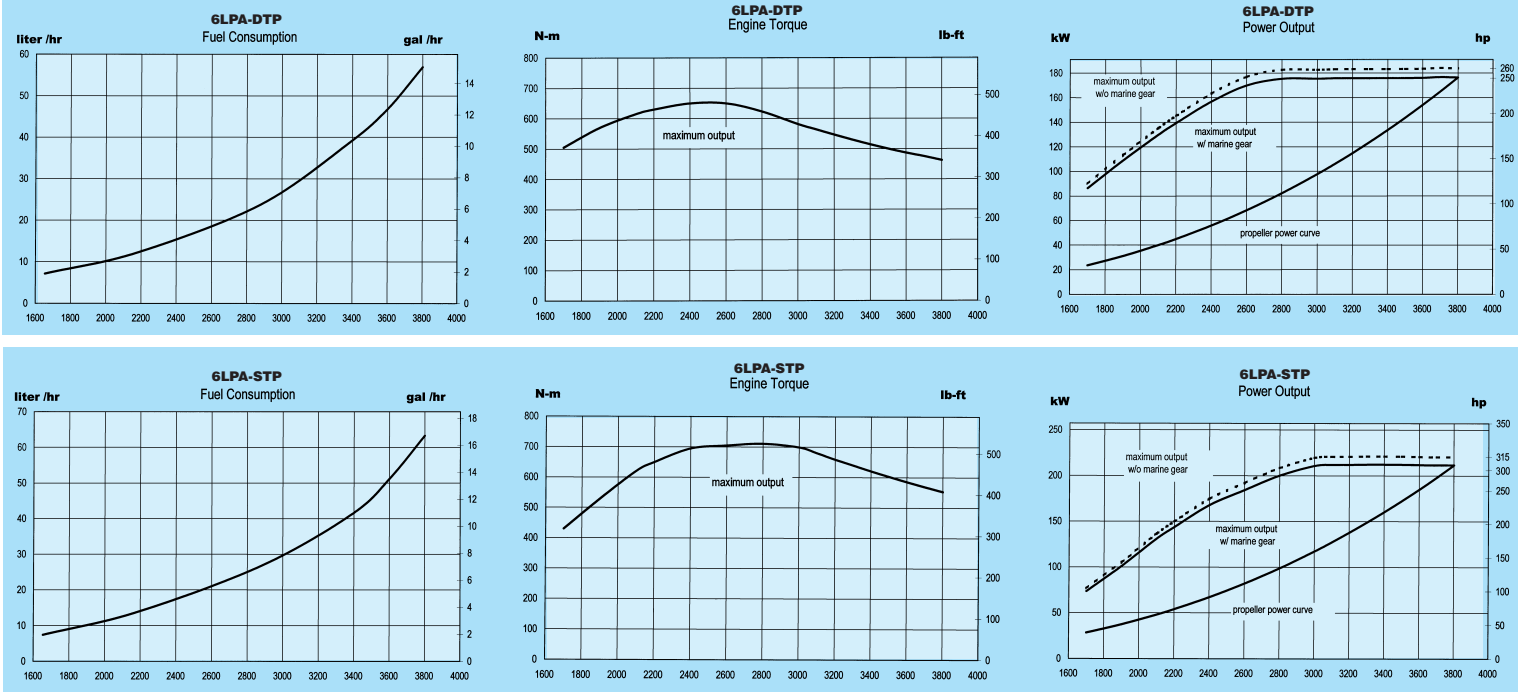


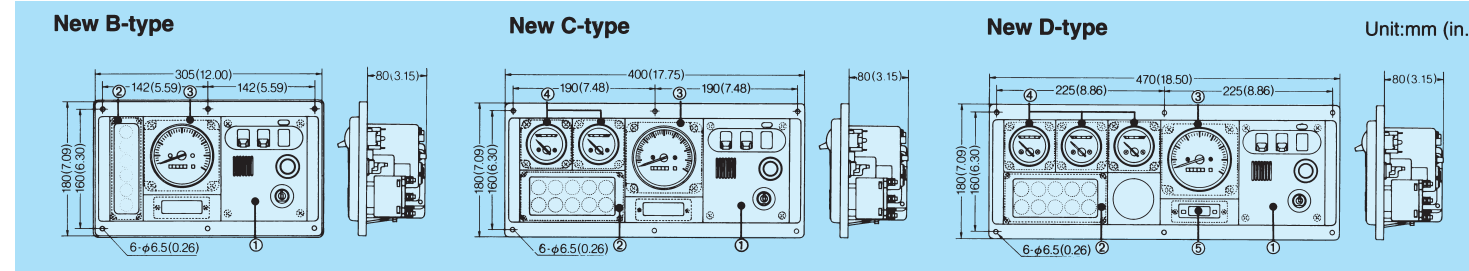
PERFORMANCE CURVES



Load factor calculation based on an exponent of 3.0.

INSTRUMENT PANELS

			New B-type	New C-type	New D-type
①	Switch	Key switch (Glow/On/Off/Start)	●	●	●
		Engine stop switch	●	●	●
		Alarm buzzer	●	●	●
		Alarm buzzer stop switch	●	●	●
		Illumination switch for meters	●	●	●
②	Alarm lamp unit	Battery not charging	●	●	●
		C.W. high temperature	●	●	●
		L.O. low pressure	●	●	●
		F.O. drain separator (Water level)	●	●	●
		Sea water flow	●	●	●
		C.W. level for fresh water tank	—	●	●
		Boost pressure high	●	●	●
③	Tachometer	Tachometer with hour meter	●	●	●
		L.O. pressure meter	—	●	●
④	Sub meter unit	C.W. temperature meter	—	●	●
		Boost meter (Turbo)	—	●	●
		Quartz clock	—	—	●



Note: All data subject to alteration without notice.

YANMAR DIESEL AMERICA CORP. 901 Corporate Grove Drive, Buffalo Grove, IL 60089

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MARINE DIESEL ENGINES

PLEASURE-CRAFT POWER

6LPA-DTP
191kW(260hp)

6LPA-STP
232kW(315hp)

YANMAR

Two engines which are light in weight, small in size and have high power outputs.

Cam Area Improvements: These engines contain many high performance features sure to appeal to the serious motorboater. The overhead cam design develops max hp at higher revs, allowing smaller, smoother running propellers. The camshaft is belt driven, reducing weight, number of parts, gear wear and noise. The STP model even features 4 valves per cylinder for enhanced breathing and top end performance.

Better Fuel and Air Management: A waste-gated water-cooled turbo really makes things happen when the throttle is put down hard. To reduce embarrassing black smoke at these times, the 6LP series engines have boost-compensated distributor-type fuel pumps. Burn efficiency has been improved as well.

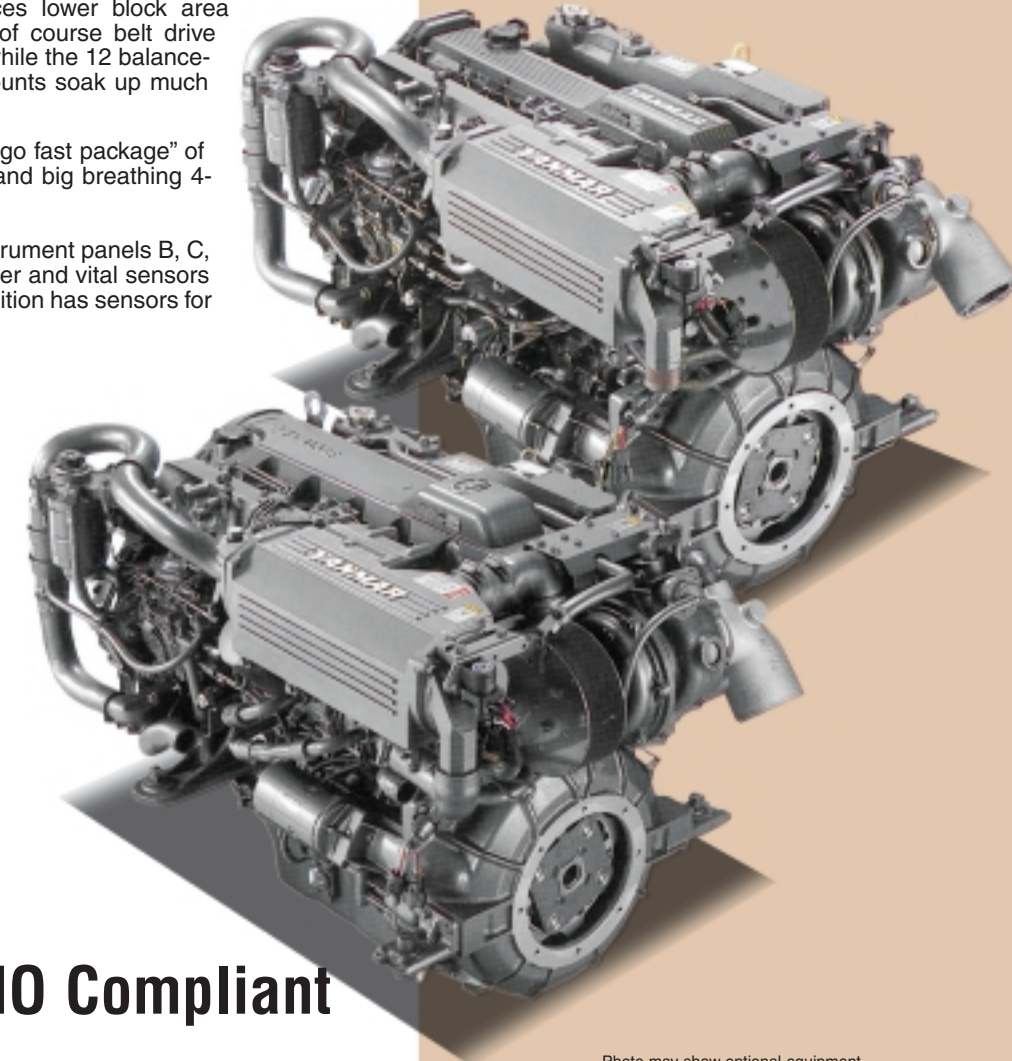
Reduced Vibration and Noise: Two stage springs on fuel injectors reduce injection noise. Ladder-frame, full block-width crankshaft bearing cap structure reduces lower block area distortion and fights bearing slap. And of course belt drive makes for big cuts in timing gear noise, while the 12 balance-weight crankshaft and rubber engine mounts soak up much of the usual diesel vibration.

Extras: Ordering the STP gets you a "go fast package" of bigger oil cooler, gallery cooled pistons and big breathing 4-valve head.

Engines can be ordered with optional instrument panels B, C, or D. Panel B mounts the usual tachometer and vital sensors for battery, temperature and oil, but in addition has sensors for i) fuel/water separator water level, ii) seawater flow at intercooler, and iii) waste-gate valve blockage (boost pressure).

Panel C and D offer more sensors again, namely for iv) heat exchanger fresh water level.

The aim is to go faster on less fuel, while at the same time keeping a far better eye on all those vital engine health functions.



IMO Compliant

Photo may show optional equipment

SPECIFICATIONS

Model		6LPA-DTP	6LPA-STP
Configuration		4-stroke, vertical, water cooled diesel engine	
Number of cylinders		6 in-line	
Bore x Stroke	mm (in.)	94 X 100(3.70 X 3.94)	
Displacement	lit. (cu. in.)	4.163(254.04)	
Continuous rating output at crankshaft	kW/rpm (hp/rpm)	154(210)/3600	188(255)/3600
Maximum output at crankshaft	kW/rpm (hp/rpm)	191(260)/3800	232(315)/3800
Combustion system		Direct injection	
Aspiration		Turbocharged with intercooler	
Starting System		Electric starting (D.C. 12V, 2.5kW starting motor/12V, 80A alternator)	
Cooling System		Fresh water cooling by centrifugal fresh water pump and rubber impeller seawater pump	
Direction of rotation		Counterclockwise viewed from flywheel	
Dry Weight	kg (lbs)	380 (837)	408 (899)

Atmospheric conditions= ISO 3046/1, Density of fuel= 0.86g/cm³, 1hp= 0.7355kW

Recommended Marine gear: "ZF" Model:

ZF63A (angle 8°),
ZF63 (Parallel),
ZF63IV (V-drive),

Reduction ratio, 1.22:1, 1.56:1, 2.04:1 & *2.52:1.
Reduction ratio, 1.51:1, 1.93:1, *2.50:1 & *2.78:1.
Reduction ratio, 1.29:1, 1.56:1, 2.00:1 & *2.48:1.

*:Not for 6LPA-STP
Marine gear not supplied by Yanmar.

DIMENSIONS

