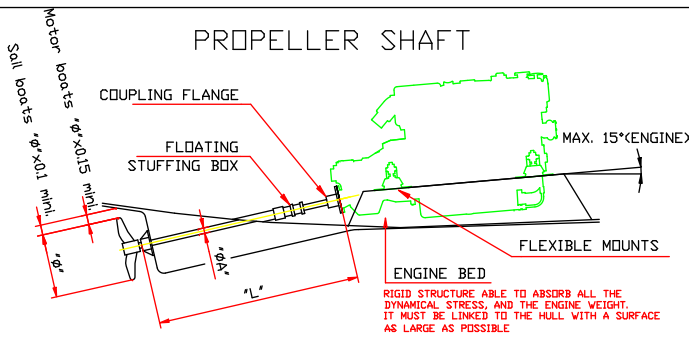


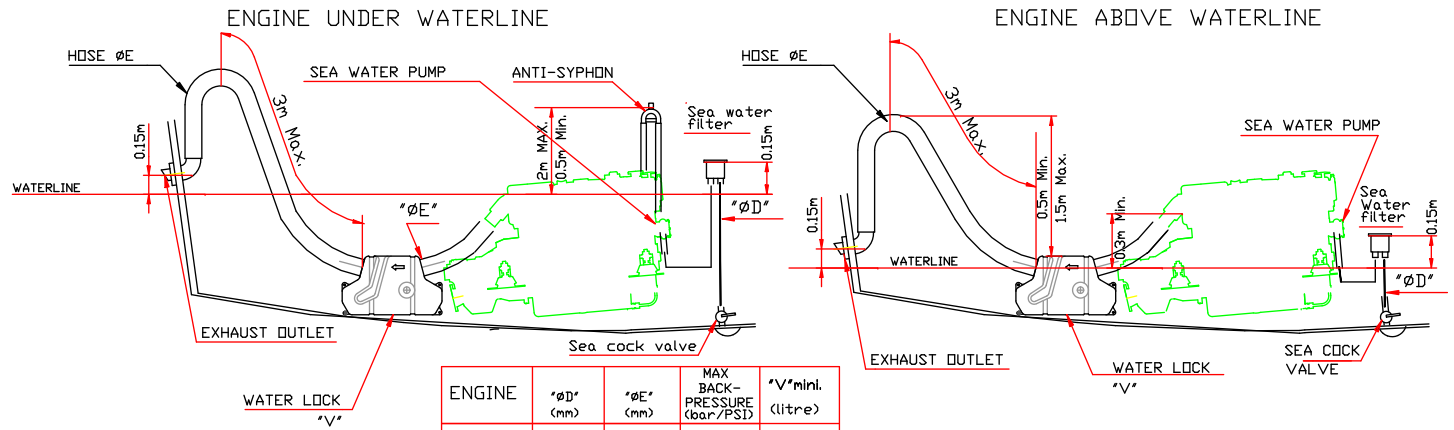
PROPELLER SHAFT



ENGINE	REDUCTION RATIO	* * *		* * *		ENGINE SPEED		
		" ϕA " * (316L) (mm)	" ϕ " (Inches)	"L" (m)	IDLING	MAXI	(W/D load) MAXI	
N4.40	2	30	16	1.50	850	2800	3050	
	3	35	20	2.00				
N4.43.HD	2	30	16	1.50	840	2800	3020	
	3	35	20	2.00				
N4.50	2	30	16/17	1.50	840	2800	3020	
	3	35	20/21	2.00				

* OTHER DIAMETER ACCORDING TO MATERIAL ; CONSULT SHAFT LINES' MANUFACTURER
 ** FOR PROPELLER CALCULATION, PLEASE FILL IN THE 'PROPELLER STUDY' FORM
 *** MAXIMUM VALUE ACCEPTED

SEA WATER PICK-UP AND EXHAUST LINES



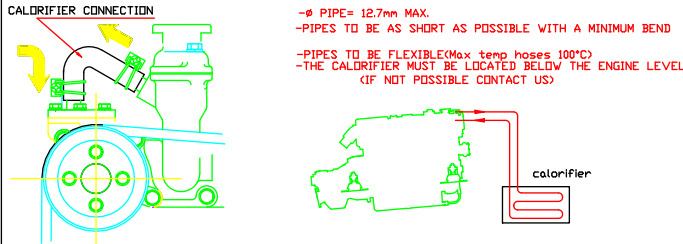
ENGINE	" ϕD " (mm)	" ϕE " (mm)	MAX BACK-PRESSURE (bar/PSI)	"V" mini. (litre)
N4.40	32	60	0.08/0.005	15
N4.43.HD	32	60	0.08/0.005	15
N4.50	32	60	0.08/0.005	15

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

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

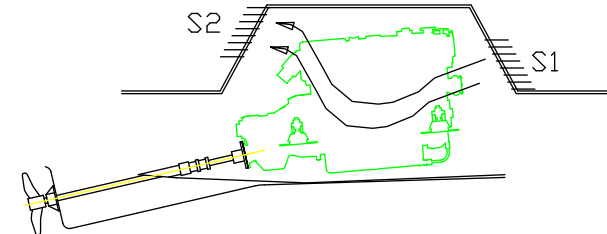
All sail boat
Motor boats speed $\times 12$ Nds

BOILER CONNECTION

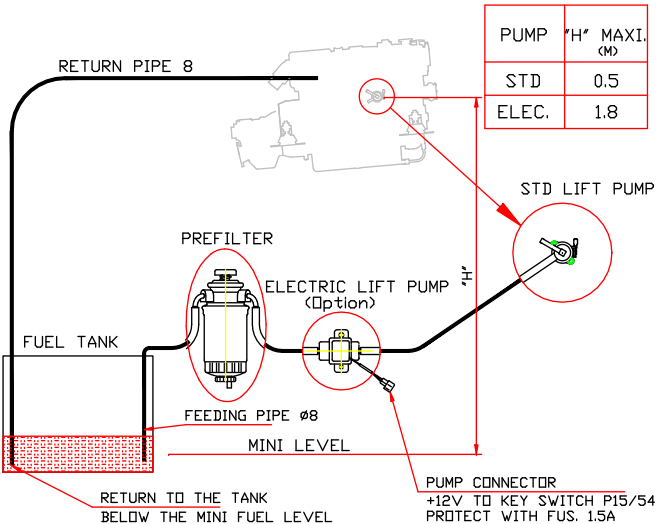


AIR REQUIREMENT

ENGINE	ENGINE AIR CONSUM (m ³ /min)	INLET "S1" (cm ²)	OUTLET "S2" (cm ²)
N4.40	2.6	390	240
N4.43.HD	2.6	390	240
N4.50	2.6	390	240

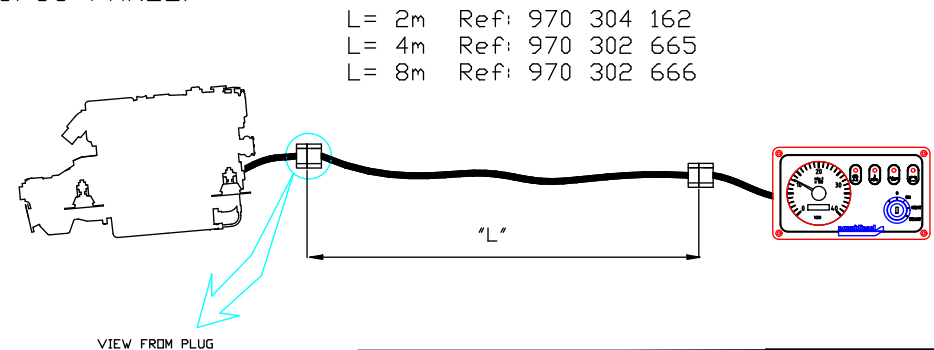


FUEL CONNECTION



ELECTRICAL WIRINGS (A3/B3/C3 PANEL)

CONNECTOR	
1	+
2	-
3	STARTER
4	PREHEATING
5	STOP
6	OIL SENDER unused
7	D+
8	OIL SWITCH
9	WATER SWITCH
10	WATER SENDER unused
11	REV. COUNT.



ECH.	DESSINE LE 6-7-98 PAR PL	VERIF.
INSTALLATION DETAILS		
N4.40 - N4.43.HD - N4.50		
IND B 13/04/06		/

NANNI INDUSTRIES 21 - Av. Marlotte - BP 107
 33260 LA TESTE - FRANCE
 12 111 623

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