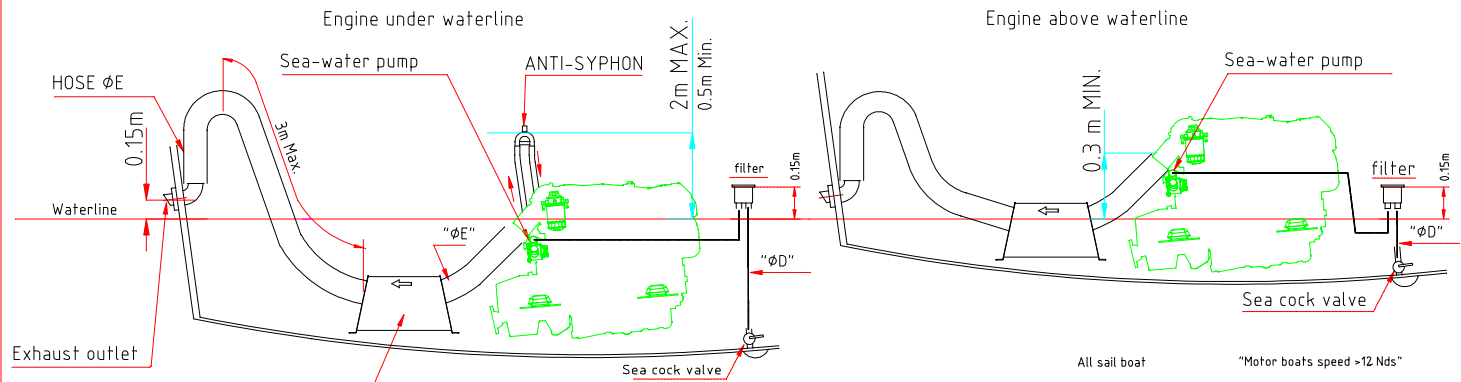


ENGINE	REDUCTION RATIO	"φA" x (316L)	"φ" (pouces)	"L" (m)	ENGINE RPM		
					IDLING	Rated RPM speed	MAX without load
N4.85	1.5	40	17"-18"	1.65	800/850	2800	3020
	2	40	20"-21"	1.8			
	2.5	40	23"-24"	2.2			
N4.100	1.5	40	17"-18"	1.65	800/850	2800	3020
	2	40	20"-21"	1.8			
	2.5	40	23"-24"	2.2			

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

### SEA WATER PICK-UP AND EXHAUST LINES



ENGINE	"φD" (mm)	"φE" (mm)	max back pressure (bar/PSI)	"V" mini. (liter)
N4.85	32	90	0.06/0.004	20
N4.100	32	90	0.06/0.004	20

-ANTI SYPHON VALVE  
 IT MUST BE AT THE END OF RAW WATER PIPING BEFORE EXHAUST ELBOW INLET

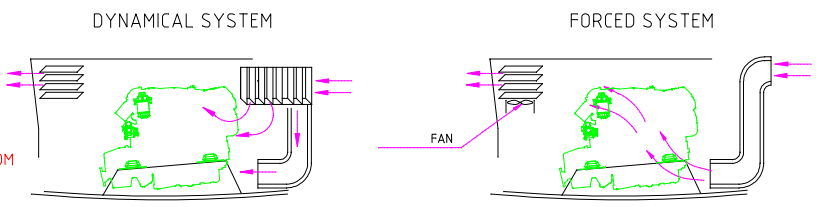
-WATER LOCK  
 IT MUST BE ALWAYS LOWER

### BOILER CONNECTION

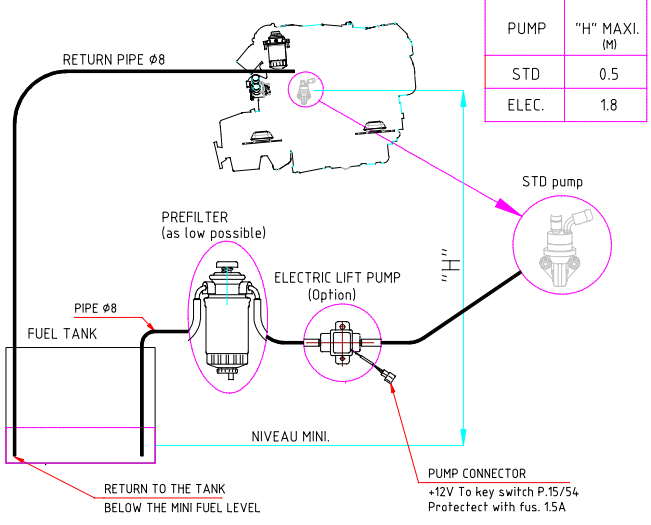
FOR THE BOILER CONNECTION  
 CONSULT NANNI DIESEL OR YOUR RECOMMENDED DEALER

- VENTILATION SYSTEM
- DYNAMICAL (FOR FAST BOAT)
- FORCED (BY FAN)
- AIR NEEDS
  - a) OUTLET OF WARM AIR : 450 m3/h
  - b) ENGINE AIR CONSUMPTION : 350 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

### AIR REQUIREMENT

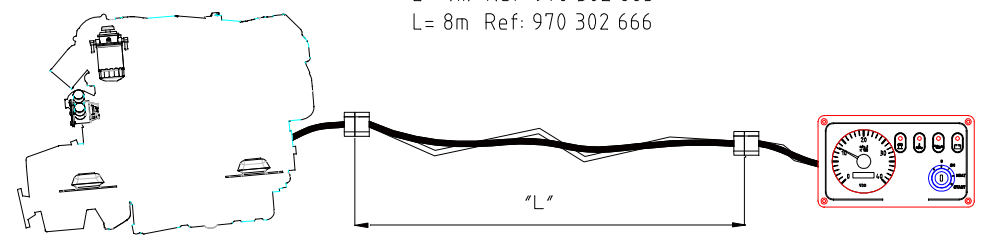


### FUEL CONNECTIONS



### 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.         |



ECH.	DESSINE LE 14/09/07	VERIF.			
INSTALLATION DETAILS					
N4.85 - N4.100					
NANNI INDUSTRIES		Z.I. - Au Maréchal - BP 107 33260 LA TESTE - FRANCE			
<table border="1"> <tr> <td>112</td> <td>111</td> <td>847</td> </tr> </table>		112	111	847	/
112	111	847			