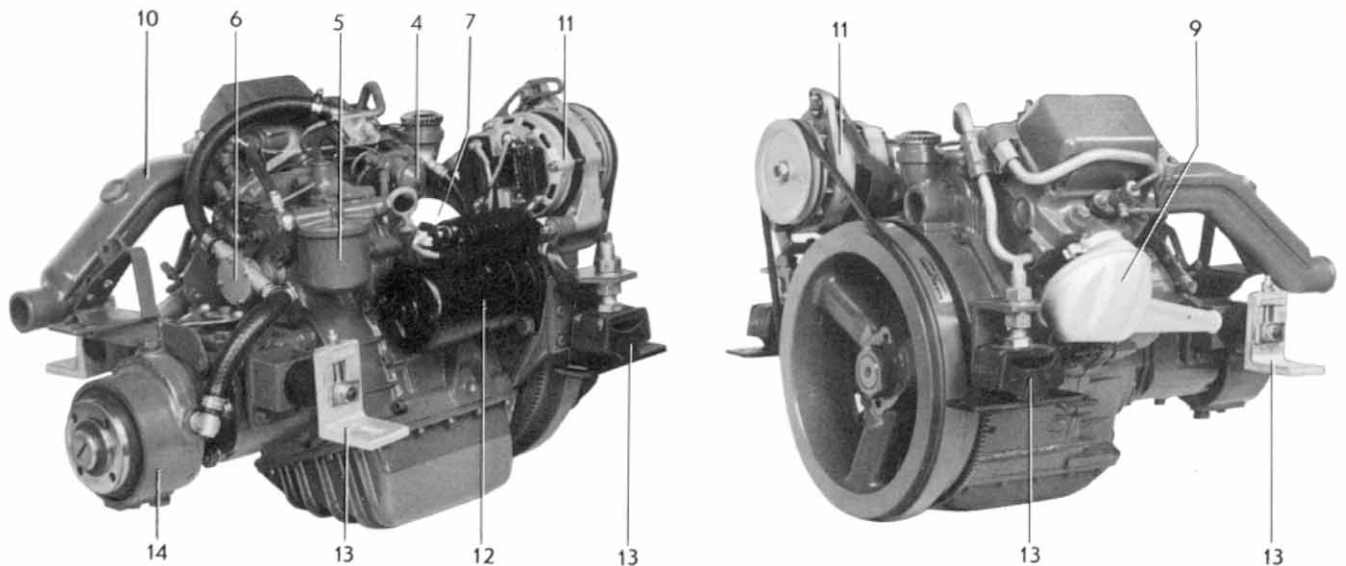


MD 5B



1-cylinder, 4-stroke marine diesel engine with overhead valves and direct injection. Cylinder inclination 45° Propeller shaft output 7.5 hp (5.5 kW)



STANDARD EQUIPMENT

ENGINE BODY – Cylinder block and head made of cast iron. Replaceable cylinder liner. Piston made of light-alloy with 2 compression rings and one oil scraper ring. Cylinder inclination 45°.

Without hand starting device.
Tool kit is supplied with engine.

FUEL SYSTEM – Piston-type injection pump with centrifugal governor for accurate speed regulation
Feed pump with hand primer (4) and flexible hose (approved by DNV, LR, GL and BV) with fuel pipe connection for suction line
Effective fuel filter (5)
Manual cold-starting device with control bracket and lever mounted

COOLING SYSTEM – Thermostat-controlled sea-water cooling.
Sea-water pump with neoprene rubber impeller (6). The reverse gear reduction gear is water-cooled.

LUBRICATING SYSTEM – Pressure-lubrication system with full-flow lubrication oil filter of the spin-on type (7).
Sealed crankcase ventilation.

INTAKE SYSTEM – Intake silencer (9) with filter.

EXHAUST SYSTEM – Exhaust outlet in rear of cylinderhead with water-cooled exhaust elbow (10)

ELECTRICAL SYSTEM – Corrosionproof 12 V electrical system, with complete instrument panel. Alternator 35 A, 420 W (11). Starter motor output 0.8 kW (1.1 hp) (12)

The instrument panel is provided with a key switch, warning lamps for battery charging, cooling water temperature and oil pressure.

Automatic alarm with buzzer for low oil pressure and high cooling water temperature. Also wired for indicating the respective warning lamps.

Recess for extra instrument (diam. 52 mm = 2") covered with dummy plug.

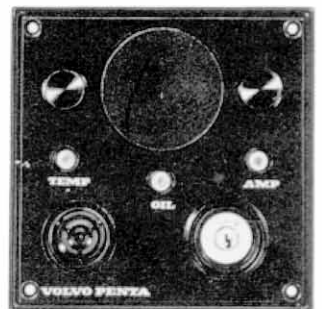
Cable harness, 4 m (13 ft) in length, with connector.

Main fusing, with built in spare fuse, is mounted on engine.

ENGINE MOUNTING – Engine is supplied with flexible engine mounting (13).

POWER TRANSMISSION – Reverse gear type MS-B (MonoShift) red. ratio 1.91:1, L-H prop. (14). Single-control lever for both speed and operating the reverse gear. Bracket for control cables included.

Delivered without propeller shaft flange.



EXTRA EQUIPMENT

FUEL SYSTEM

Electrically operated fuel pump
Water-separating filter with or without flexible hoses
Fuel tank
Fuel line kit with copper piping and installation parts

COOLING SYSTEM

Sea-water filter complete with attachment
Cooling water intake complete with cock and hose

EXHAUST SYSTEM

Connection flange R1 1/4"
Hull through fitting
Exhaust rubber hose

Water-cooled silencer, complete
Vacuum valve
Exhaust boot
Silencer
Compensator

ELECTRICAL SYSTEM AND INSTRUMENTS

Charging distributor for charging 2-battery system
Electric-hourmeter
Master switch
Cable harness extension
Instrument panel for extra instrument

BOAT ACCESSORIES

Electrically operated bilge pump
Original paint
Oils

CONTROLS AND CONTROL SYSTEM

VP single-control lever for both speed and forward-reverse operation, top-mounted or side-mounted.
Neutral-position switch – automatic safety interlock for VP controls
Push-pull controls
Control cables
Steering gears
Steering cables
Ball joint and clevis kit for steering cables

PROPELLER EQUIPMENT

Flexible coupling
Propeller shaft coupling, clamping type
Propeller shafts
Propeller shaft sleeves
Propellers

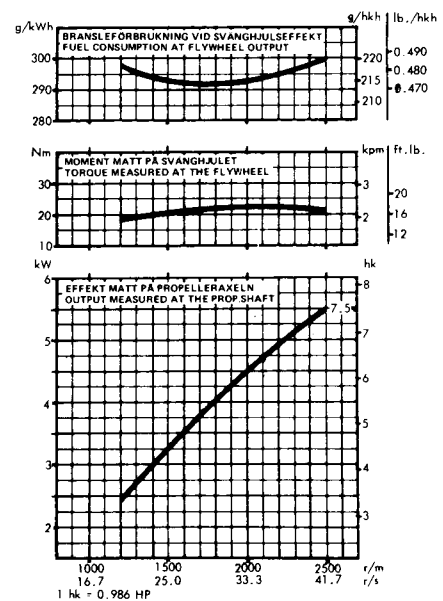
DATA

Type of operation 4-stroke diesel engine with direct injection
Designation MD5B
Propeller shaft output¹⁾ 7.5 hp at 2500 r.p.m. (5.5 kW at 41.7 r/s)
Number of cylinders 1
Cylinder inclination 45°
Capacity 0.443 dm³ (27 in³)
Bore 84 mm (3.31 in)
Stroke 80 mm (3.15 in)
Valves overhead
Weight, engine with MS rev. gear, approx 111 kg (245 lb)

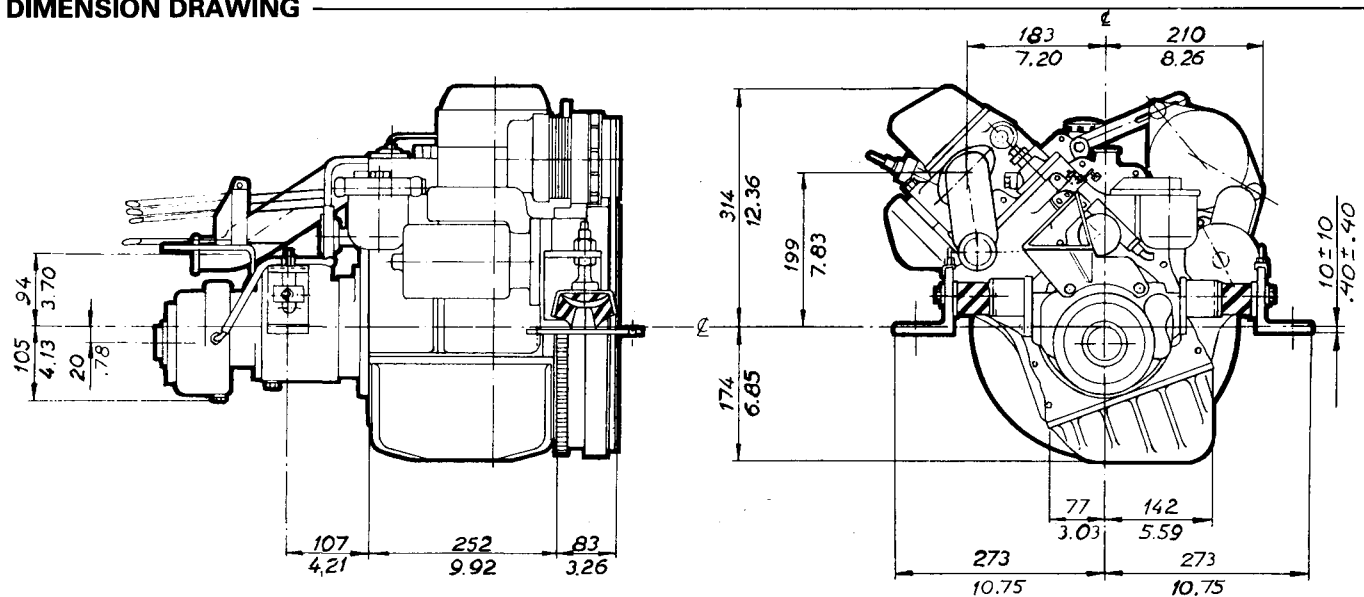
¹⁾ Propeller shaft output for pleasure craft duty with mechanical reverse gear according to DIN 6270 Leistung B für Dauerbetrieb. The engine flywheel output is approx. 4.5% higher.

All measurements apply to a run-in engine.

1 hk = 1 hp (metric system) = 0.986 HP (Imp./US meas. system)



DIMENSION DRAWING



We reserve the right for carry out modifications.
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