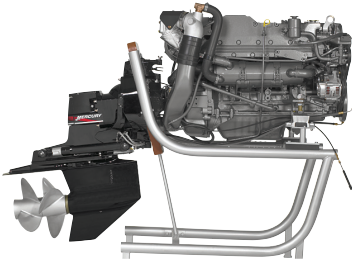


Yanmar type 6LPA-STZP2



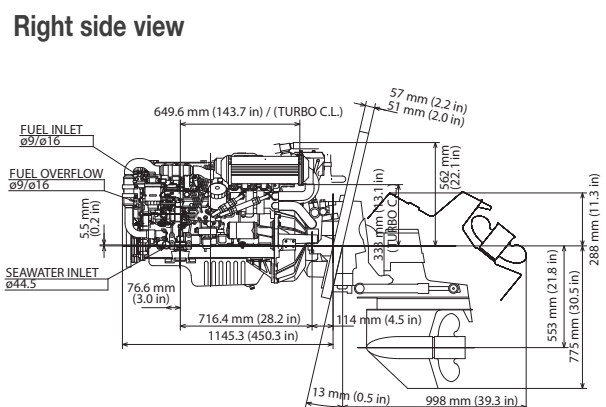
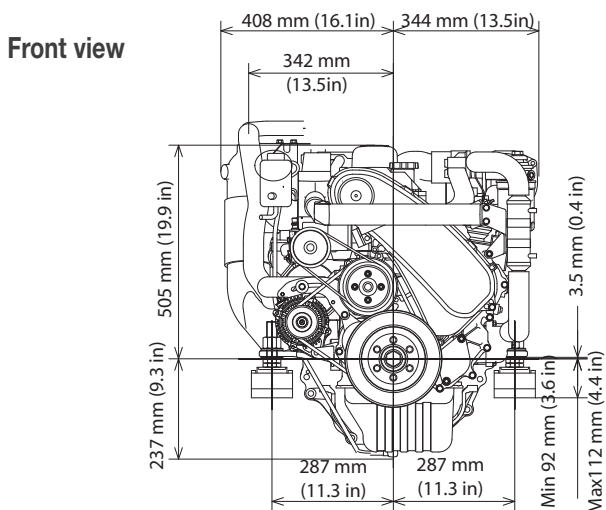
Configuration	4-stroke, vertical, water cooled diesel engine
Maximum output at crankshaft	* 232 kW (315 mhp) / 3800 rpm ** 225 kW (306 mhp) / 3800 rpm
Continuous rating output at crankshaft	211 kW (286.4 mhp) / 3682 rpm
Displacement	4.164 L (254 cu in)
Bore x stroke	94 mm x 100 mm (3.70 in x 3.94 in)
Cylinders	6 in line cylinders, 4- valves per cylinder
Combustion system	Direct injection
Aspiration	Turbocharged with intercooler
Starting system	Electrical starting 12 V - 2.5 kW
Alternator	12 V - 80 A
Cooling system	Fresh water cooling by centrifugal fresh water pump and rubber impeller seawater pump
Lubrication system	Enclosed, forced lubricating system
Direction of rotation (crankshaft)	Counter clockwise viewed from flywheel side
Dry weight without sterndrive	428 kg (944 lbs)
Environmental	EU RCD, US EPA Tier 2, BSO II & EMC
Engine mounting	Rubber type flexible mounting

NOTE: Fuel condition: Density at 15°C = 0.84 g/cm³; 1kW = 1.3596 mhp = 1.3410 HP

* Fuel temperature 25°C at the inlet of the fuel injection pump (ISO 3046-1)

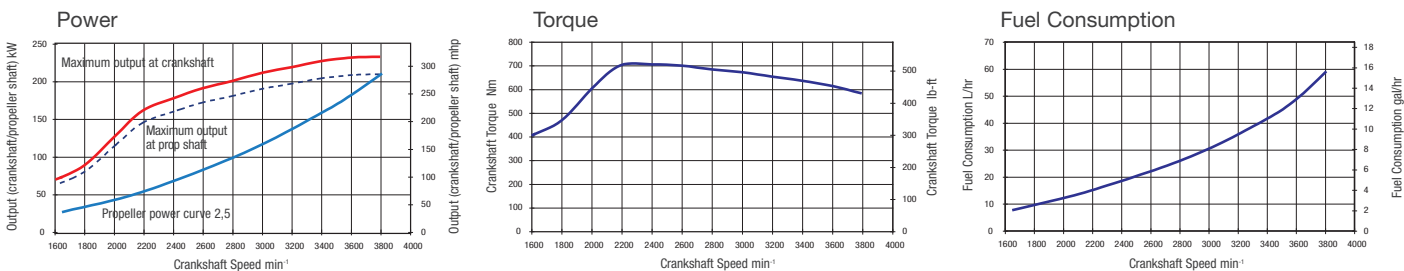
** Fuel temperature 40°C at the inlet of the fuel injection pump (ISO 8665)

Dimensions (For detailed line-drawings, please refer to our web-site: www.yanmarmarine.com)



6LPA-STZP2 Bravo2 Sterndrive

Performance Curves (Output is according ISO 8665)



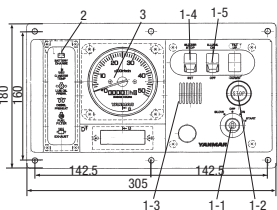
Yanmar Sterndrive engine set

Model	Yanmar Sterndrive ZT350 Mercruiser Sterndrive (Bravo I, II, III)							
Type	ZT350				Bravo X-2			
Dry weight with propellers	112 kg (247 lbs)				94 kg (207 lbs)			
Reduction ratio (fwd/asn)	1.65/1.65	1.78/1.78	1.97/1.97	2.18/2.18	1.50/1.50	1.65/1.65	1.81/1.81	2.00/2.00
Propeller speed (fwd/asn)	2303/2303	2135/2135	1929/1929	1743/1743	2533/2533	2303/2303	2099/2099	1900/1900
Direction of rotation (propeller shaft - fwd)	Clockwise & counter clockwise viewed from flywheel side				Clockwise & counter clockwise viewed from flywheel side			
Dry weight engine with sterndrive	427 kg (941 lbs)				522 kg (1151 lbs)			
Length engine without sterndrive	1001 mm (39 in)				2230 mm (88 in)			

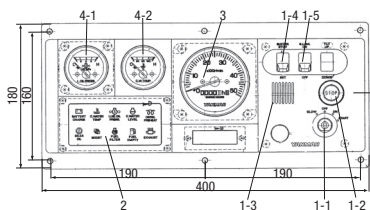
1. Inner and outer transome surface must be parallel within 3mm in area covered by transome plates and remain within transome thickness limits.
2. Dwg. shows mounting blocks at compressed height of approximately 4mm.
3. Transome angle: 13° to 16°

Instrument Panels

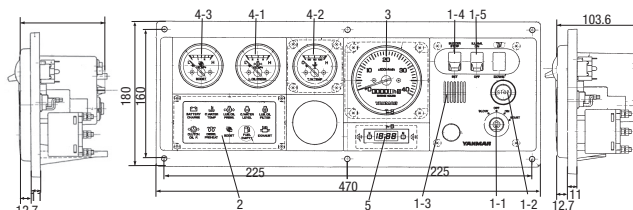
New B-type Panel



New C-type Panel



New D-type Panel



Function	Type of instrument panel		
	New B-type Panel	New C-type Panel	New D-type Panel
① Switch unit			
1-1 Key switch for GLOW/OFF/ON/START (4-position switch)	O	O	O
1-2 Engine stop switch	O	O	O
1-3 Alarm buzzer (C.W. Temp., L.O. Pressure)	O	O	O
1-4 Alarm buzzer stop switch	O	O	O
1-5 Illumination switch for meters	O	O	O
② Alarm lamp unit			
Battery not charging	O	O	O
C.W. high temperature	O	O	O
L.O. low pressure	O	O	O
F.O. drain separator (water level)	O	O	O
Sea water flow	O	O	O
C.W. level for fresh water tank	X	O	O
Boost pressure high	X	O	O
③ Tachometer with hour meter	O	O	O
④ Sub meter unit	X		
4-1 L.O. pressure meter	X	O	O
4-2 C.W. Temperature meter	X	O	O
4-3 Boost meter (turbo)	X	X	O
⑤ Quartz clock	X	X	O

Note: O = Equipped on panel X = Not equipped on panel

Accessories

Standard Package

- Sensor for instrument panel (New B, C and D-type)
- Exhaust mixing elbow (L-type)
- Cooling water hoses

Optional

- Analog instrument panels (New B, C and D-type)
- Flexible mounts (2pcs)
- Exhaust mixing elbow, U-type (high riser)
- Lub oil evacuation pump
- Remark: Engine also available without Hydraulic steering pump for twin installation

- Fuel water separator (integrated with fuel filter)
- Hydraulic Steering pump
- Alternator 12 V - 80 A

- Dipstick for opposite side
- Various Wire Harnesses (4,6,10 m)
- Tie Bar (for twin installation)
- Air venting device for cooling watertank
- VDO instrumentation for main panel and fly bridge

Texts and illustrations are not binding. Yanmar Marine reserves the right to introduce adaptations without prior notification.

6LPA-STZP2 Version: 2008-10