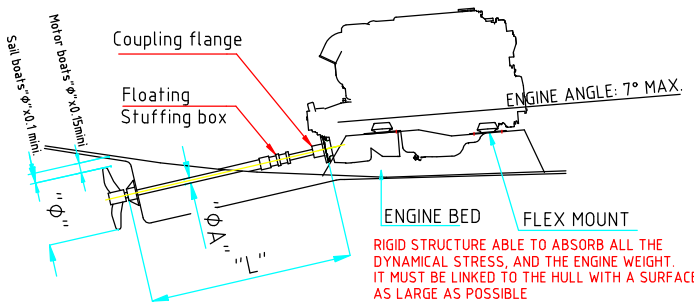
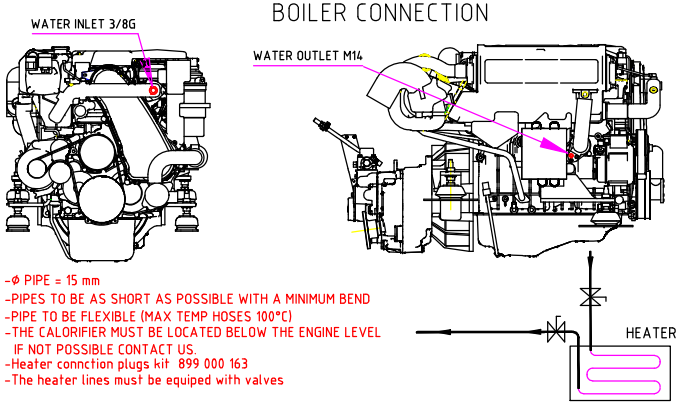
PROPELLER SHAFT



RIGID STRUCTURE ABLE TO ABSORB ALL THE DYNAMICAL STRESS, AND THE ENGINE WEIGHT. IT MUST BE LINKED TO THE HULL WITH A SURFACE AS LARGE AS POSSIBLE

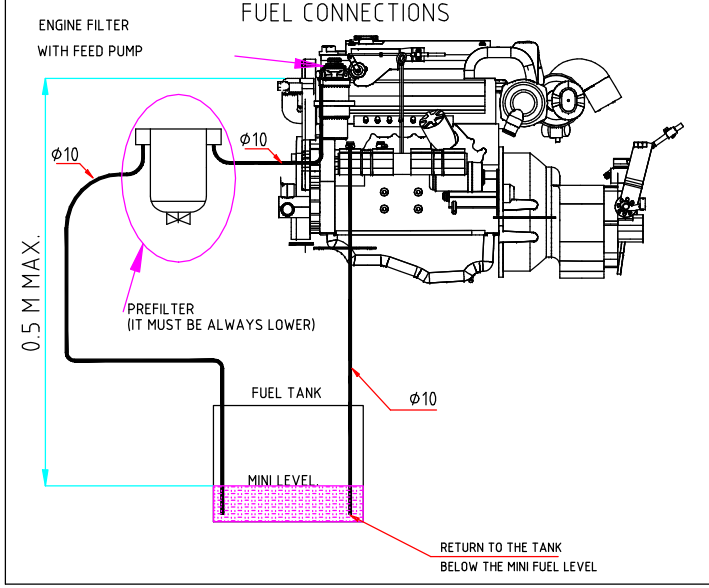
ENGINE	REDUCTION RATIO	"Φ" (inches)	"ΦA"	"L" (m)	ENGINE RPM IDLING	MINI	MAXI W/O LOAD
T4.165	Information on request Fill-in the propulsion calculation form				800	3400	4000
T4.180					800	3400	4000
T4.200					800	3400	4000

BOILER CONNECTION

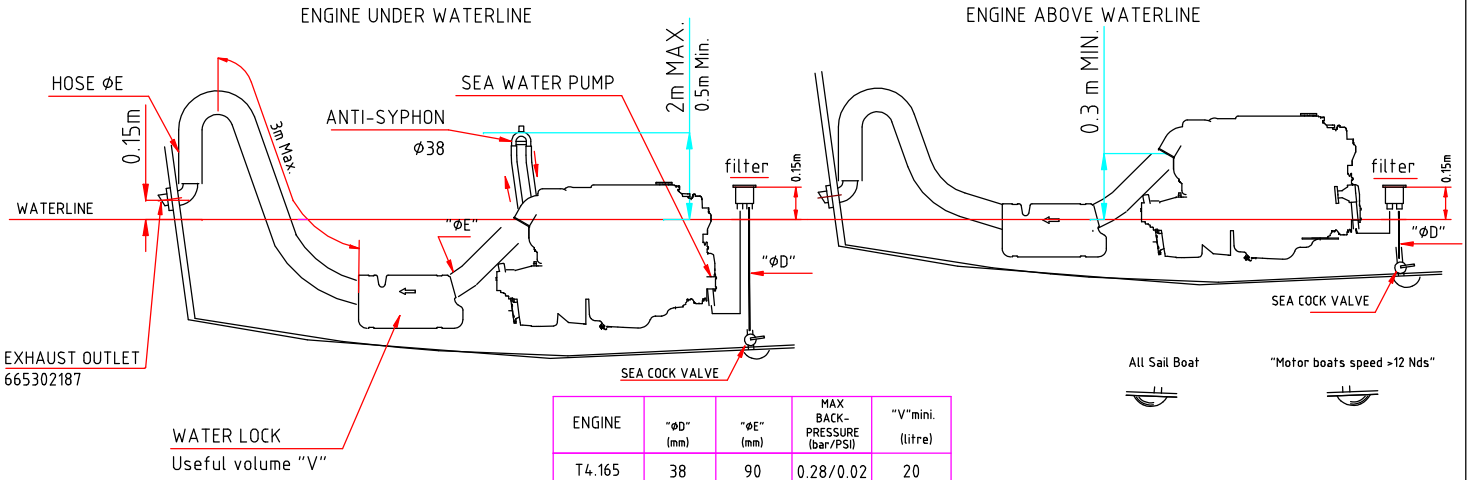


-Φ PIPE = 15 mm
-PIPES TO BE AS SHORT AS POSSIBLE WITH A MINIMUM BEND
-PIPE TO BE FLEXIBLE (MAX TEMP HOSES 100°C)
-THE CALORIFIER MUST BE LOCATED BELOW THE ENGINE LEVEL IF NOT POSSIBLE CONTACT US.
-Heater connction plugs kit 899 000 163
-The heater lines must be equiped with valves

FUEL CONNECTIONS



SEA WATER PICK-UP AND EXHAUST LINES



ENGINE	"ΦD" (mm)	"ΦE" (mm)	MAX BACK-PRESSURE (bar/PSI)	"V"mini. (litre)
T4.165	38	90	0.28/0.02	20
T4.180	38	90	0.28/0.02	20
T4.200	38	90	0.28/0.02	20

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

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

AIR REQUIREMENT

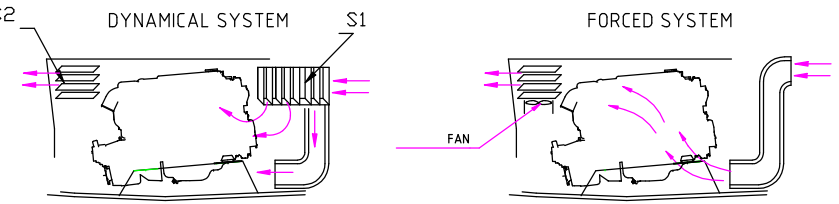
-VENTILATION SYSTEM
-DYNAMICAL (FOR FAST BOAT)
-FORCED (BY FAN)

S1 MIN= 580cm2 (680cm2)
S2 MIN= 310cm2 (360cm2)

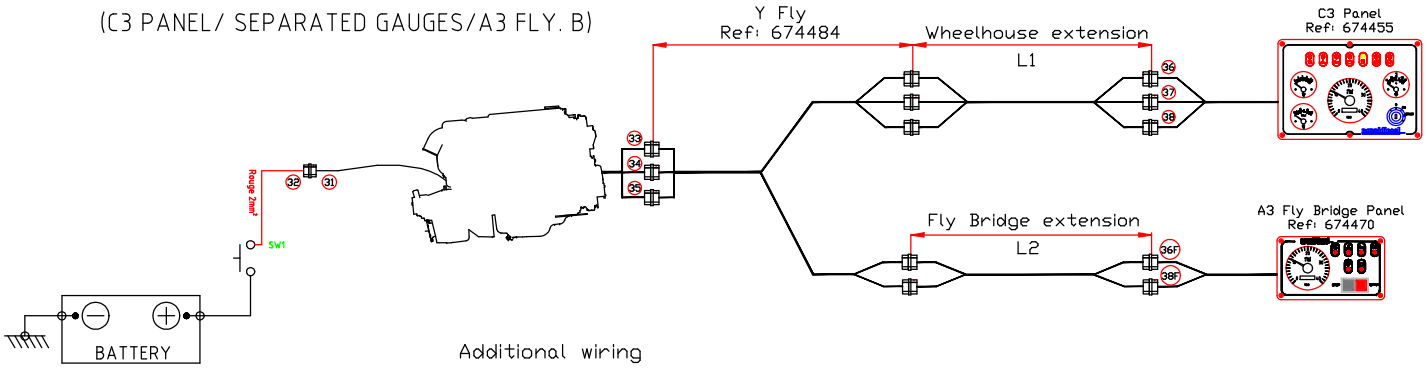
-AIR NEEDS
a) OUTLET OF WARM AIR : 900 m3/h
b) ENGINE AIR CONSUMPTION : 620 m3/h
TOTAL : 1520m3/h

-ENGINE ROOM TEMPERATURE
NO MORE THAN 50°C
WITH 15°C DIFFERENCE(20°C MAXI) 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



ELECTRICAL WIRINGS
(C3 PANEL/ SEPARATED GAUGES/A3 FLY. B)



Additional wiring

	L1	L2
4m	674456	674427
6m	674457	
8m	674458	674443

ECH. - | DESSINE LE 12-07-07 PAR | VERIF.

INSTALLATION DETAILS
T4.165 - T4.180 - T4.200

NANNI INDUSTRIES
Z.I. - Av Mariotte -BP 107
33260 LA TESTE - FRANCE

1	1/2	1/11	8/45