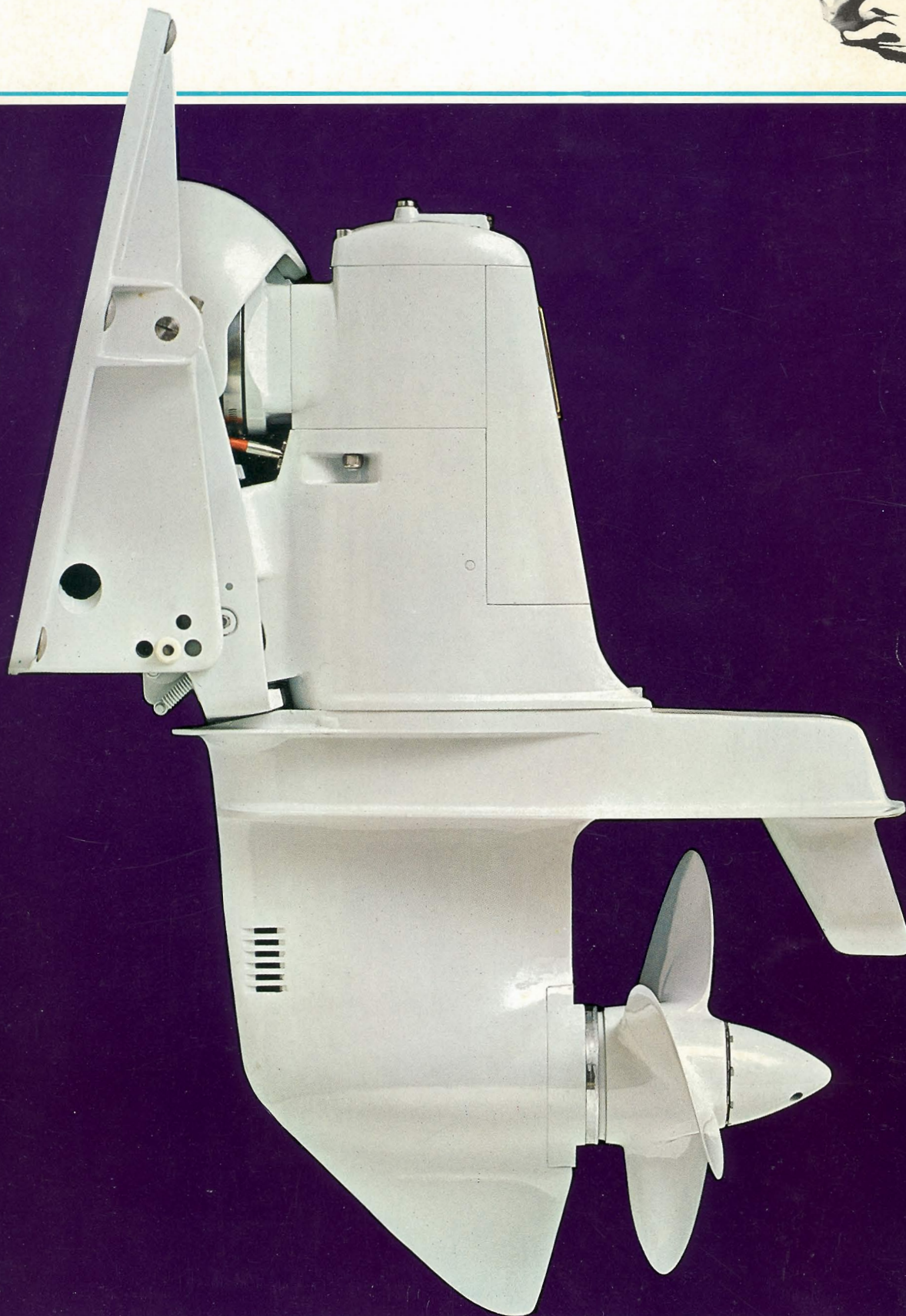




AQUAMATIC 250

A new revolutionary model of the most advanced outboard drive on the market



VOLVO PENTA AQUAMATIC 250

The new Volvo Penta type 250 outboard drive represents ten years of built-in experience. Intensive research has been going on from the time when the first drive was delivered in 1959 right up to the presentation of the model 250. The drive has been tested in widely varying types of boats and at various places all over the world. The drive has been fitted in boats that have won international races and also in boats for more everyday use such as customs boats, pilot boats, police boats, etc.

The type 250 outboard drive now presented represents perfection throughout. Every single component has been thoroughly checked in accordance with the Volvo Penta principle — quality and safety first. This principle has been combined with an attractive exterior.

The 250 drive is the only drive **completely** designed and constructed for use in salt water. Maintenance is very simple and the unit is readily accessible for servicing. All the control units are built in and this results in attractive unbroken surfaces.

The renowned Volvo Penta "Silent shift" cone clutch with its quiet operation has been further reinforced and the drive is now built for considerably greater engine

outputs than earlier. The various reduction combinations provide the possibility for the best performance from the different engine combinations provided by Volvo Penta. The drive is available with the following reduction ratios:

- A: 1.35:1
- B: 1.61:1
- C: 1.89:1
- D: 2.15:1

All the electric cables are extremely well insulated. The strong mounting collar with its large contact surface eliminates leakage risks. One outstanding advantage with the 250 drive is the fact that, in the event of it coming into contact with any underwater obstacle, it tilts up. The special retaining pawl prevents the drive from "kicking up" when the throttle is closed. In case of emergency, full speed reverse can quickly be engaged.

Servicing facilities

Perhaps the most important factor for all boat-owners. Today, Volvo Penta has a world-wide service network unparalleled in the marine branch and you almost always have Volvo Penta spare parts within easy reach.

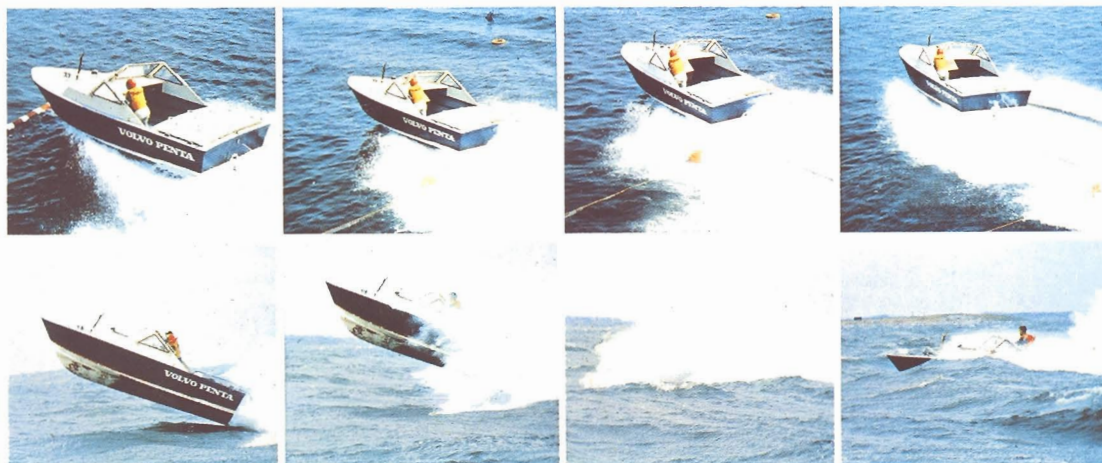
Talk about tests!

The 250 drive has been subjected to more outright torture than any other marine component — extensive laboratory tests, thousands of hours in test benches, tough stress and strain tests. A special team of research workers has produced the perfect marine paint that stands up to sea water — paint known and used only by Volvo Penta.

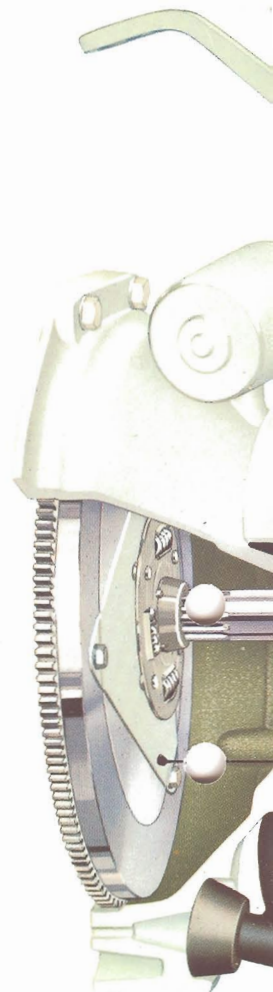
And then the practical tests — on the Swedish west coast where the Volvo Penta test station is located. Operating in full storm off this rocky coast, the test boats

have "taken off" and then crashed back into the sea again stern first — figures up to 8 g have been registered during such tests. All this to subject engine components to maximum stresses. Beaching the boats at full speed is merely one of the routine tests. Ramming thick floating logs at full speed time and time again — and then replacing them when they break. Volvo Penta has used up hundreds of logs in this way. As a matter of fact, the tests to which we subject the engines and drives are so severe that you have no possibility of repeating them — even if you wanted to.

Full speed with a Volvo Penta test boat over a log anchored in the water. Again and again. The log always gets the worst of it.



8 g on the transom. The drive, mounting collar and engine are subjected to enormous stresses in tests like this.



Robust mounting collar. Control cables and exhaust outlet pass through the collar. Only very little time needed for removal. It is only necessary to make one hole in the transom when carrying the drive.

Retaining pawl (patent pending) prevents reverse operation but also prevents "kicking up" when the throttle is closed. It permits the drive to tilt up should it come into contact with some underwater obstacle, for example.

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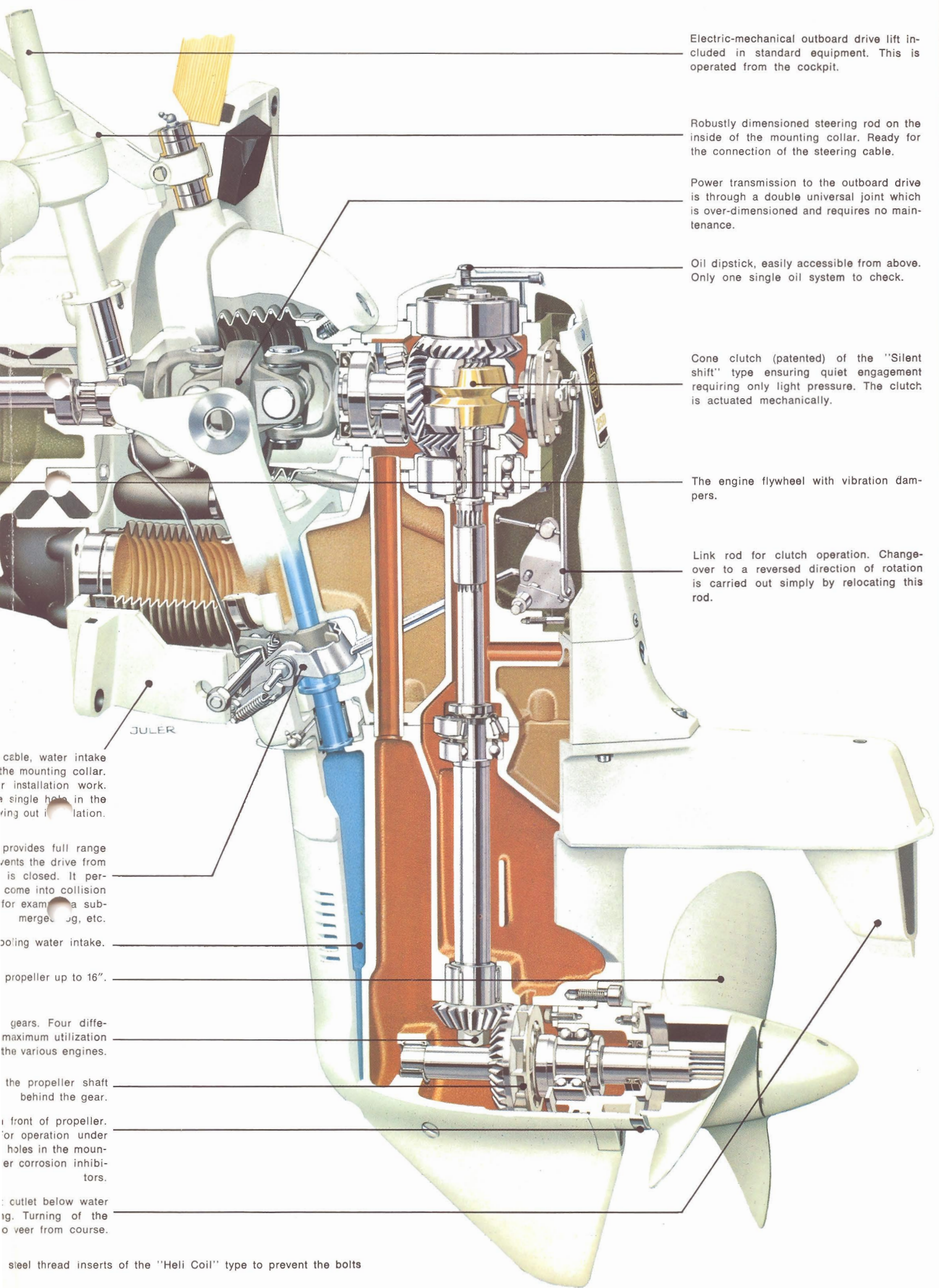
Propeller gear with strong bevel teeth. Different reduction ratios matched for maximum efficiency of the torque of the engine.

Oil pump (of impeller type) on the transom.

Corrosion inhibitors. Zinc ring in the mounting collar. For extreme conditions, there are bolted mounting collars for the fitting of further accessories.

Trim tab. Combined with exhaust level to guarantee quiet running. The trim tab corrects tendencies to trim.

The drive is fitted with stainless steel propeller and screws from corroding.



Electric-mechanical outboard drive lift included in standard equipment. This is operated from the cockpit.

Robustly dimensioned steering rod on the inside of the mounting collar. Ready for the connection of the steering cable.

Power transmission to the outboard drive is through a double universal joint which is over-dimensioned and requires no maintenance.

Oil dipstick, easily accessible from above. Only one single oil system to check.

Cone clutch (patented) of the "Silent shift" type ensuring quiet engagement requiring only light pressure. The clutch is actuated mechanically.

The engine flywheel with vibration dampers.

Link rod for clutch operation. Change-over to a reversed direction of rotation is carried out simply by relocating this rod.

JULER

cable, water intake the mounting collar. r installation work. a single hole in the ring out i lation.

provides full range vents the drive from is closed. It per- come into collision for exam a sub- merged eg, etc.

ooling water intake.

propeller up to 16".

gears. Four diffe- maximum utilization the various engines.

the propeller shaft behind the gear.

i front of propeller. or operation under holes in the moun- er corrosion inhibi- tors.

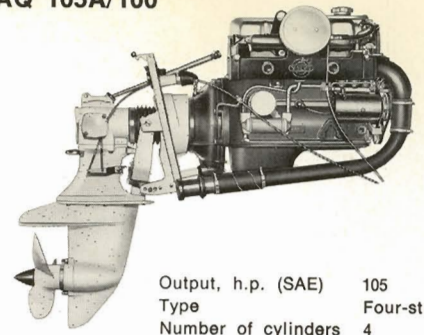
: outlet below water ng. Turning of the o veer from course.

steel thread inserts of the "Heli Coil" type to prevent the bolts

THE VOLVO PENTA AQUAMATIC PROGRAM

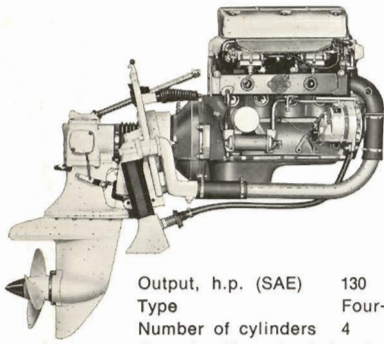
The Volvo Penta I/O engine programme consists of seven different types. Two of these are Diesel. There are also two different out-board drive units – the old well-tested and dependable model 100 and the revolutionary new model 250.

AQ 105A/100



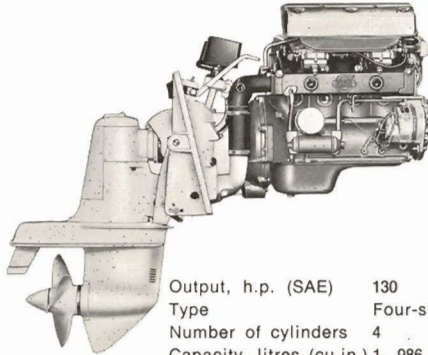
Output, h.p. (SAE) 105
 Type Four-stroke
 Number of cylinders 4
 Capacity, litres (cu.in.) 1.986 (121)
 Weight, approx., kg (lb.) 210 (460)

AQ 130A/100



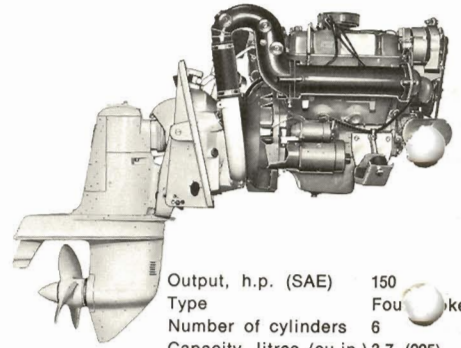
Output, h.p. (SAE) 130
 Type Four-stroke
 Number of cylinders 4
 Capacity, litres (cu.in.) 1.986 (121)
 Weight, approx., kg (lb.) 210 (460)

AQ 130A/250D



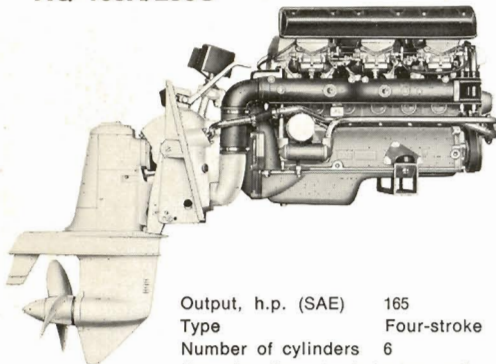
Output, h.p. (SAE) 130
 Type Four-stroke
 Number of cylinders 4
 Capacity, litres (cu.in.) 1.986 (121)
 Weight, approx., kg (lb.) 230 (510)

AQ 150B/250B



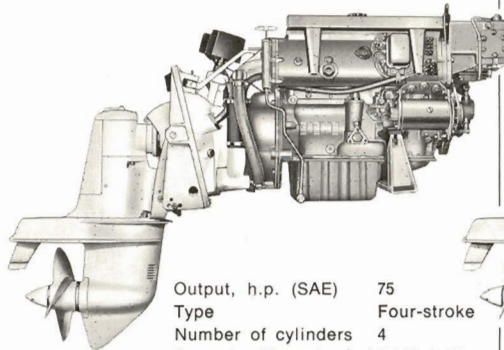
Output, h.p. (SAE) 150
 Type Four-stroke
 Number of cylinders 6
 Capacity, litres (cu.in.) 3.7 (225)
 Weight, approx., kg (lb.) 300 (660)

AQ 165A/250C



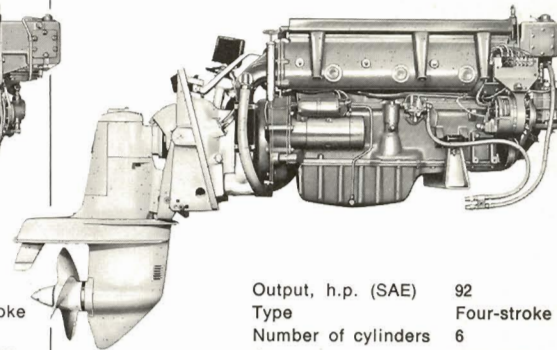
Output, h.p. (SAE) 165
 Type Four-stroke
 Number of cylinders 6
 Capacity, litres (cu.in.) 2.979 (182)
 Weight, approx., kg (lb.) 280 (615)

AQ D21A/250D

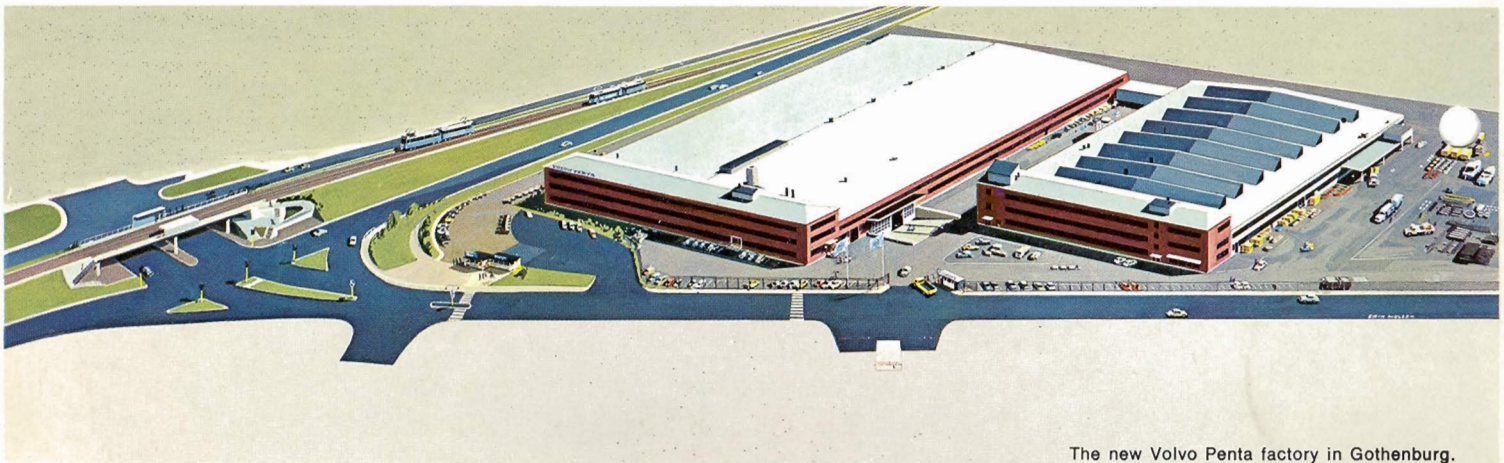


Output, h.p. (SAE) 75
 Type Four-stroke
 Number of cylinders 4
 Capacity, litres (cu.in.) 2.112 (129)
 Weight, approx., kg (lb.) 300 (660)

AQ D29A/250D



Output, h.p. (SAE) 92
 Type Four-stroke
 Number of cylinders 6
 Capacity, litres (cu.in.) 2.92 (178)
 Weight, approx., kg (lb.) 355 (783)



The new Volvo Penta factory in Gothenburg.



AB VOLVO PENTA

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