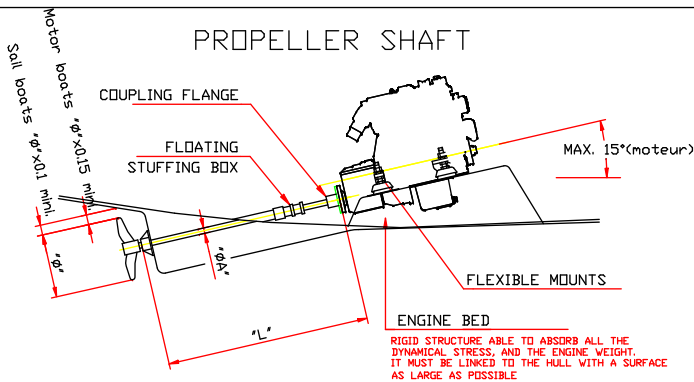


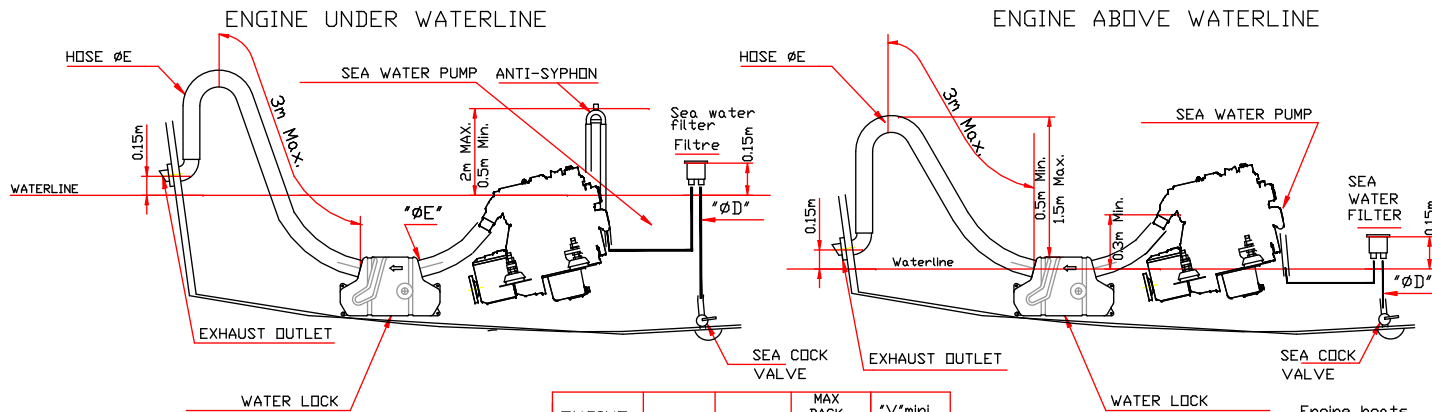
PROPELLER SHAFT



ENGINE	REDUCTION RATIO	"φA" (316L) (mm)	"φ" (inches)	"L" (m)	ENGINE SPEED		
					IDLING	MAXI	CV/D (load)
N2.14	2	22	12/13	1.20	1050	3600	3850
	2.6	22	14	1.40			
N3.21	2	22	13	1.20	1050	3600	3850
	2.6	22	15	1.40			

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

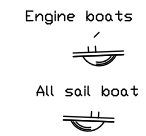
SEA WATER PICK-UP AND EXHAUST LINES



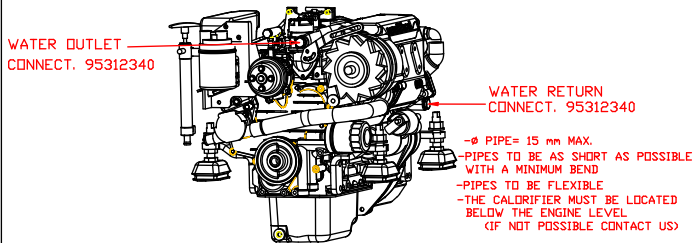
ENGINE	"φD" (mm)	"φE" (mm)	MAX BACK-PRESSURE (bar/P.SI)	"V" mini. (litre)
N2.14	20	40	0.08/0.005	5
N3.21	20	40	0.08/0.005	5

-ANTI SYPHON VALVE
 IT MUST BE FITTED AFTER THE RAW WATER PUMP BEFORE HEATEXCHANGER INLET

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

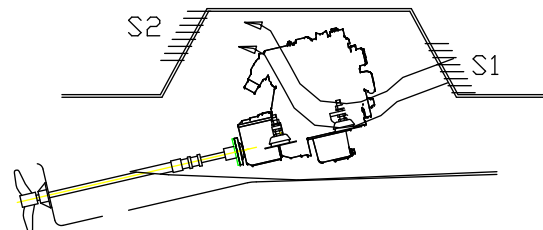


BOILER CONNECTION

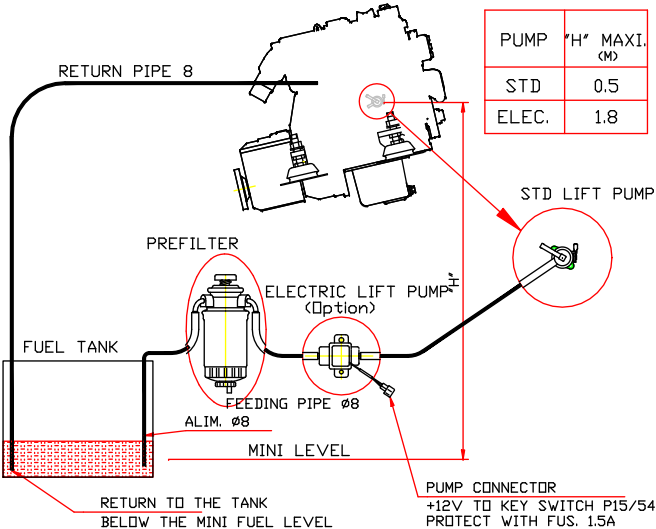


AIR REQUIREMENT

ENGINE	ENGINE AIR CONSUM (m3/min)	INLET "S1" (cm2)	OUTLET "S2" (cm2)
N2.14	0.7	110	40
N3.21	1.1	160	80

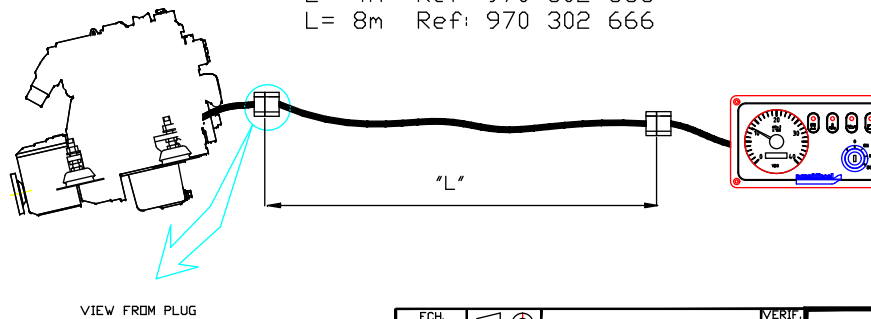


FUEL CONNECTION



ELECTRICAL WIRINGS (E3/A3/B3 PANEL)

- CONNECTOR
- +
 -
 - STARTER
 - PREHEATING
 - STOP
 - OIL SENDER unused
 - D+
 - OIL SWITCH
 - WATER SWITCH
 - WATER SENDER unused
 - REV. COUNT.



ECH.	DESSINE LE 13-02-07 PAR JD	VERIF.
INSTALLATION DETAILS N2.14 - N3.21		
Ind B le 13/03/07		/

NANNI INDUSTRIES 31 - Av. Marlotte - BP 107
 33260 LA TESTE - FRANCE

12	111	800
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CE DESSIN EST LA PROPRIETE DE NANNI INDUSTRIES ET NE PEUT ETRE REPRODUIT OU COMMUNIQUE SANS SON AUTORISATION