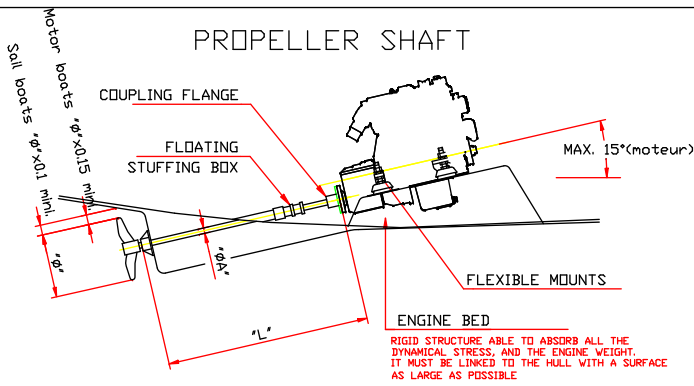


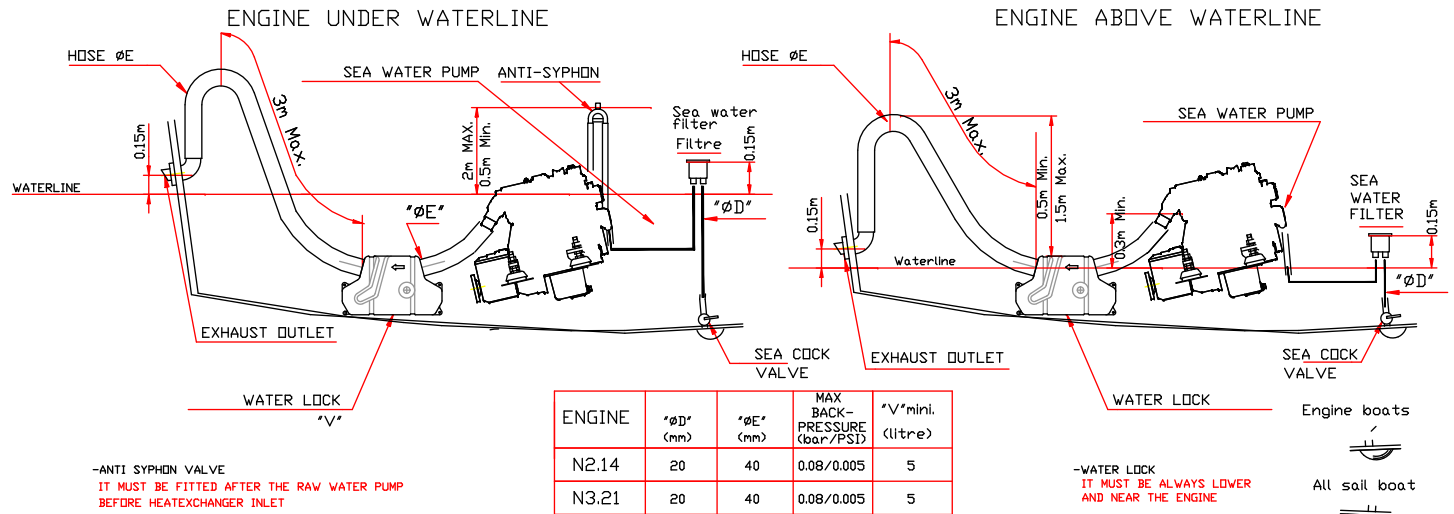
PROPELLER SHAFT



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			

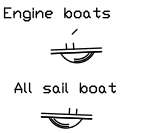
* FOR PROPELLER CALCULATION, PLEASE FILL IN THE "PROPELLER STUDY" FORM
** MAXIMUM VALUE ACCEPTED

SEA WATER PICK-UP AND EXHAUST LINES

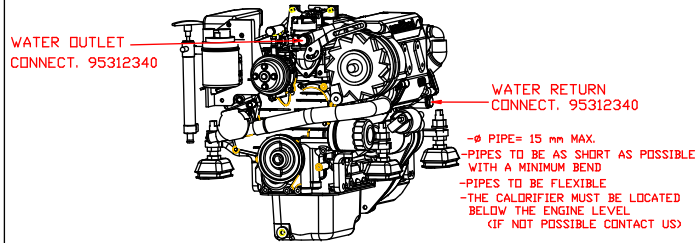


ENGINE	"ØD" (mm)	"ØE" (mm)	MAX BACK-PRESSURE (bar/P.SI)	"V" mini. (litre)
N2.14	20	40	0.08/0.005	5
N3.21	20	40	0.08/0.005	5

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

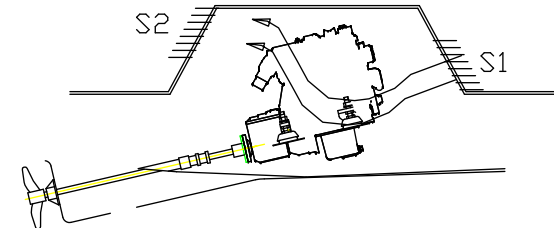


BOILER CONNECTION

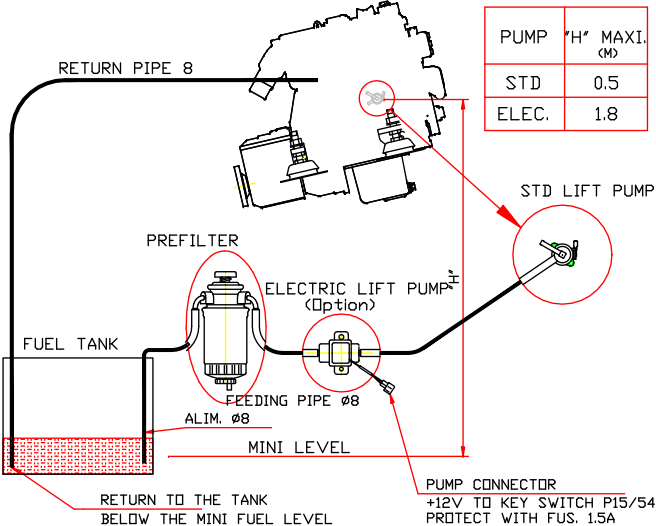


AIR REQUIREMENT

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



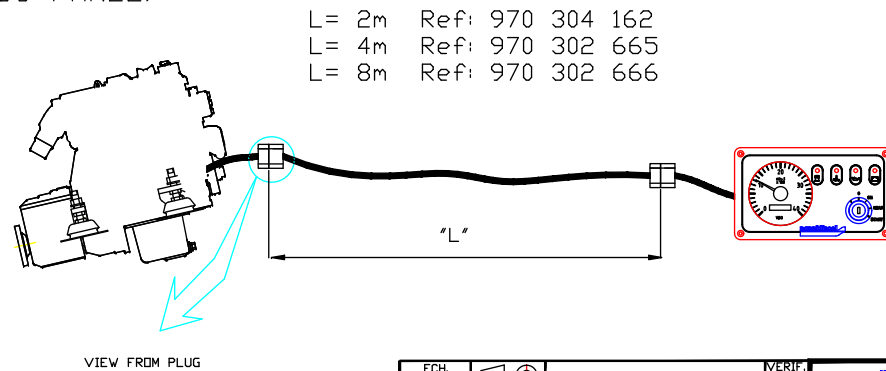
FUEL CONNECTION



PUMP	"H" MAXI. (M)
STD	0.5
ELEC.	1.8

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

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