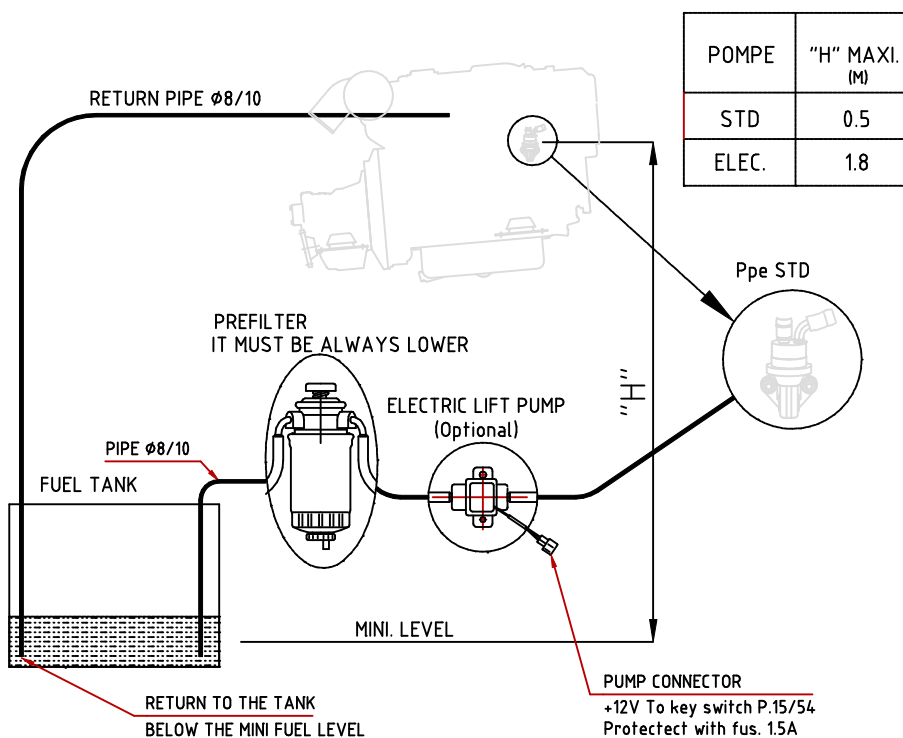
#### DYNAMICAL SYSTEM



#### FORCED SYSTEM



### FUEL CONNECTIONS



### WIRING DIAGRAM (A2 panel)

