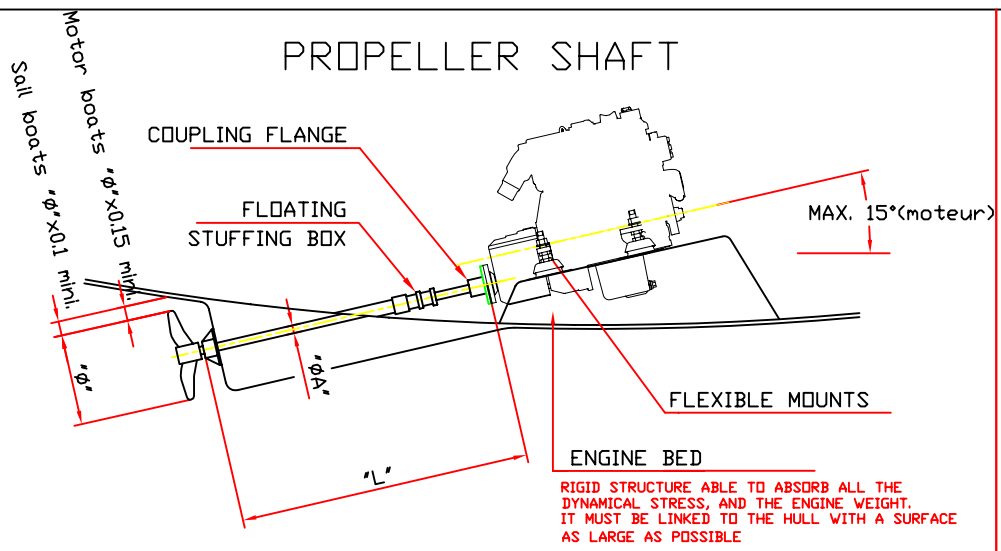


### PROPELLER SHAFT

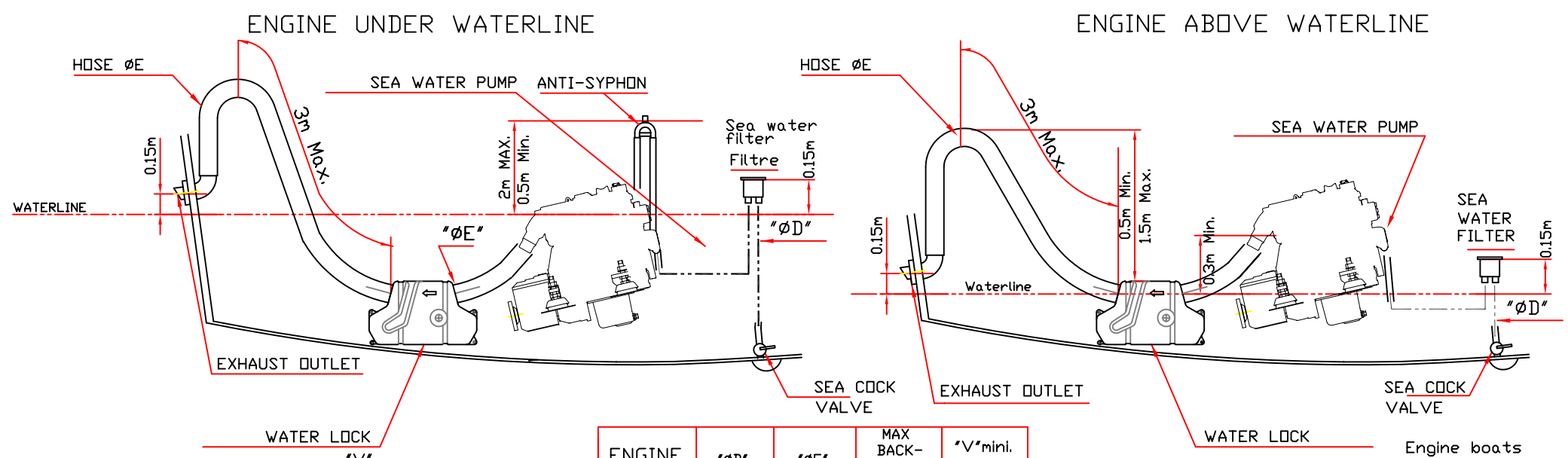


| ENGINE | REDUCTION RATIO | "φA" (316L) (mm) | "φ" (inches) | "L" (m) | ENGINE SPEED |      |            |
|--------|-----------------|------------------|--------------|---------|--------------|------|------------|
|        |                 |                  |              |         | IDLING       | MAXI | (W/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

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

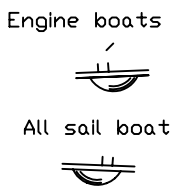
### SEA WATER PICK-UP AND EXHAUST LINES



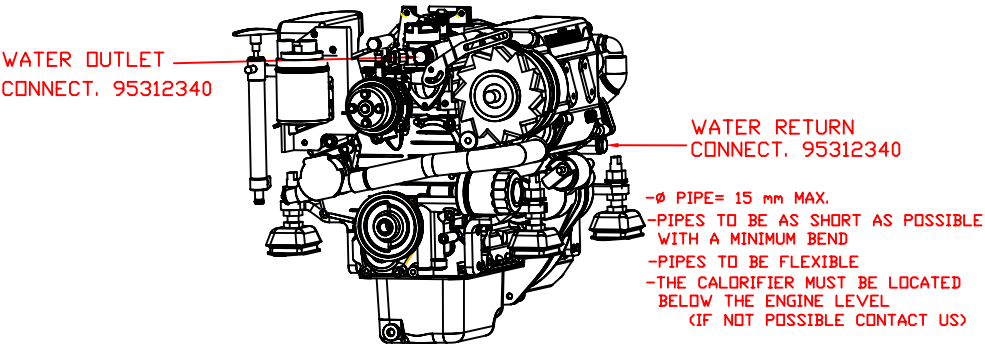
| ENGINE | "φD" (mm) | "φE" (mm) | MAX BACK-PRESSURE (bar/PSI) | "V" mini. (litre) |
|--------|-----------|-----------|-----------------------------|-------------------|
| N2.14  | 20        | 45/50     | 0.08/0.005                  | 5                 |
| N3.21  | 20        | 45/50     | 0.08/0.005                  | 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



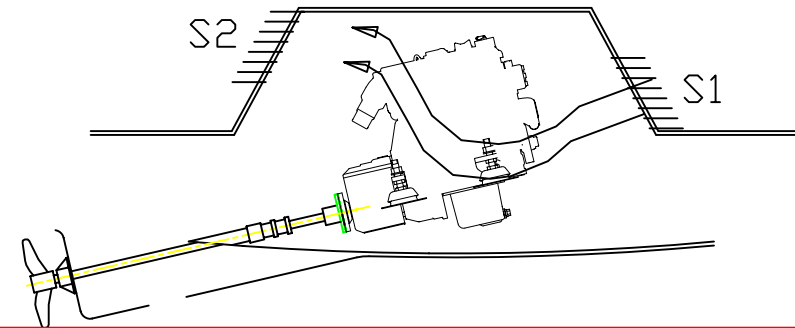
### BOILER CONNECTION



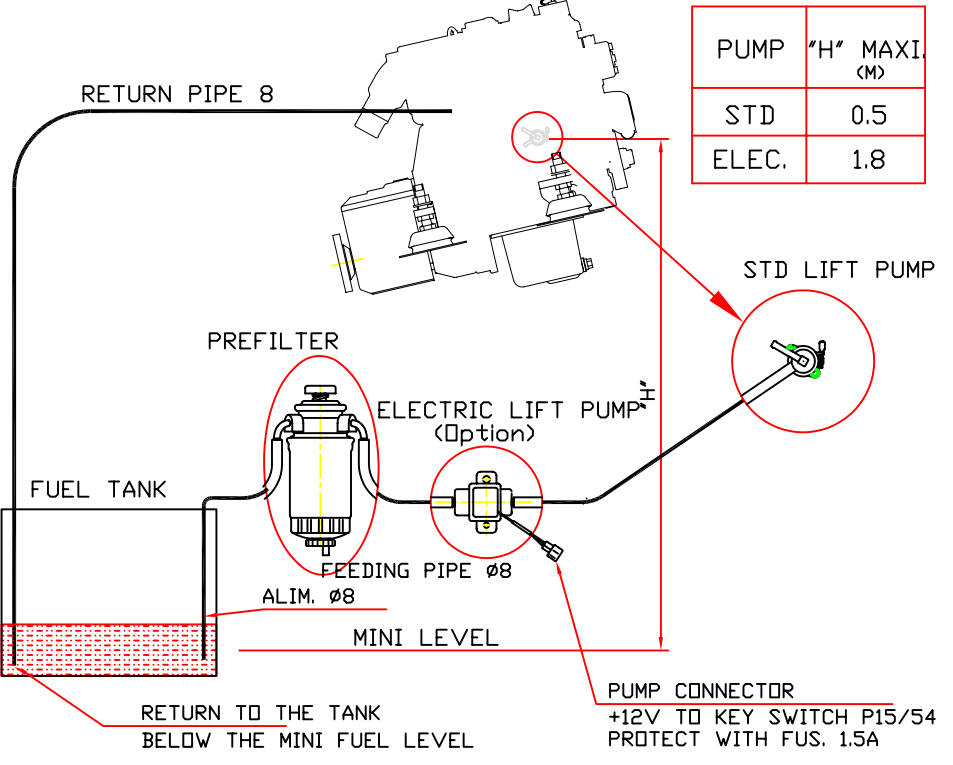
-φ PIPE= 15 mm MAX.  
 -PIPES TO BE AS SHORT AS POSSIBLE WITH A MINIMUM BEND  
 -PIPES TO BE FLEXIBLE  
 -THE CALORIFIER MUST BE LOCATED BELOW THE ENGINE LEVEL (IF NOT POSSIBLE CONTACT US)

### 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

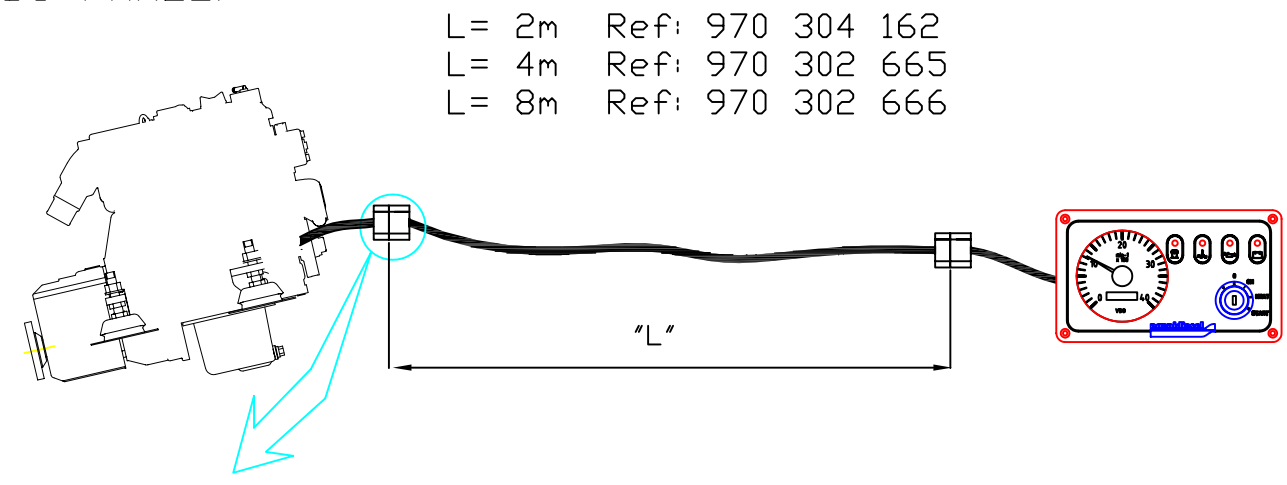


| PUMP  | "H" MAXI (m) |
|-------|--------------|
| STD   | 0.5          |
| ELEC. | 1.8          |

PUMP CONNECTOR  
 +12V TO KEY SWITCH P15/54  
 PROTECT WITH FUS. 1.5A

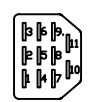
### ELECTRICAL WIRINGS (E3/A3/B3 PANEL)

- 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.



L = 2m Ref: 970 304 162  
 L = 4m Ref: 970 302 665  
 L = 8m Ref: 970 302 666

VIEW FROM PLUG



|  |                            |         |
|--|----------------------------|---------|
| ECH.   | DESSINE LE 13-02-07 PAR JD | VERIF.  |
| INSTALLATION DETAILS<br>N2.14 - N3.21  |                            |         |
|  |                            |         |
| NANNI INDUSTRIES Z.I. - Av. Marlotte - BP 107<br>33260 LA TESTE - FRANCE                                     |                            |         |
| 11   | 12                         | 111 800 |
| CE DESSIN EST LA PROPRIETE DE NANNI INDUSTRIES ET NE PEUT ETRE REPRODUIT OU COMMUNIQUE SANS SON AUTORISATION |                            |         |