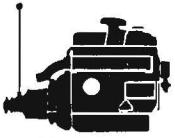
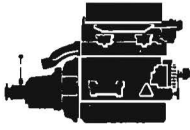


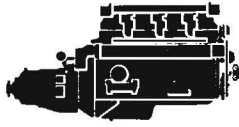
The marine engine programme for 1970



MB 20A
Gasoline 25—53 h.p.



BB 115A
Gasoline 71—115 h.p.



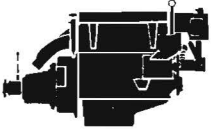
BB 170A
Gasoline 106—170 h.p.



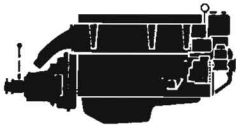
MD 1
Diesel 7 h.p.



MD 2
Diesel 16.5 h.p.



MD 21A
Diesel 75 h.p.



MD 32A
Diesel 106 h.p.



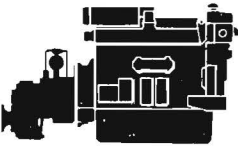
MD 38
Diesel 53 h.p.



1113 BR
Diesel 53 h.p.



MD 50A
Diesel 92 h.p.



MD 70A
Diesel 117 h.p.



TMD 70AB
Diesel 220 h.p.



MD 100B
Diesel 155 h.p.



TMD 100A
Diesel 225 h.p.



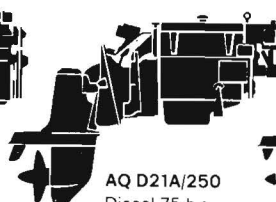
AQ 115A/100
Gasoline 115 h.p.



AQ 130A/250
Gasoline 130 h.p.



AQ 170A/250
Gasoline 170 h.p.



AQ D21A/250
Diesel 75 h.p.



AQ D32A/250
Diesel 106 h.p.

The Volvo Penta marine engine programme for the coming season includes several new models. The introduction of a new carburetor system — Solex — has resulted in higher outputs. The new six-cylinder Aquamatic engine now has an output of 170 h.p. A new and very efficient type of air intake silencer/ flame arrester has been introduced. In spite of the higher output, the dimensions of the engine have been decreased.

Another new model is the Aquamatic 115A/100, a four-stroke carburetor engine with an output of 115 h.p. at 5100 r.p.m.

Volvo Penta now also presents a completely new Diesel engine in the Aquamatic series. This unit — which has been given the designation Aqua-

matic D32A/250D has an output of 106 h.p. at 4000 r.p.m. Its displacement is 3.17 litres. The Aquamatic D32A/250D is the only high-speed Diesel engine in the Aquamatic range which exceeds 100 h.p. Other new features on this engine include a further improved cooling system and a larger heat exchanger.

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