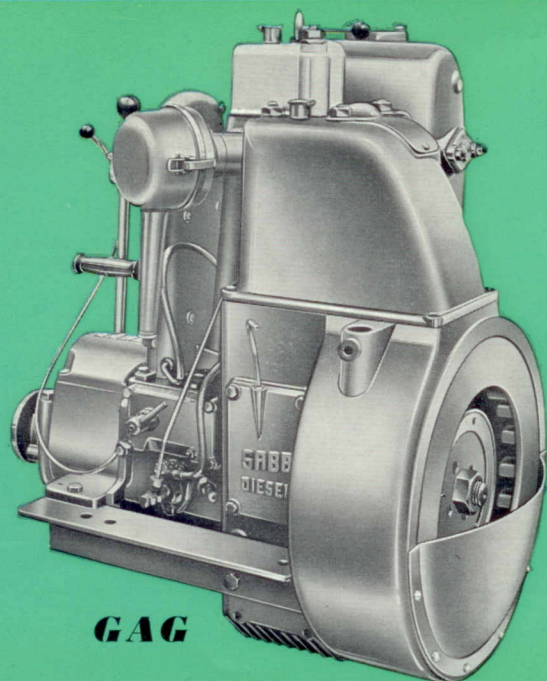


# SABB DIESEL



**GAG**

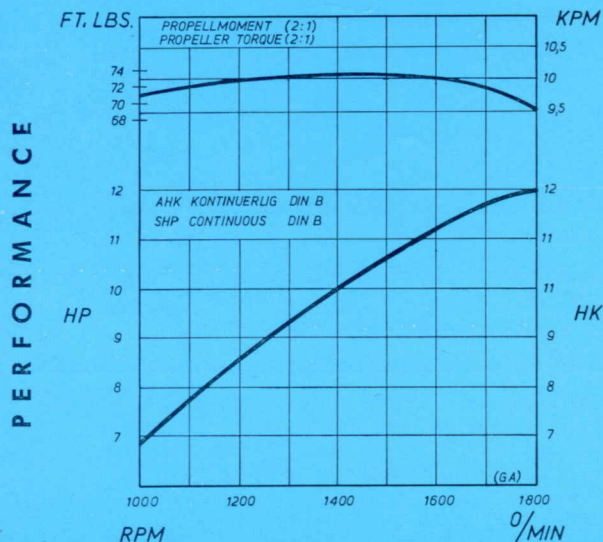
## SEA TESTED POWER

The 12 HP aircooled SABB DIESEL engine has become one of the leading lifeboat engines in its class, because it has proved to possess the qualities which are most important in a lifeboat: Excellent starting abilities and dependable operation.

The following factors explain the easy start:

1. Direct injection and excess fuel device for use at low temperatures.
2. Easy cranking due to big-end and main bearings being roller bearings.
3. Stepped-up 1:2 ratio between starting handle and crankshaft ensures higher speed of the heavy flywheel.

The engine has a simple and robust design and salt water resistant materials are used throughout. It is easy to operate and needs minimum of maintenance. It is also essential that the engine is approved by the leading classification societies (see overleaf).



# 14 HP Aircooled Lifeboat Engine

## TYPE GA

With clutch, reversing mechanism and 2-blade controllable pitch propeller with diameter 450 mm, 17<sup>3</sup>/<sub>4</sub>" , or 394 mm, 15<sup>1</sup>/<sub>2</sub>".

## TYPE GAG

With SABB reverse gear-box and 3-blade solid propeller - diameter 400 mm, 16". - Rotation: Left hand.

## GENERAL DATA:

**Vertical, single cyl., aircooled, four-stroke diesel**

14 hp at 2000 r.p.m. (10.3 kW/33 r/s)

Cylinder bore/stroke: 100/120 mm (3.94/4.72 in.)

Cubic capacity: 0.94 litre (57.36 cu.in.)

Compression ratio: 17:1

Built-in reduction gear: 2:1

Direct injection: 4-holes nozzle

Propeller torque at 2000 r.p.m.: 10 kpm (73 ft./lbs.)

Fuel consumption: 190 g/hph (0.41 lbs/hph.)

3.2 litres/hour (5.6 pints/hour)

Lub.oil consumption: 3 g/hph (0.006 lbs./hph.)

Weight of engine with stern gear: 240 kilos (529 lbs.)

## BRIEF SPECIFICATION:

Roller big-end and main bearings permit the use of splash lubrication which is the simplest and most reliable lubricating system.

The engine is known for its tough power and great propelling force, due mainly to the built-in reduction gear which enables full use of engine power and the most effective RPM of a large propeller.

The controllable pitch propeller is superior under hard weather conditions against wind and current.

The solid propeller and the reverse gearbox is easier to operate by unskilled personnel.

Installation of the engine is easy due to the practical and compact design. Control levers are conveniently located at the rear, outside the engine casing.

Moderate engine speed - silent cooler fan (in flywheel) - exhaust silencer fitted directly on the engine and the twin counter-rotating balancers ensure moderate noise and vibrations.

