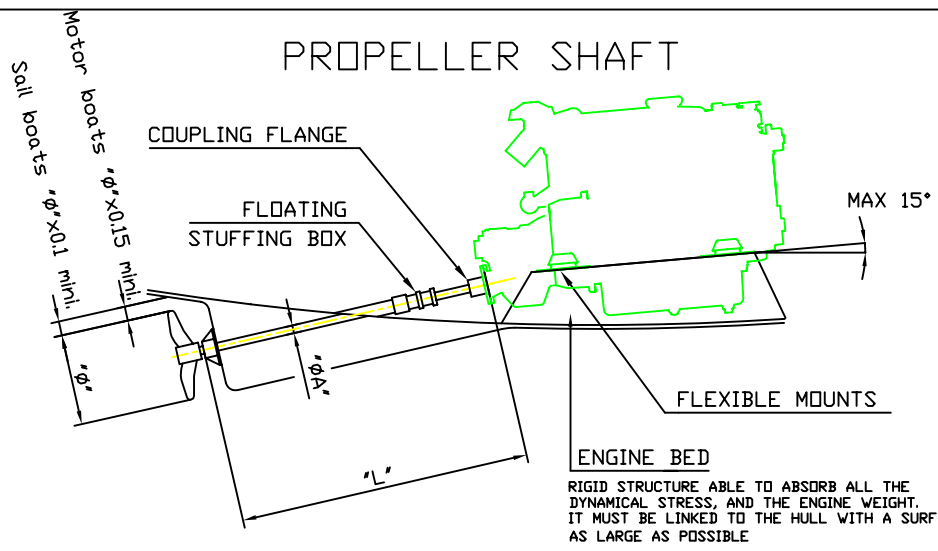


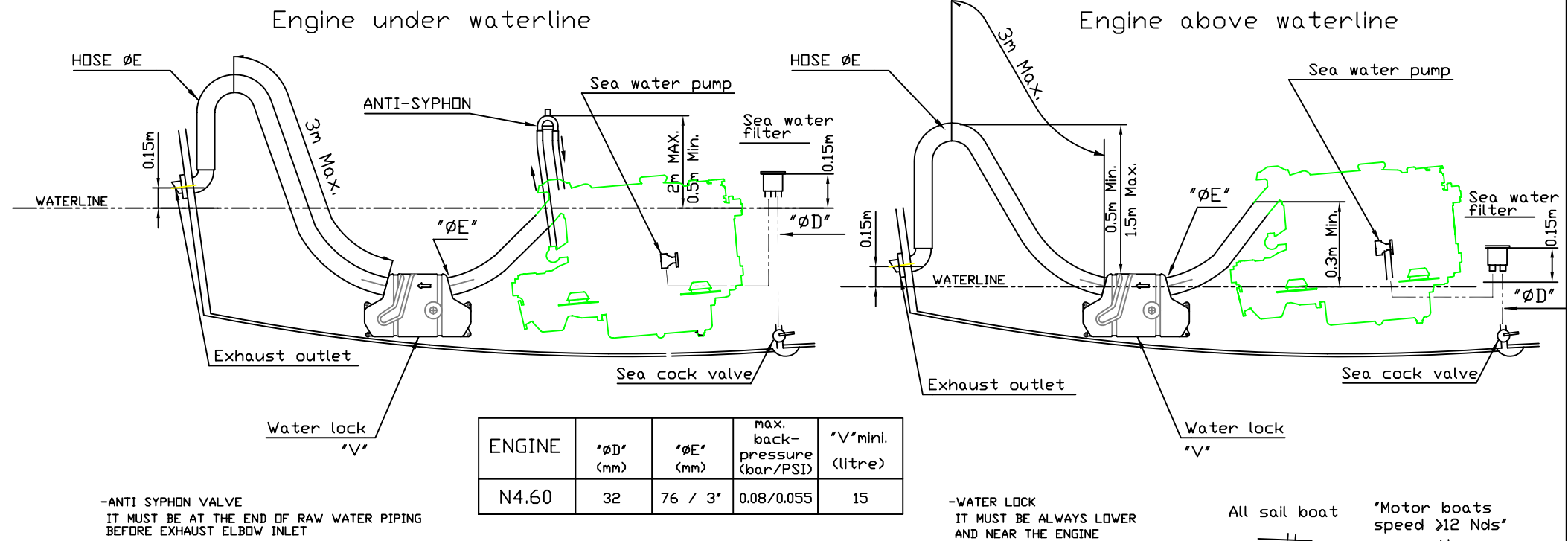
PROPELLER SHAFT



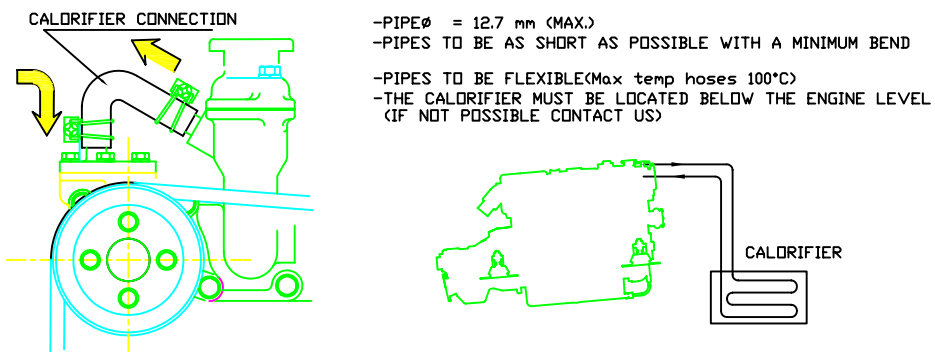
ENGINE	REDUCTION RATIO	"ØA" * (316L)	** "Ø" (mm)	*** "L" (m)	ENGINE SPEED		
					IDLING	MAXI	MAXI (V/D load)
N4.60	2	35	18"-19"	1.8	840	2800	3020
	2.5	40	20"-21"	1.9			
	3	40	22"-23"	2.2			

- * 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



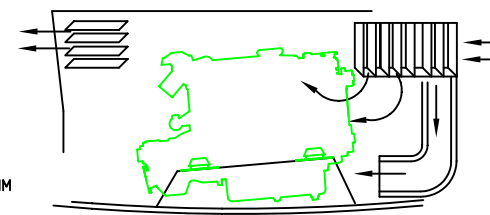
BOILER CONNECTIONS



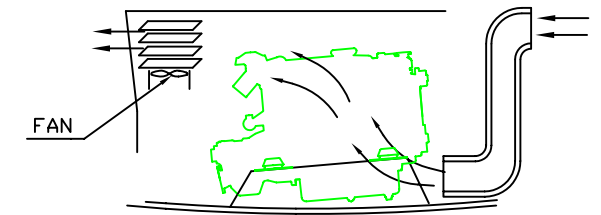
AIR REQUIREMENT

- VENTILATION SYSTEM
- DYNAMICAL (FOR FAST BOAT)
- FORCED (BY FAN)
- AIR NEEDS
- OUTLET OF WARM AIR : 5250TDI:380 m3/h 4200TDI:270 m3/h
- ENGINE AIR CONSUMPTION : 5250TDI:340 m3/h 4200TDI:201 m3/h
- ENGINE ROOM TEMPERATURE
NO MORE THAN 50°C
WITH 15°C DIFFERENCE (20°C MAX.) 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

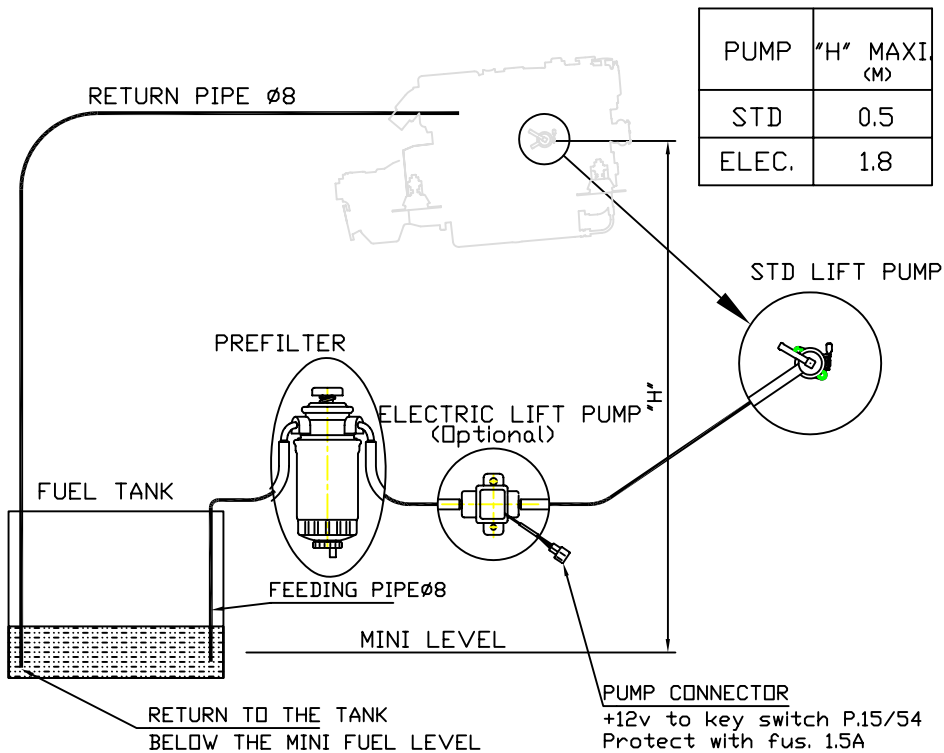
DYNAMICAL SYSTEM



FORCED SYSTEM



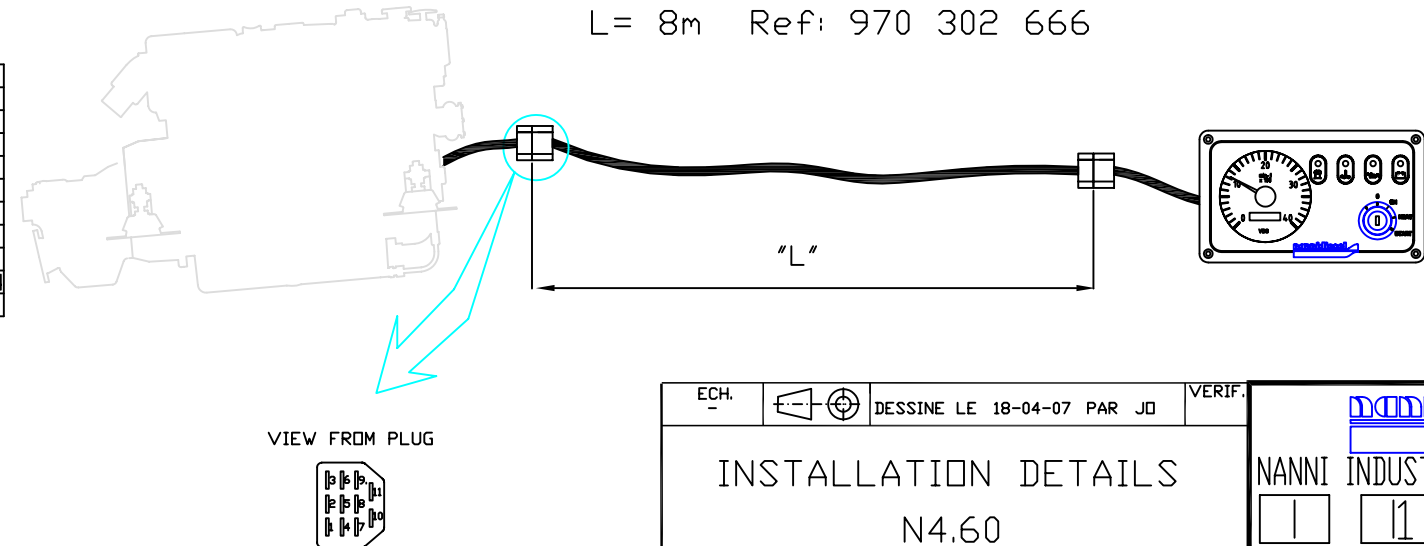
FUEL CONNECTIONS



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.

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



ECH.	DESSINE LE 18-04-07 PAR JD	VERIF.
INSTALLATION DETAILS N4.60		
NANNI INDUSTRIES Z.I. - Av. Marlotte - BP 107 33260 LA TESTE - FRANCE		
11	12	111 806
CE DESSIN EST LA PROPRIETE DE NANNI INDUSTRIES ET NE PEUT ETRE REPRODUIT OU COMMUNIQUE SANS SON AUTORISATION		