

## COMPLETE BUILD-IN REPLACEMENT ENGINES

ORIGINAL ENGINE	VETUS M 4.17		VETUS VH44		FORD PUMA N	FORD PUMA T
	42 H.P.	65 H.P.	80 H.P.	78 H.P.	145 H.P.	
<b>VOLVO</b> 70, 88, 95, 110, & 115 WITH TYPE 100 DRIVE	£4583	£6010 (F)	£6152	£5596	—	
<b>VOLVO</b> 110, 120, 130 WITH 200 TO 270 DRIVES	£4583	£6010 (F)	£6152	£5596	£7147	
<b>VOLVO</b> 140, 145 & 171 WITH 270 TO 290 DRIVES (K)	£4616	£6043	£6185	£5615	£7193	
<b>VOLVO</b> 165 & 170 WITH 250 AND 270 DRIVES (K)	£4616	£6043	£6185	£5804	£7382	
<b>VOLVO</b> ALL V-6 AND V-8 (K)	—	—	—	£5551	£6965	
<b>MERCUISER</b> 110, 120, 130, 140, 150, 160 & 165 WITH MCR 1 OR ALPHA DRIVES	— (F)	—	—	£5312	£6741	
<b>MERCUISER</b> 4-70, 4-85, 4-88 WITH MCR 1 OR ALPHA DRIVES	— (F)	—	—	£5341	£6770	
<b>MERCUISER</b> ALL V-6 AND V-8 WITH MCR 1 OR ALPHA DRIVES	—	—	—	£5293	£6727	
<b>O.M.C.</b> MOST MODELS (K)	—	—	—	£5312	£6741	
<b>B.M.W.</b> MOST MODELS (K)	—	—	—	£5551	£7382	
RATIOS						
GEAR RATIO/PROP DIA	1.5	—	—	—	15	
SUGGESTIONS	1.6	14	16	15	14HS	
	1.9	15	16	15	14HS	
	2.0	15	15HS	15	15HS	
	2.15	14HS	15HS	14HS	16HS	
BOBTAIL VERSION FOR USE WITH STANDARD GEARBOX OR MERCUISER TR/TRS DRIVE	£3948*	£5375*	£5517*	£5397	£6949	

\* INCLUDES INSTRUMENT SET "SPORTING"

**Save £2000 per 100HP per 100 hours of full-power operation at UK 2005 marina fuel dock prices**

### STANDARD ITEMS INCLUDED AS REQUIRED IN LISTED PRICES

"Dieselise" engine packages have all parts and services required to attend to the likely problems, with the least possible on-site installation work, including:-

Marinisation with heat exchanger cooling	Oil pressure and water temperature alarm	Instrument panel and harness on
Exhaust system, to choice	Other instrumentation operation	all Steyr engines
Engine mounting and sterndrive connection	Tachometer Boost pressure gauge on turbo engines	Speed control and shift switch connection

### OPTIONAL EXTRAS

Re-mount and drive original power steering pump	from £150	Hydraulic steering to replace power steering	£379
Trim Tab kit (or larger plates for existing kit from £150)	from £314	Lift motor remote drive cable assembly	£95
Dual station speed control connection	£19	Remote connections for PUMA oil filter/cooler	£138

### ITEMS THAT MAY REQUIRE LOCAL ATTENTION

Diesel return line connection to fuel tank	Water inlet hose from transom to engine inlet	Change of propeller (request advice)
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### SPECIAL NOTES

- (F) Requires bearer(s) in hull to support 2 front mountings
  - (K) Steering connection and tie-bar may require alteration and Volvo power lifter may require to be rotated in its mount, or power steering relocating.
- In some cases hydraulic steering kit may have to be fitted in place of power steering, or a remote lift motor drive connection used.

In most cases optional exhausts (through-transom or through-drive) are available, as required, for particular vessel. Modification of through-drive exhaust connection and provision of connection parts, in lieu of through-transom outlet, is free of charge.

All engines to be used on inland waterways require fuel system modifications. See pages 1 & 5 for prices.

# Sterndrive dieselisation

## D-I-Y KITS FOR EX-VEHICLE DIESEL ENGINES

Conversion parts with mountings, couplings and exhaust connections	FORD XLD 1800	FORD XLD TI	PEUGEOT 1900TI	FORD FSD	FORD FSDT	FORD PUMA T	ISUZU 2.8 TURBO	CHEVROLET V-8 DIESEL
<b>Complete dieselise kit</b>	(b)	(e)	(e)		(c) (e)	(d) (e)		
to replace <b>VOLVO</b> 70 to 115 on 100 drive.	<b>£1729</b>	<b>£2342</b>	<b>£3639</b>	<b>£1846</b>	—	—	—	—
to replace <b>VOLVO</b> 110 to 130 on 200 to 270 drive.	<b>£1744</b>	<b>£2347</b>	<b>£3683</b>	<b>£1846</b>	<b>£2304</b>	<b>£3012</b>	<b>£2082</b>	—
to replace <b>VOLVO</b> 4 cylinder OHC on 250 to 290 drive.	<b>£1767</b>	<b>£2530</b>	<b>£3683</b>	<b>£1877</b>	<b>£2304</b>	<b>£3058</b>	<b>£2082</b>	—
to replace <b>VOLVO</b> 165 & 170 on 250 & 270 drive.	<b>£1955</b>	—	—	<b>£1842</b>	<b>£2269</b>	<b>£3247</b>	<b>£2082</b>	—
to replace <b>VOLVO</b> V-6 & V-8 on 250 to 290 drive.	<b>£1907</b>	—	—	<b>£1630</b>	<b>£2222</b>	<b>£2830</b>	—	<b>£3222</b>
to replace <b>MCR</b> 110 to 165 on MCR1 or Alpha drive. (a)	<b>£1754</b>	—	—	<b>£1591</b>	<b>£2041</b>	<b>£2606</b>	—	—
to replace <b>MCR</b> 4-70 to 88 on MCR1 or Alpha drive. (a)	<b>£1643</b>	—	—	<b>£1642</b>	<b>£2092</b>	<b>£2635</b>	—	—
to replace <b>MCR</b> V-6 & V-8 on Alpha or Bravo drive. (a)	<b>£1737</b>	—	—	<b>£1630</b>	<b>£2062</b>	<b>£2592</b>	—	<b>£3046</b>
to replace <b>O.M.C.</b> most models.	<b>£1754</b>	—	—	<b>£1591</b>	<b>£2041</b>	<b>£2606</b>	—	—
to replace <b>B.M.W.</b> most models.	—	—	—	<b>£1842</b>	<b>£2269</b>	—	—	—

- (a) includes relay for gearshift microswitch  
MCR1, Alpha & O.M.C. drives do not need engine-driven water pump
- (b) For XLD 1600 deduct £101 from XLD 1800 prices
- (c) FSDT kit is for turbo (electronic) engine. If turbocharging an originally naturally aspirated base engine £880 extra.  
If intercooling to obtain 125HP from FSD Turbo (electronic) engine is required £1200 extra  
In most cases optional exhaust systems (through-transom or through-drive) are available
- (d) On all Puma engines, a change of alternator and mount is needed
- (e) U.K. built Pumas, FSDTs and some XLDTI and 1900TI require extensive work on electronic control system.  
This can be avoided by use of a mechanical fuel pump (price on application).

## DIESELISATION PARTS ARE ALSO AVAILABLE FOR 1.9, 2.3 & 2.5 PEUGEOT AND OTHERS

### SPECIALISED PARTS FOR D-I-Y DIESELISATION

EXHAUST PARTS	BOATBUILDER £
Exhaust injection With 2" (51mm) vertical down outlet, for FSD outlet, hi-rise and with body pointing sideways for XLD	157 168
Transom-mount exhaust outlet and rubber flap for 3" hose	83
2" (51mm) to 3" (76mm) adaptor duct, straight	42
2" (51mm) to 3" (76mm) adaptor duct, elbow	42
3" (76mm), 3.1/2" (90mm) OR 4"(102mm) alum hose plug	5
Blanking plate for exhaust connection Volvo 200-280 or 290 drive.	47
MISCELLANEOUS PARTS	
Relay and wiring diagram for connection of Mercruiser and OMC shift micro-switch	14
T-piece and nipple, with 1/4" or 5/16" (8mm) return connection	15
FRONT MOUNTINGS	
Single-point front mount bracket and rubber for FSD	109
Pair of front mounting adaptors for FSD to OMC pre-Cobra	80

Whilst every effort is made to ensure the compatibility of engines and parts with existing installations, there may be variations that we do not fully appreciate. If any parts are found to be incompatible, we will do our best to exchange them for other more suitable parts, at the lowest possible cost. Should this prove to be impossible, then we will refund the cost of equipment returned in good condition, though we are obviously not able to undo modification work done on client's own equipment. Propeller and gear ratio change costs are not included in our prices. Advice given on boat performance is based on information available at the time, and is not guaranteed.

FLYWHEEL ADAPTATIONS	BOATBUILDER £
Flywheel ring for XLD with own Mercruiser/OMC coupling fitted	181
Flywheel ring for XLD to accept new Hy-drive damper plate	181
Flywheel ring for XLD with own J-type input shaft welded on	191
Flywheel weight plate for 6.2 Chevrolet diesel for Mercruiser or Volvo	280
Flywheel adaptor, FSD to Mercruiser or OMC coupling, crankshaft fixing type	198
Flywheel driveplate spacer blocks for FSD to drive plate (3)	60
Modify own BMW drive plate to fit FSD bolt pattern	25
Flywheel drive plate, Volvo spline, 12", 3.8hp/100rpm "AG"	92
Flywheel drive plate spacers, set of 6, 10mm to 30mm long for Chevrolet diesel	48
Spigot bush for XLD engine to accept Volvo primary shaft	16
Spigot shaft extension for Volvo B20/B23 4 cylinder primary shaft	19

### BELL HOUSING ADAPTATIONS

Engine backplate, XLD to Chevrolet, Volvo B20 or Volvo B23 pattern bell housings	199
Flywheel housing adaptor, FSD to Volvo 4 cylinder bell housing	198
Flywheel housing adaptor, FSD to Chevrolet pattern housing	168
Modify own Volvo or BMW flywheel housing and weld to SAE7 housing or spacer ring	125
SAE7 flywheel housings for most popular engines	SEE BACK COVER
Modify ex-vehicle aluminium flywheel housing to SAE7	350
Flywheel housing spacer kit Chevrolet 6.2 diesel to Volvo V-8 bell housing	80
Housing & shaft adaptor to fit old type T.M.P. gearbox from Seamaster, onto Ford XLD	325