Diesel engines to petrol sterndrives

BOATBUILDER PRICES £

DIESELISE KIT TO USE EX-VEHICLE ENGINE	FORD XLD 1800 (b)(f)	FORD XLD TI	PEUGEOT 1900TI (f)	FORD FSD (f)	FORD FSDT (c)	FORD PUMA T (d)(e)(g)	IZUSU 2.8 TURBO	CHEVROLET V-8 DIESEL
to replace **VOLVO** 70 to 115 on 100 drive.	**£2227**	**£2883**	**£3123**	**£2343**	—	—	—	—
to replace **VOLVO** 110 to 130 on 200 to 270 drive.	**£2243**	**£2887**	**£3190**	**£2343**	**£3022**	**£4225**	**£2465**	—
to replace **VOLVO** 4 cylinder OHC on 250 to 290 drive.	**£2273**	**£3132**	**£3190**	**£2385**	**£3064**	**£4247**	**£2465**	—
to replace **VOLVO** 165 & 170 on 250 & 270 drive.	**£2476**	—	—	**£2365**	**£3002**	**£4450**	**£2465**	—
to replace **VOLVO** V-6 & V-8 on 250 to 290 drive.	**£2451**	—	—	**£2233**	**£2890**	**£3979**	—	**£3952**
to replace **MCR** 110 to 165 on MCR1 or Alpha drive.	**£2234**	—	—	**£1950**	**£2625**	**£3659**	—	—
to replace **MCR** 4-70 to 88 on MCR1 or Alpha drive.	**£2075**	—	—	**£2002**	**£2677**	**£3704**	—	—
to replace **MCR** V-6 & V-8 on Alpha or Bravo drive.	**£2216**	—	—	**£1976**	**£2633**	**£3630**	—	**£3687**
to replace **O.M.C.** most models.	**£2334**	—	—	**£2050**	**£2725**	**£3759**	—	—
to replace **B.M.W.** most models.	—	—	—	**£2465**	**£3102**	—	—	—

Dieselise kits contain all the parts needed to replace an original petrol engine with your selected ex-vehicle Diesel engine, mount it and couple it to your original Sterndrive. Kits include marinising components, drive unit couplings, exhaust connections, engine mountings, control cable connection and tachometer, so no other significant expenditure is required except, perhaps, a change of propeller.

NOTES

(b) For XLD 1600 deduct £434 from XLD 1800 prices

(c) FSDT kit is for turbo (electronic) engine. If turbocharging an originally naturally aspirated base engine £1114 extra.
If intercooling to obtain 125HP from FSD Turbo (electronic) engine is required £1214 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) Brand new Ford Puma engines with selected dieselise kit fitted and set for 145HP £3692 extra (while stocks last).

(f) Used, ex-vehicle base engines with selected dieselise kit fitted, XLD £981, FSD £1042, Peugeot 1900TI £1285, extra, dynomometer tested.

(g) Controller & harness for common-rail Puma P.O.A.

All 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 outlet, hi-rise	With 2" (51mm) vertical down outlet, for FSD	189
	and with body pointing sideways for XLD	196
Transom-mount exhaust outlet and rubber flap for 3" hose		120
2" (51mm) to 3" (76mm) adaptor duct, straight		49
2" (51mm) to 3" (76mm) adaptor duct, elbow		49
3" (76mm), 3½" (90mm) OR 4"(102mm) alum hose plug		8
Blanking plate for exhaust connection Volvo 200-280 or 290 drive.		71

MISCELLANEOUS PARTS	
Relay and wiring diagram for connection of Mercruiser and OMC shift micro-switch	15
T-piece and nipple, with ¼" or 5/16" (8mm) return connection	15
Remote mounting kit for Puma oil filter/cooler	189

FRONT MOUNTINGS	
Single-point front mount bracket and rubber for FSD	172
Pair of front mounting adaptors for FSD to OMC pre-Cobra	132

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	205
Flywheel ring for XLD to accept new Hy-drive damper plate	205
Flywheel ring for XLD with own J-type input shaft welded on	220
Flywheel weight plate for 6.2 Chevrolet diesel for Mercruiser or Volvo	375
Flywheel adaptor, FSD to Mercruiser or OMC coupling, crankshaft fixing type	210
Flywheel driveplate spacer blocks for FSD drive plate (3)	102
Modify own BMW drive plate to fit FSD bolt pattern	65
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	73
Spigot bush for XLD engine to accept Volvo primary shaft	20
Spigot shaft extension for Volvo B20/B23 4 cylinder primary shaft	29

BELL HOUSING ADAPTATIONS	
Engine backplate, XLD to Chevrolet, Volvo B20 or Volvo B23 pattern bell housings	274
Flywheel housing adaptor, FSD to Volvo 4 cylinder bell housing	285
Flywheel housing adaptor, FSD to Chevrolet pattern housing	224
Modify own Volvo or BMW flywheel housing and weld to SAE7 housing or spacer ring	155
SAE7 flywheel housings for most popular engines	SEE BACK COVER
Modify ex-vehicle aluminium flywheel housing to SAE7	445
Flywheel housing spacer kit Chevrolet 6.2 diesel to Volvo V-8 bell housing	117
Housing & shaft adaptor to fit old type T.M.P. gearbox from Seamaster, onto Ford XLD	440