Quick Specs

Max. Output at Crankshaft	320/370 mhp / 3,800 rpm
Total Displacement	4.46 L
Configuration	4-stroke cycle
Cylinders	8
Engine Weight	992 lbs

8LV-320Z/370Z

- Compact engine design results in reduced weight and overall size increasing performance
- Electronic control is by second-generation common rail with magnetic injectors
- Engines include a CAN Bus system with J1939 and NMEA 2000® protocol
- Yanmar LCD display and analog gauges via the J1939 CAN Bus network
- Dual air intake ports provide optimized fuel/air mix resulting in high torque
- Redundant shift and throttle control

High Torque, Light Weight, Compact and Quiet

The exceptionally quiet, smooth and compact 8LV engine is EPA Tier 3-compliant. It has a wide power band, with adjustable idle speeds as low as 550 rpm for trolling speeds in the marina, and tops out at 3,800 rpm. At a 992-pound dry weight, it has the best power-to-weight ratio in its class.

Vessel Control System

The 8LV operates on the SAE J1939 CAN Bus with data outputs in both J1939 and NMEA 2000®® protocols. Twin 8LVs connected to Yanmar's ZT370 hydraulic clutch, counter-rotating prop stern-drives, can be fitted with Yanmar's new Joystick control system. This allows for independent steering of the drives and independent shifting. The ZT370 gear change is so smooth that you'll hardly feel it shift.

Twin Turbos

The twin turbos provide a wide power band. They spool up quickly for low-end torque, and deliver maximum flow at higher rpm. They also ensure quiet and smooth operation throughout the range with great acceleration.

12V/180A Alternator Standard

With up to 180 amps output, the alternator delivers plenty of power for today's marine electronics and other needs. In twin applications, the use of a power inverter on smaller boats may eliminate the need for a generator, further reducing weight and cost.

8LV-320Z/370Z

specifications

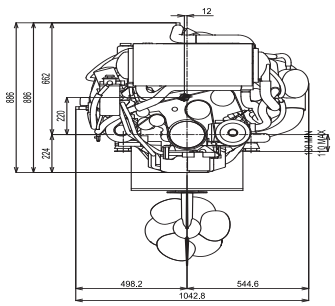
Configuration	4-stroke, V8, common rail fuel injection
Maximum output at crankshaft according ISO 8665:2006	320 mhp @ 3,800 rpm / 370 mhp @ 3,800 rpm (235 kW @ 3,800 rpm) / (272 kW @ 3,800 rpm)
Continuous rating output at crankshaft	290 mhp @ 3,683 rpm / 337 mhp @ 3,683 rpm (214 kW @ 3,683 rpm) / (248 kW @ 3,683 rpm)
Displacement	4.46 Ltr (272 cu in)
Bore x stroke	3.38 in x 3.78 in (86 mm x 96 mm)
Low Idle rpm	550 rpm
Aspiration	Twin turbocharged
Starting System	Electric starting 12 V - 2 kW
Alternator	12 V - 180 A
Cooling system	Fresh water cooling with heat exchanger
Direction of rotation (crankshaft)	Counter clockwise viewed from flywheel side
Dry weight without gear	992 Lbs (450 Kg)
Environmental Certification	EU: RCD, US: EPA Tier 3
Engine mounting	Flexible type isolators

NOTE: Fuel condition: Density at 15°C = 0.84 g/cm 3; 1kW = 1.3596 mhp = 1.3410 HP
* Fuel temperature 40°C at the inlet of the fuel injection pump (ISO 8665)
Technical data is according to ISO 8665 / 3046

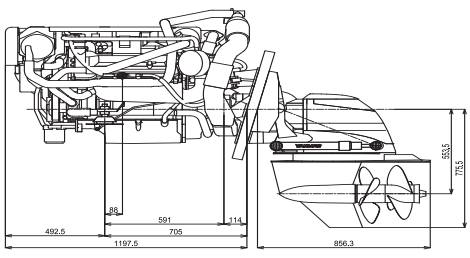
DRIVE SYSTEMS

Type	Hydraulic Multi-Disc Clutch / Dual Counter Rotating Props	
Dry weight	220 lbs (100 Kg)	
Reduction ratio	1.65/1.65	1.78/1.78
Propellor speed (rpm)	2303/2303	2134/2134
Direction of rotation from the stern	Clockwise (rear prop) & Counterclockwise (front prop)	
Lub oil specifications	API class: GL5 SAE	
Dry weight engine swith sterndrive	1213 lbs (550 Kg)	
Shift control	Mechanical or Electro-magnetic	
Maximum tilt	51°	

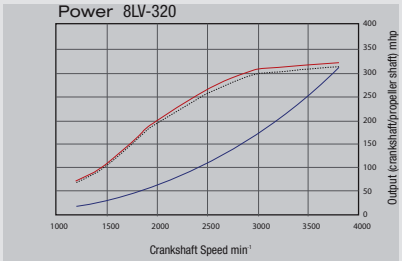
Rear View

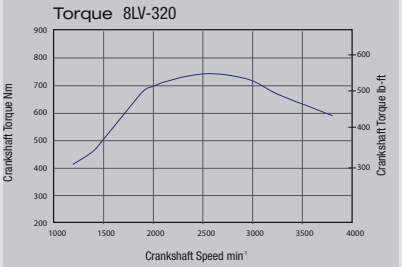


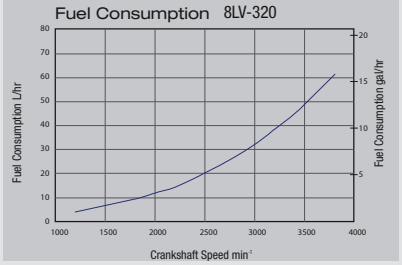
Right Side View

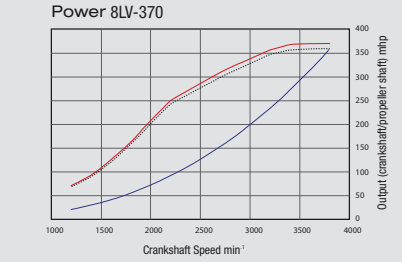


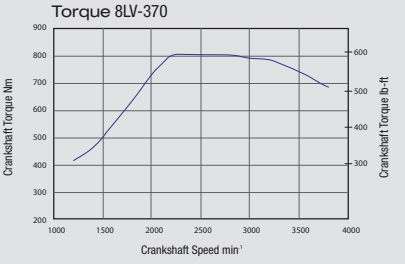
PERFORMANCE CURVES

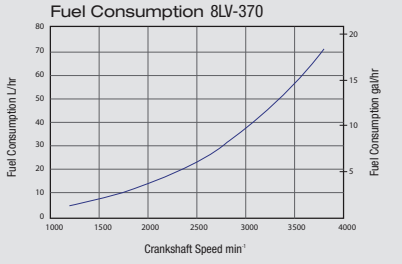












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