

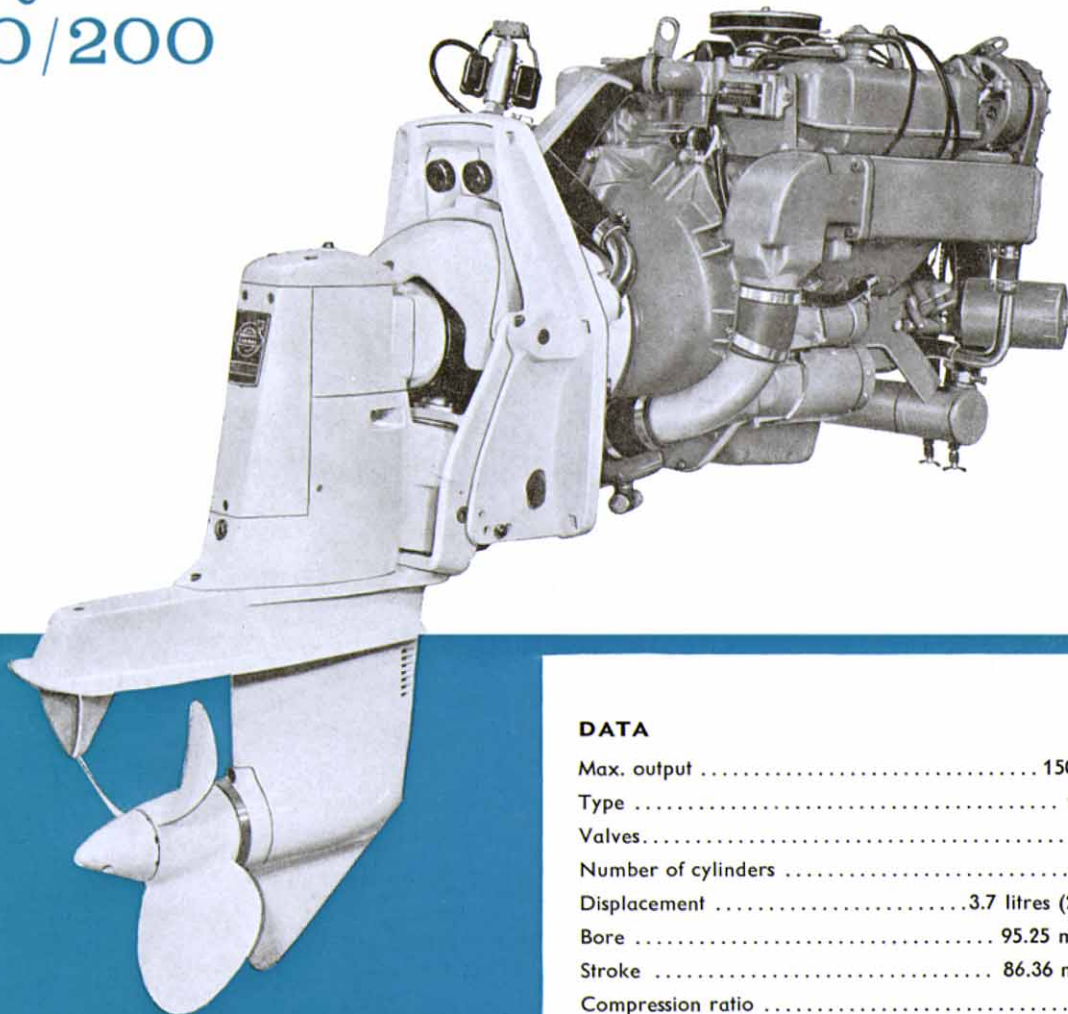


In order to meet the growing demand for greater engine outputs concerning power units for installation in high speed boats, Volvo Penta now presents the AQUAMATIC 150/200 which consists of a V6 engine combined with the new AQUAMATIC outboard drive Model 200.

The AQUAMATIC 150/200 is an extremely compact unit and its dimensions when installed are a great advantage compared with its high output — 150 h. p. SAE — and also its weight which is 275 kg (605 lb). The fuel consumption of this engine is extremely low and it runs quietly and without vibration. Engine equipment includes such outstanding features as a double-port Rochester carburetter and a spark-proof alternator of marine design. This alternator is a 12 V, 450 W unit and charges the battery even when the engine is running at idling speed, this being a great asset considering the wide range of electrical equipment which is fitted in a modern boat. The engine has a thermostat controlled fresh-water cooling system with a heat exchanger and an expansion tank. Other features include the hyper effective spin-on oil filter and a closed crankcase evacuation system. The engine is fitted with hydraulic tappets and overhead valves.

The AQUAMATIC 150/200 is a modern and highly effective inboard/outdrive unit fitted with the advanced AQUAMATIC outboard drive Model 200 with its perfect lines, hydrodynamic design and with the control cable, cooling water inlet, exhaust outlet and cooling water outlet all enclosed inside the drive itself. This is, in other words, a marine power unit which more than satisfies the demands made today concerning reliability, performance, function and design.

VOLVO PENTA INBOARD ENGINE WITH OUTBOARD DRIVE AQUAMATIC 150/200



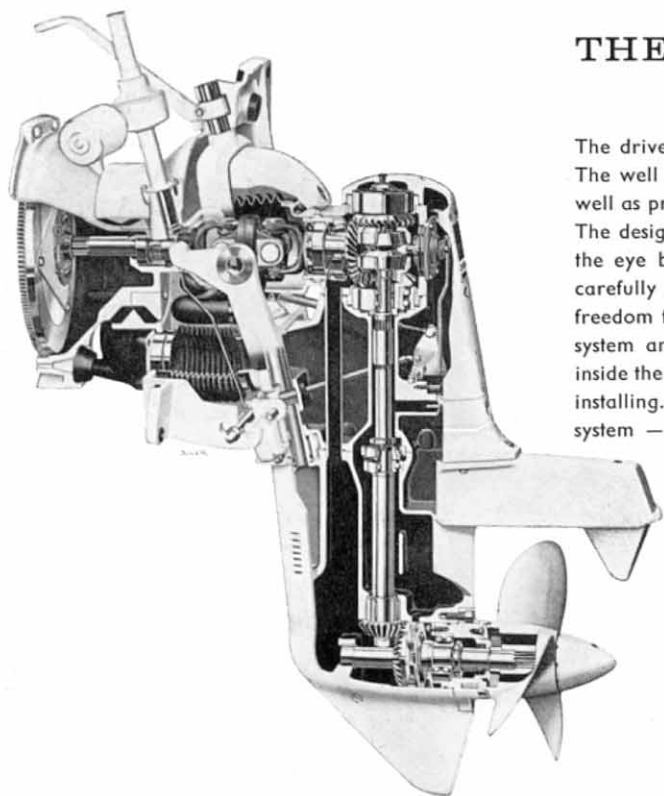
Standard equipment includes: Instrument panel with electric revolution counter, electric temperature gauge, warning lamps for charging and oil pressure.

DATA

Max. output	150 h.p. SAE
Type	fourstroke
Valves.....	overhead
Number of cylinders	V 6
Displacement	3.7 litres (225 cu.in.)
Bore	95.25 mm (3.75")
Stroke	86.36 mm (3.40")
Compression ratio	9:1
Total weight	275 kg (605 lb)

All the electrical cables are combined to form one single cable harness between the engine and the instrument panel with a plug-in connector about 1.5 m (5 ft.) from the engine — this facilitates installation to a great extent.

THE AQUAMATIC DRIVE MODEL 200 - a new outboard drive

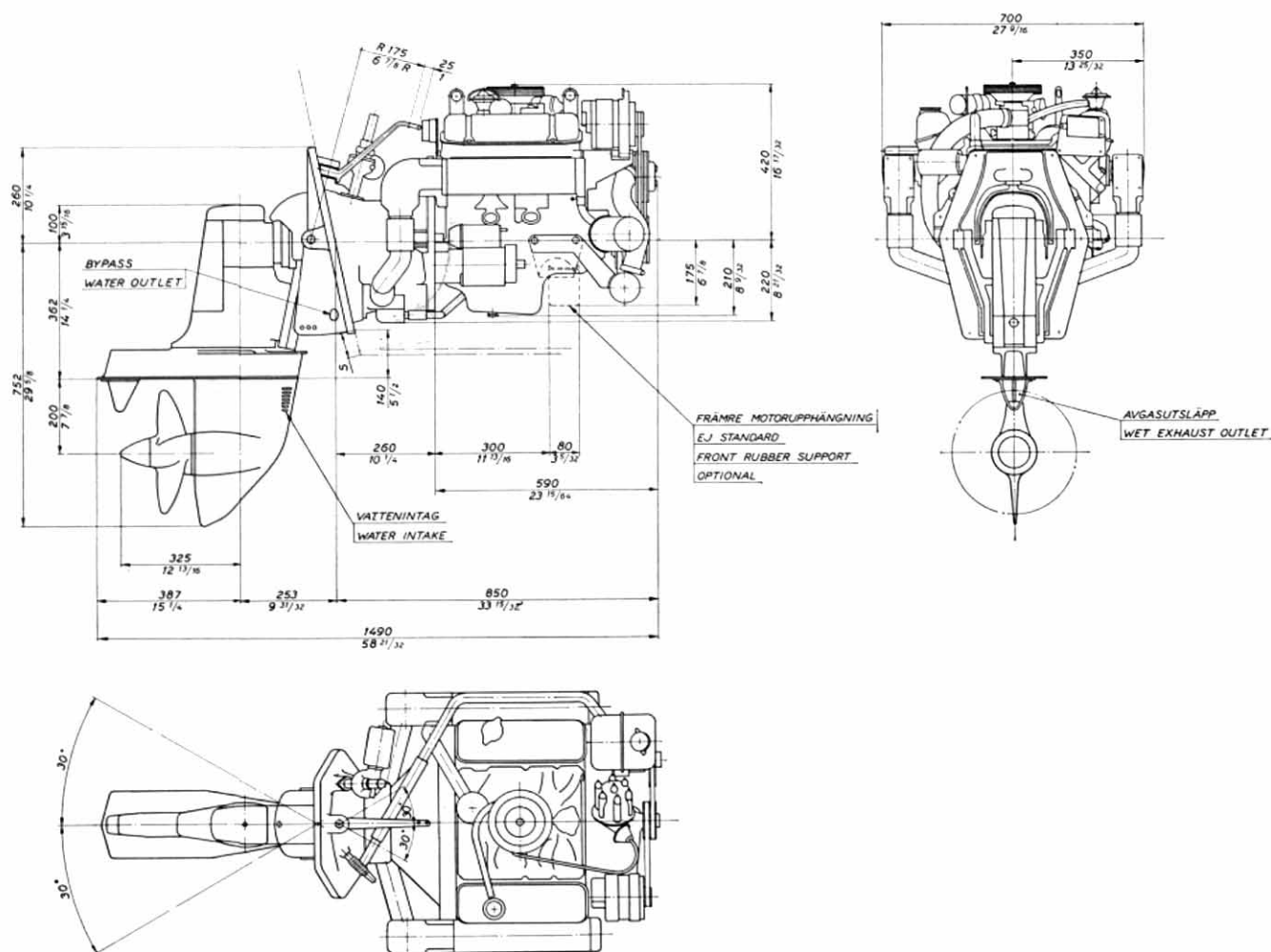


The drive Model 200 embodies all the latest advances made by Volvo Penta in this range. The well thought out design is backed up by the extensive experience of Volvo Penta as well as practical testing over many years and exhaustive laboratory research.

The design of the outboard drive with smooth unbroken surfaces is not only attractive to the eye but is also easy to keep clean and the design of the underwater section has been carefully developed from a hydrodynamic viewpoint to provide minimum drag and ensure freedom from cavitation even at high speeds. The exhaust outlet, the cooling water inlet system and the cooling water outlet as well as the control cable are all incorporated inside the drive — as a result of this it is only necessary to make one hole in the transom when installing. The outboard drive Model 200 is also fitted with the Silent-Shift power transmission system — the silent-operation cone clutch gear developed and patented by Volvo Penta.

The power transmission system also includes a robustly dimensioned double universal joint which requires no servicing. Standard equipment on the outboard drive also includes an electro-mechanical lift* which tips up the drive to an angle of 65° and permits running at low speed in shallow water in a partly tilted position. A locking device prevents the drive from kicking up if the throttle should be suddenly pulled back but, at the same time, ensures that it tips up should it come into contact with an underwater obstacle. The Model 200 takes propellers up to 15" diam. and is designed for both left-hand and right-hand rotation. An effective corrosion shield is located in front of the propeller.

* Operating switch with indicator light, at dashboard.



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