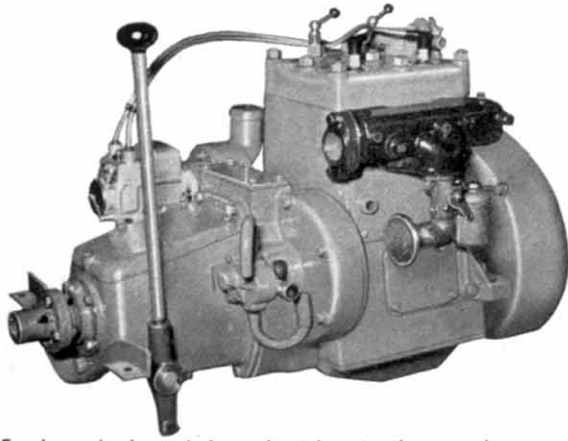


PENTA

MARINE ENGINE Type C2 7-11 hp



Engine designed for electric starting and generator. Standard engines are delivered with chain starter. (See dimension sketch.)

Principal Dimensions

Cycle of operation: 4-stroke.
Number of cylinders: 2.
Output: Petrol 7—11 hp at 1000—1500 r/m.
Kerosene approx. 10% lower output.
Fuel consumption: Petrol 265 g per hp-hour.
Kerosene 300 g per hp-hour.
Valid with 10% allowance.
Bore: 84.14 mm.
Stroke: 90 mm.
Cubic capacity: 1 litre.
Compression ratio: Petrol 6.15 : 1.
Kerosene 5.7 : 1.
Net weight: Engine with reverse gear approx. 155 kilos.
Propeller equipment approx. 25 kilos.

Specification:

Cylinder head. Detachable. Compression chamber adapted according to the latest experience in this sphere.

Cylinder block. Chrome-nickel-alloyed cast iron; provided with exchangeable wet cylinder liners of the highest quality. The cylinder bores are carefully honed. Crankcase has inspection door and dip stick for checking the oil level.

Pistons. Made of aluminium alloy and ground to accurate dimension, fitted with 4 piston rings of which one oil scraper ring.

Gudgeon pins. Hardened and ground, and fitted with an efficient locking device.

Connecting rods. Drop forged of steel in H-section and very sturdy. Bush for gudgeon pin.

Crankshaft. Ground journals and fitted with counterweights for keeping down vibration.

Brasses. Both connecting rod bearings and main bearings have exchangeable white-metal lined steel shells, ready for fitting without adjusting.

Camshaft. Of steel with the cams forged in one piece with the shaft. The cams are accurately machined and, like the bearing journals, hardened and ground.

Geared transmission for camshaft and ignition mechanism. Enclosed in a casing and thus well protected. The gears are accurately milled and of oblique-toothed type, which conduces to silent running.

Valves. Made of high-grade special steel and sliding in accurately machined, exchangeable cast iron guides. The valve seats are cast together with the cylinder block and effectively water cooled. The

valve mechanism is wholly enclosed, but all the same easily accessible for adjusting through a spacious door in the cylinder block.

Valve lifters. Adjustable, hardened and ground.

Cooling water pump. Of geared type and driven from the camshaft.

Temperature regulation. Simple and reliable.

Lubrication. Combined forced feed and splash lubrication. The pump is fitted on the outside of the engine and conveniently accessible, which also applies to the oil strainer. A gauge is fitted on the engine for control of the oil pressure.

Carburetter. The air filter of the carburetter also serves as a flame trap.

Magneto with Impulse Starter.

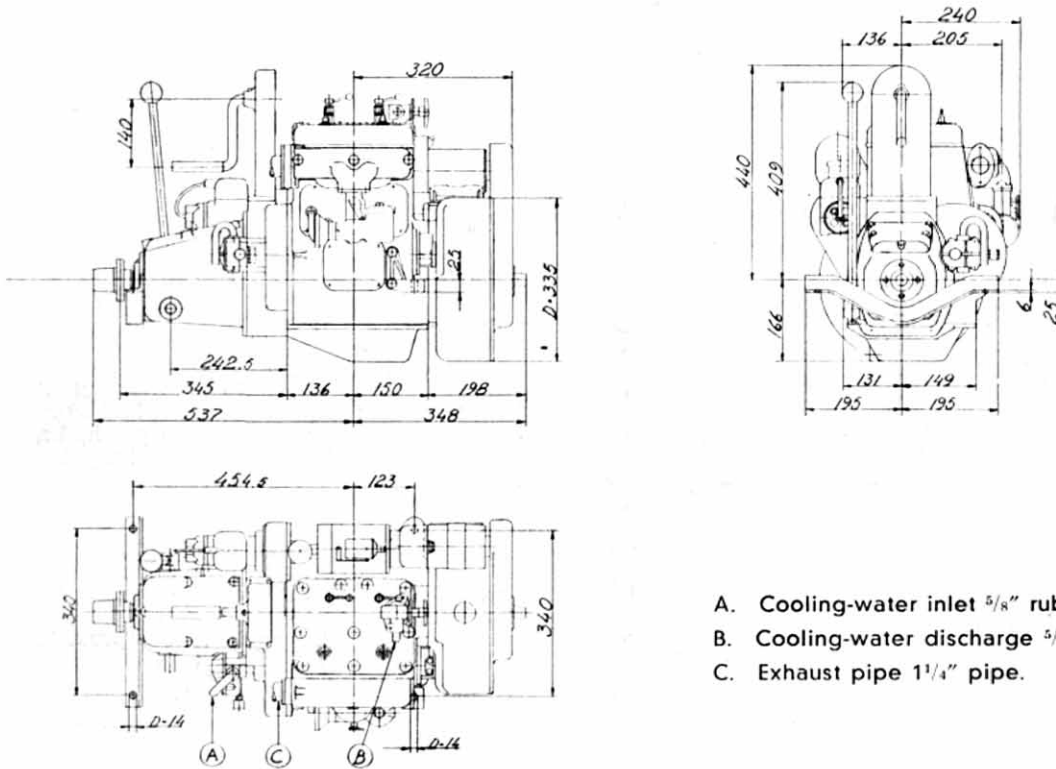
Reverse gear. Wholly enclosed disc clutch which is nevertheless easily accessible. The gear for running astern has silent-running hardened gears of high-grade special steel. The main parts of the reversing gear are supported on SKF bearings. The thrust of the reversing lever is absorbed by an SKF bearing. Clutch easily adjustable. The reverse gear is fitted with circulating lubrication.

Thrust bearings of the propeller shaft: SKF.

Propeller equipment. Comprises bronze stern shaft, brass stern sleeve and 2- or 3-bladed bronze propeller.

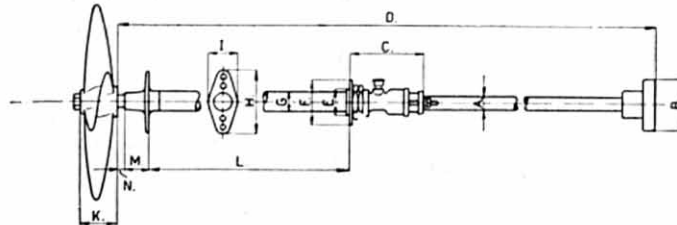
Exterior finish. As standard the engines are painted in a discrete colour. The fine finish of the iron and careful painting give the engine an attractive appearance.

Dimension sketch
(All dimensions in mm)



- A. Cooling-water inlet $\frac{5}{8}$ " rubber hose.
- B. Cooling-water discharge $\frac{5}{8}$ " rubber hose.
- C. Exhaust pipe $1\frac{1}{4}$ " pipe.

Propeller and Stern Gear.



A	B	C	D	E	F	G	H	I	K	L	M	N
25	114	145	2000	52	80	42	130	52	64	1000	48	ca 15

All specifications subject to change without notice.

PENTA Marine Engine Type C2 is a robustly built and hard-wear engine which runs smoothly and without appreciable vibration. The reverse gear is dimensioned with ample margin for the purpose of withstanding frequent reversings, something that is of particular importance to users like pilots and fishermen, and when the boat is used to carry passengers and goods in traffic.

Great care has been devoted to making the engine oil-tight and smokeless, in that way conducing to com-

fort on board when the boat is used as a pleasure craft. These are valuable properties also when the engine is installed in work-boats of different descriptions.

PENTA C2 is suitable for fitting in all types of boats between $6\frac{1}{2}$ and 8 meters, up to $2\frac{1}{2}$ tons' displacement. It is ideal as an auxiliary in sailing vessels on account of the compact design and its being easily installed in very cramped spaces.