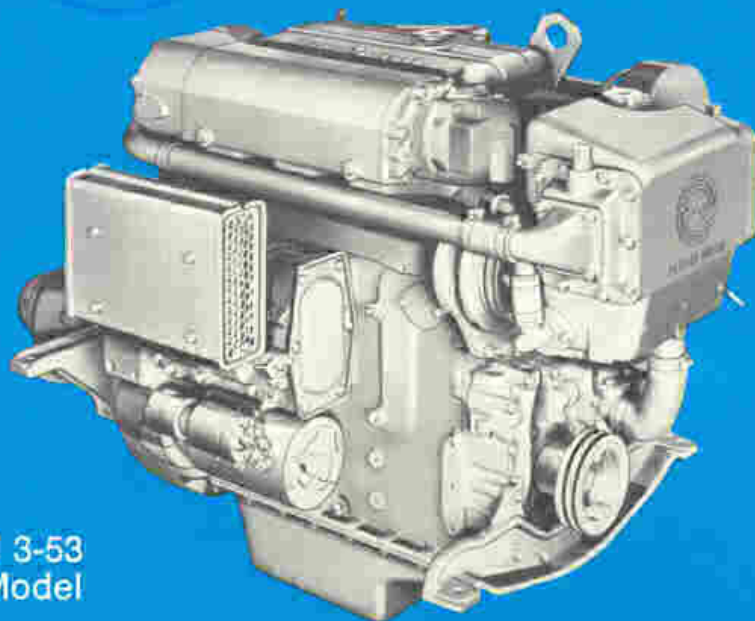




Detle Motor Tamir Höllyesi
İstanbul ve Söğüt Çemberci
Kadıköy
Göyükdere, Kırklar Sok. No. 7
İSTANBUL
Tel. 344 17 17 - 342 01 09



Typical 3-53
Marine Model

specifications

Basic Engine

3-53

Model	5032-4000
Port	5032-6000
Starboard	
Engine Type	Two Cycle
Number of Cylinders	3
Bore and Stroke	3.875 in. x 4.5 in. (98 mm x 114 mm)
Displacement	159 cu. in. (2.61 litres)
Rated Gross Power:	101 BHP (75 kW)
60° F (15.6° C) and	@ 2800 RPM
Sea Level	
Rated Net Power:	92 SHP (69 kW)
SAE: 85° F (29.4° C)	@ 2800 RPM
and 500 ft. (152.4m)	
Continuous Net Power:	73 SHP (54 kW)
SAE: 85° F (29.4° C)	@ 2400 RPM
and 500 ft. (152.4m)	
Compression Ratio	21 to 1
Net Weight (dry)	1180 lbs. (494 kg)

Rating Explanation

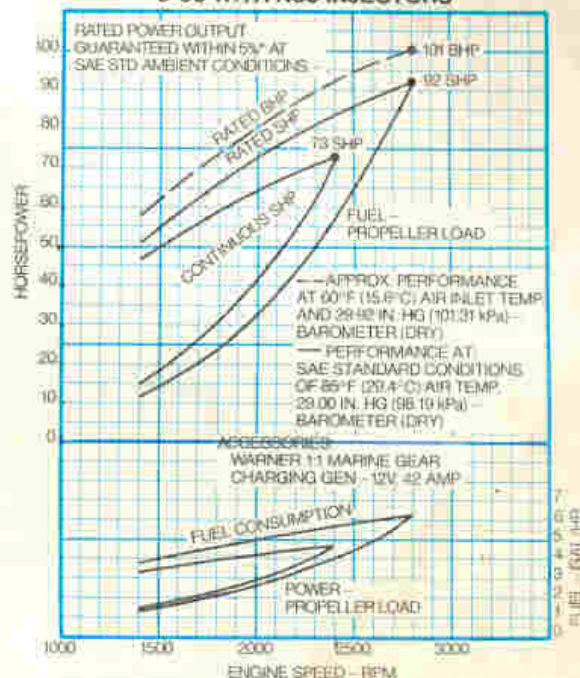
RATED BHP—Basic engine gross power.

RATED SHP—Net power available at the marine gear output shaft; this rating is recommended for pleasure craft applications.

CONTINUOUS SHP—Net power available at the marine gear output shaft for continuous duty or workboat applications.

PROPELLER LOAD—Indicates horsepower absorbed by a typical propeller and the corresponding fuel consumption throughout the speed range.

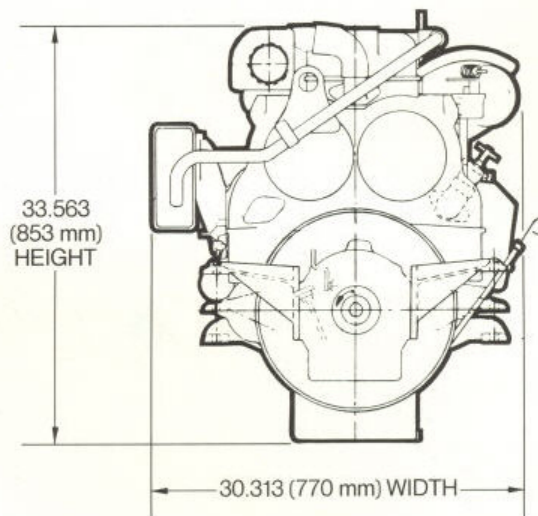
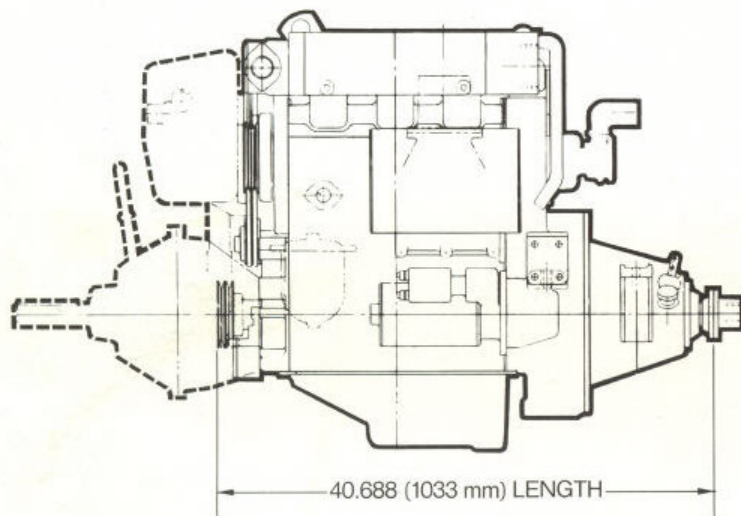
BASIC ENGINE PERFORMANCE* 3-53 WITH N50 INJECTORS



* Continuous curves based on use of N40 injectors

principal dimensions

Model 5032-6000



For complete dimensional information refer to installation drawing 2SA189 for Model 5032-4000, and 2SA243 for Model 5032-6000.

standard equipment

Air Inlet Housing—Aluminum housing with manual air shutdown. Includes air silencer

Alternator—Battery charging, 12 volt, 42 amp

Crankshaft Pulley—5.38 in (137 mm) diameter, 2-groove

Engine Mounts—Includes mounts for engine and marine gear

Exhaust Manifold—Water-cooled

Flywheel Housing—SAE #4

Governor—Variable Speed

Lube Oil Filter—Full-flow filter

Marine Gear—Warner hydraulic reverse and direct drive gear: 1 to 1 ratio

Oil Pan and Distribution System—For 0-17 degree installation angle

Starting Motor—12 volt

For complete specifications and a listing of standard and optional equipment, consult your authorized Detroit Diesel Allison Distributor or Dealer.

Specifications subject to change without notice.



Detroit Diesel Allison
Division of General Motors Corporation

13400 West Outer Drive Detroit, Michigan 48228

DETROIT DIESEL

MARINE ENGINES

3-53N

4-53N

101HP

140HP

Deniz Motor Tami: Arölyesi
İbrahim ve Sultan Çemberci
Kardeşler
Büyükdere, Kırklar Sok. No. 7
İSTANBUL
Tel. 142 1917 - 142 91 51



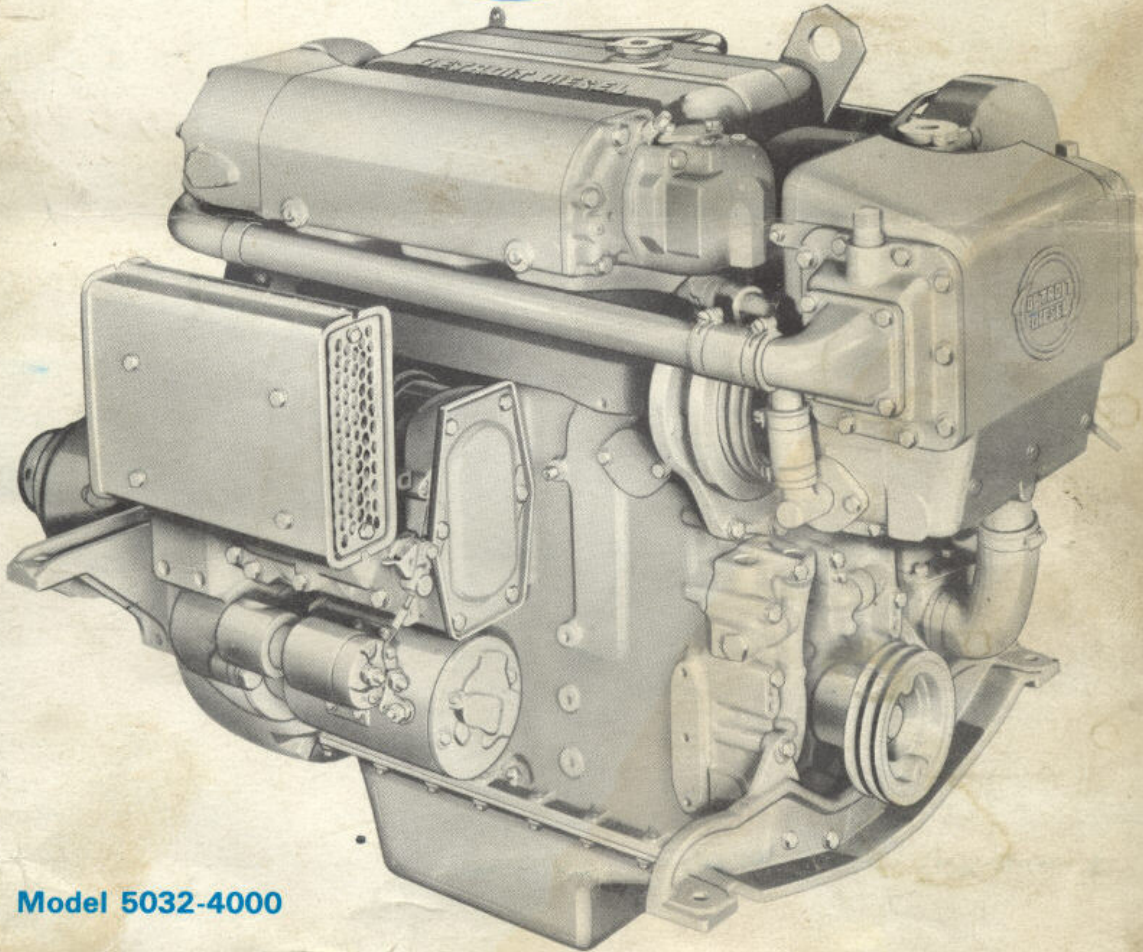
MODELS

3-53N

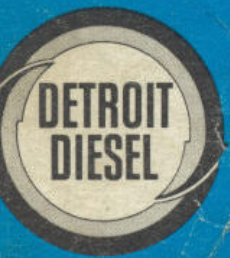
5032-4000
5032-6000

4-53N

5042-4000
5042-6000



Model 5032-4000



A Power Product of General Motors



SPECIFICATIONS

	3-53N	4-53N
Model	5032-4000 5032-6000	5042-4000 5042-6000
Engine Type	Two Cycle	Two Cycle
No. of Cylinders	3	4
Bore and Stroke	3 $\frac{7}{8}$ " x 4 $\frac{1}{2}$ "	3 $\frac{7}{8}$ " x 4 $\frac{1}{2}$ "
Two Cycle Displacement (Every Downstroke a Powerstroke).	159 cu. in.	212 cu. in.
Rated Brake Horsepower— 2800 RPM	101	140
Rated Shaft Horsepower— 2800 RPM	92	128
Continuous Shaft Horsepower— 2400 RPM	73	100
Compression Ratio	21 to 1	21 to 1
Net Weight (Dry) with Standard Equipment.	1180 lbs.	1350 lbs.

STANDARD EQUIPMENT

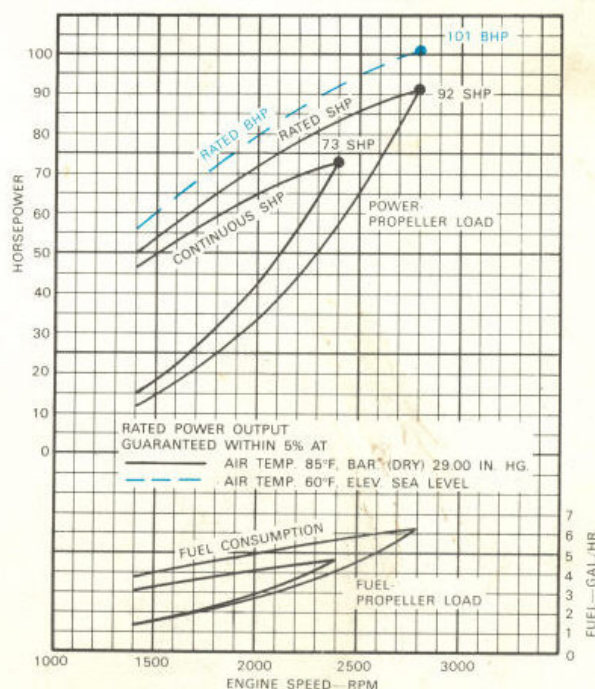
Air Inlet Housing—Includes manual shutdown
Air Silencer
Crankshaft Pulley—2 groove
Engine Mounts
Exhaust Manifold—Water cooled with flange
Flywheel—SAE #4
Flywheel Housing—SAE #4
Generator—12 volt—25 amp
Governor—Variable speed
Hydraulic Reverse and—Direct Drive Gear
Ignition Switch—Type

atch

LE

PERFORMANCE

MODELS 5032-4000, 6000



Rating Explanation

RATED BRAKE HORSEPOWER—Maximum basic engine power at 60°F and sea level.

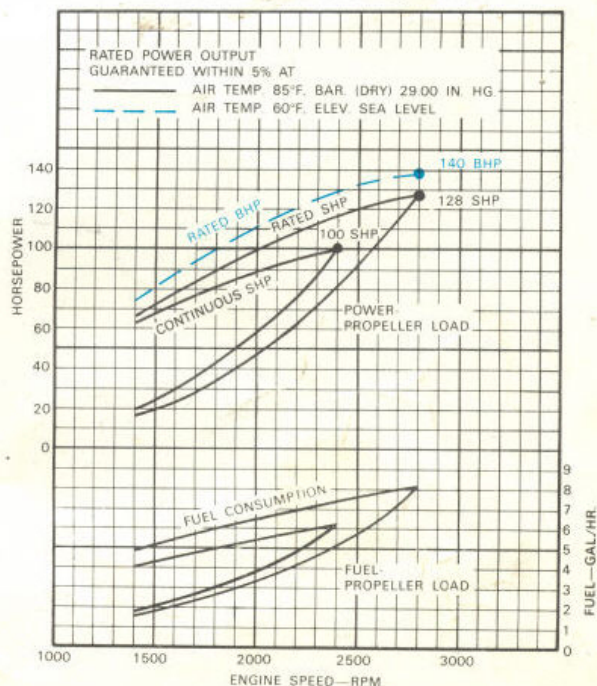
RATED SHAFT HORSEPOWER—Maximum net power available at the marine gear output shaft; this rating is recommended for pleasure craft applications.

CONTINUOUS SHAFT HORSEPOWER—Net power available at the marine gear output shaft for continuous duty or workboat applications.

PROPELLER LOAD—Indicates horsepower absorbed by a typical propeller and the corresponding fuel consumption throughout the speed range.

Propeller load and shaft horsepowers as shown are based on ambient conditions of 85°F, Bar. (dry) 29.00 in. HG and include deduction for standard marine accessory equipment.

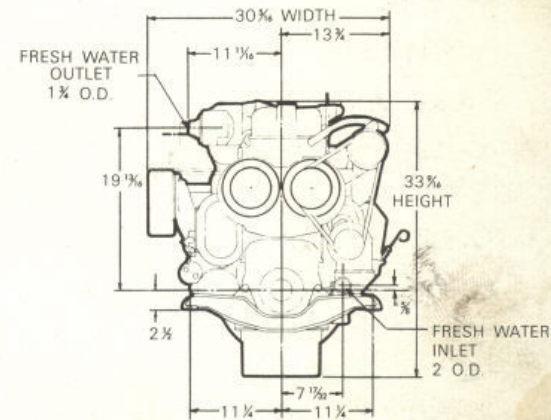
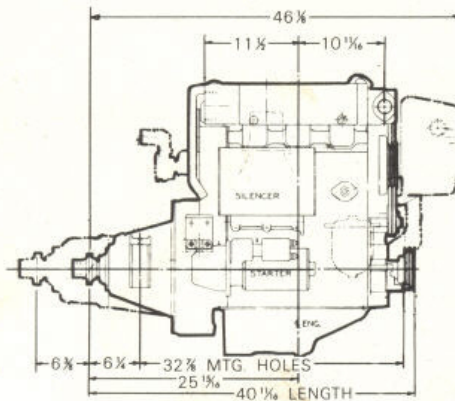
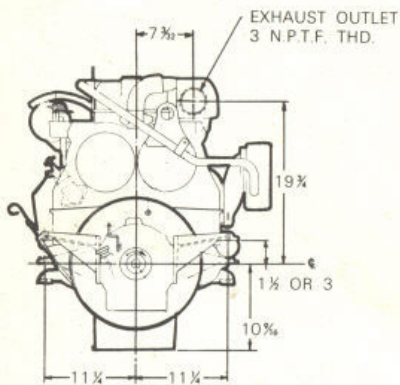
MODELS 5042-4000, 6000



For complete engine specifications for your particular application,

PRINCIPAL DIMENSIONS

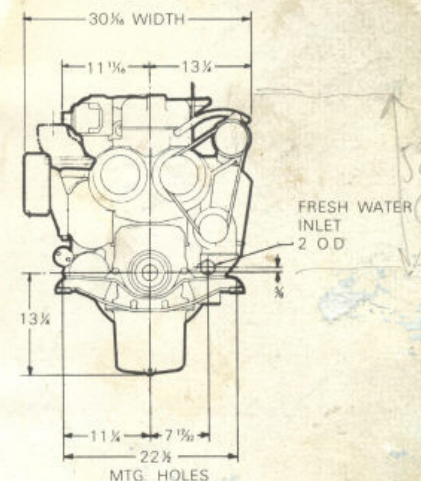
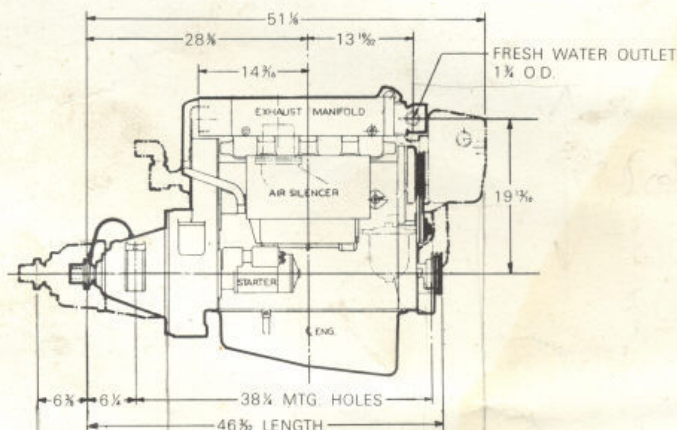
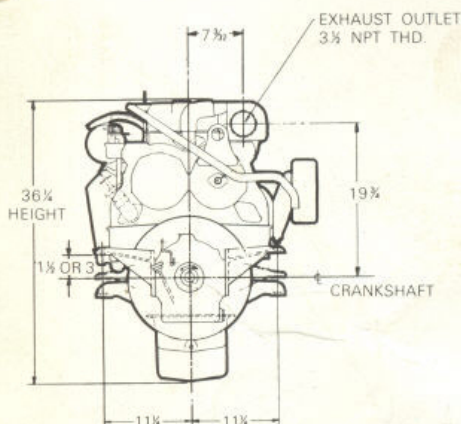
5032-4000



FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 2SA189
FOR MODELS 5032-4000 AND 2SA243 FOR 5032-6000.

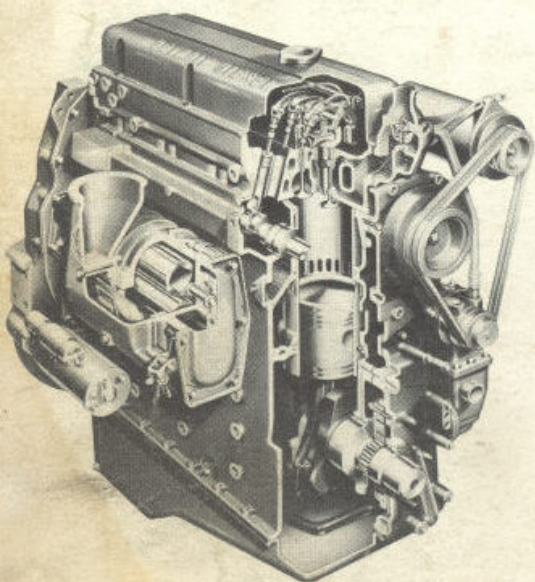
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5042-4000



450 105

DETROIT DIESEL FAMILY OF ENGINE ADVANTAGES



Rugged, precision construction

- Laminated metal compression gaskets and synthetic rubber water and oil seals provide a longer-lived, leakproof bond between the cylinder head and block. The resulting metal-to-metal contact gives better heat transfer, preventing head cracking.
- Distortion-resistance is built into the cast iron cylinder head. Hardened valve seats are pressed into the head for proper valve seating and longer head and valve life.
- Long life, resistance to deflection and precise performance are accomplished by the drop-forged camshaft with hardened cams and journals.
- Easily replaceable, heat-treated cast iron cylinder liners provide a

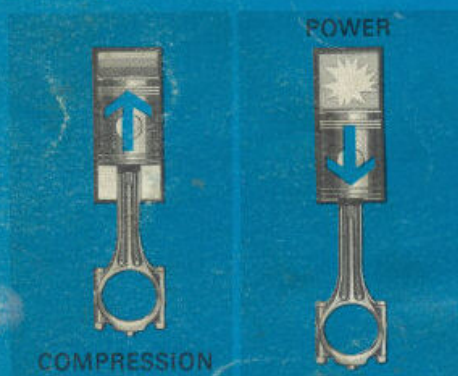
hard, scuff-resistant wearing surface, lengthening intervals between overhauls.

■ The pistons are ribbed for cooling and strength and tin-plated for superior oil retention, giving longer life. Rings are of break-resistant, chrome-plated steel.

■ Durability of connecting rods is provided by drop-forged steel construction. Rifle-drilled oil passages provide piston pin lubrication and spray cooling of the piston under-head.

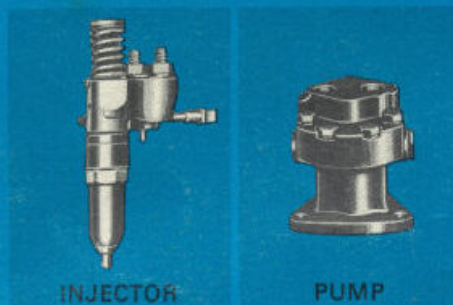
■ The crankshaft is a drop-forged, induction-hardened unit giving maximum strength and better wear. It is statically and dynamically balanced for smooth operation.

Two cycle design



Each cylinder performs the four functions of intake, compression, power and exhaust in one crankshaft revolution. Every piston downstroke is a powerstroke. This design makes Detroit Diesels lightest in weight, smallest in size and fastest in acceleration of all diesels. Work is done faster, more economically.

Unit injector fuel system



The Unit Injector fuel system provides maximum fuel economy from fast, complete combustion and affords excellent serviceability because of its simple, efficient design. Cam-actuated Unit Injectors meter, pressurize, atomize and inject the fuel in one precise operation. A simple low-pressure transfer pump circulates fuel through the lines, filters and injectors.

Unmatched parts interchangeability

Only Detroit Diesel builds engines with maximum parts interchangeability (up to 70% within a Series). This means that parts are readily available, inventories can be held to a minimum, and parts cost less as a benefit of volume production.

World-Wide sales, parts and service

Detroit Diesels are sold, installed and serviced by a world-wide network of over 1400 distributors and dealers. They are experienced "engine people" who know and understand your problems and are equipped to give you complete service. You can count on dependable parts and reliable service if you own a Detroit Diesel engine.



DETROIT DIESEL ENGINE DIVISION

GENERAL MOTORS CORPORATION • 13400 West Outer Drive Detroit, Michigan, 48228
IN CANADA: GENERAL MOTORS DIESEL LIMITED • LONDON, ONTARIO

Detroit Diesel Engines

marine models

TÜRKİYE GENEL MÜMESSİLİ

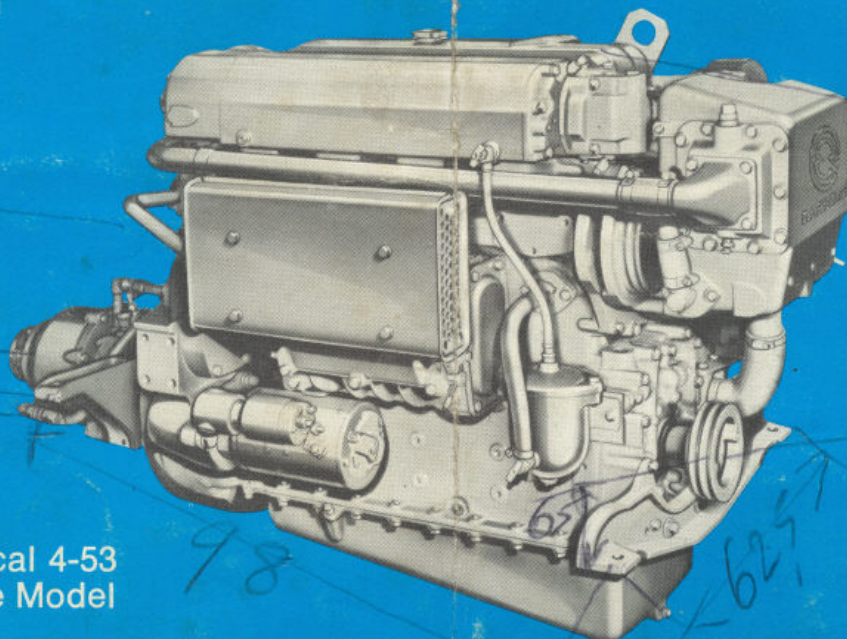
kurt başakıncı müessesesi

Merkez : ANKARA
Tel: 27 08 57 - 27 54 51

Şube : İSTANBUL
Tel: 66 76 61 - 66 73 54

Deniz Motor Tamir A.Ş.İ. Yasa
İbrahim ve Sultan Çarşısı
Kardesler
Büyükdere, Kırklar Sok. No. 7
İSTANBUL
Tel: 142 19 17 - 142 01 51

4-53
140 hp



Typical 4-53
Marine Model

specifications

Basic Engine

4-53

Model	5042-4000
Port	5042-6000
Starboard	
Engine Type	Two Cycle
Number of Cylinders	4
Bore and Stroke	3.875 in. x 4.5 in. (98 mm x 114 mm)
Displacement	212 cu. in. (3.48 litres)
Rated Gross Power:	140 BHP (104 kW)
60° F (15.6° C) and	@ 2800 RPM
Sea Level	
Rated Net Power:	128 SHP (95 kW)
SAE: 85° F (29.4° C)	@ 2800 RPM
and 500 ft. (152.4 m)	
Continuous Net Power:	100 SHP (75 kW)
SAE: 85° F (29.4° C)	@ 2400 RPM
and 500 ft. (152.4m)	
Compression Ratio	21 to 1
Net Weight (dry)	1350 lbs. (612 kg)

Rating Explanation

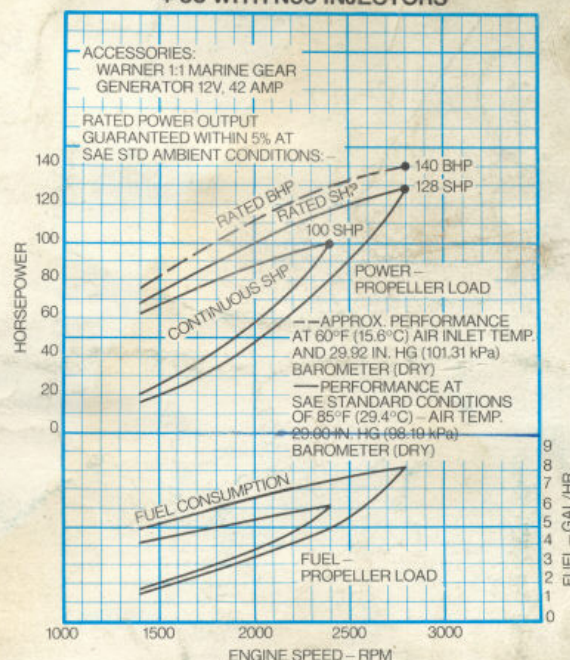
RATED BHP—Basic engine gross power.

RATED SHP—Net power available at the marine gear output shaft; this rating is recommended for pleasure craft applications.

CONTINUOUS SHP—Net power available at the marine gear output shaft for continuous duty or workboat applications.

PROPELLER LOAD—Indicates horsepower absorbed by a typical propeller and the corresponding fuel consumption throughout the speed range.

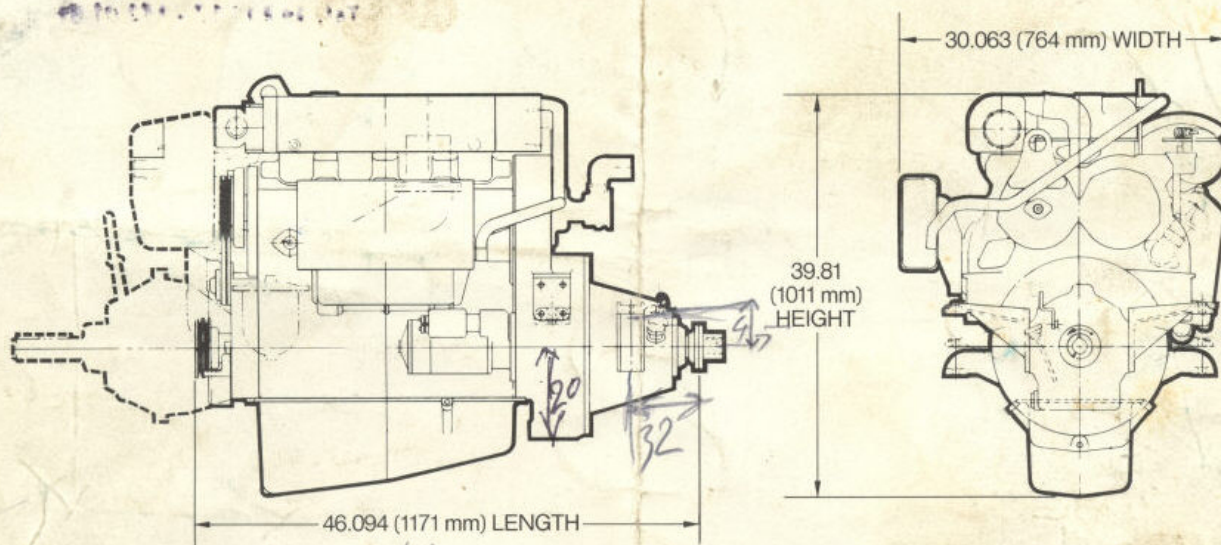
BASIC ENGINE PERFORMANCE*
4-53 WITH N50 INJECTORS



* "Continuous" curves based on use of N40 injectors.

principal dimensions

Model 5042-6000



For complete dimensional information refer to installation drawing 2SA140 for Model 5042-4000, and 2SA245 for Model 5042-6000.

standard equipment

Air Inlet Housing—Aluminum housing with manual air shutdown. Includes air silencer

Alternator—Battery charging, 12 volt, 42 amp

Crankshaft Pulley—5.38 in. (137 mm) diameter, 2-groove

Engine Mounts—Includes mounts for engine and marine gear

Exhaust Manifold—Water-cooled

Flywheel Housing—SAE #4

Governor—Variable speed

Lube Oil Filter—Full-flow filter

Marine Gear—Warner hydraulic reverse and direct drive gear: 1 to 1 ratio

Oil Pan and Distribution System—For 0-17 degree installation angle

Starting Motor—12 volt

For complete specifications and a listing of standard and optional equipment, consult your authorized Detroit Diesel Allison Distributor or Dealer.

Specifications subject to change without notice.



Detroit Diesel Allison
Division of General Motors Corporation

13400 West Outer Drive Detroit, Michigan 48228

DETROIT DIESEL

MARINE ENGINES

4-53N
140HP
INCLINED

4-53T
180HP
INCLINED

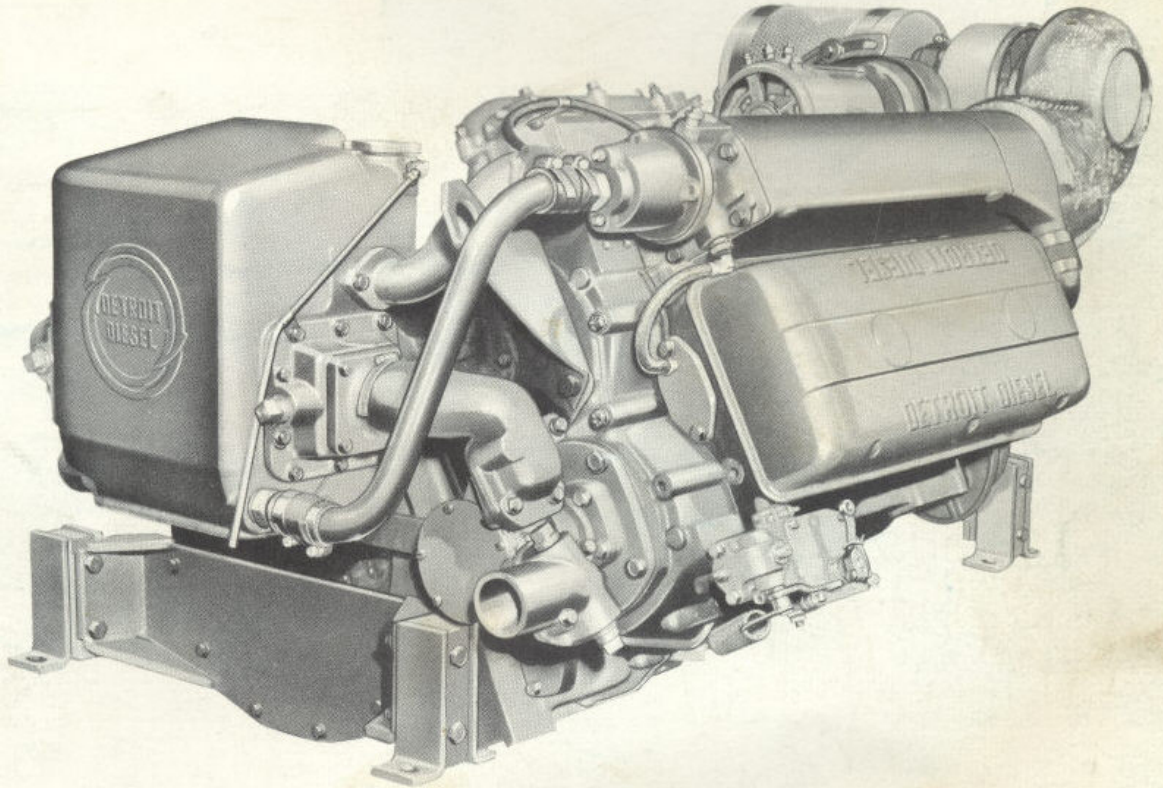
GENERAL MOTORS OVERSEAS
TÜRKİYE GENEL DAİRE BAŞLIĞI
KURUMU GENEL MÜDÜRLÜĞÜ
ANK. Telf. 17 38 22 - İST. Telf. 47 25 31

Deniz Motor Tor. A.Ş. Şubesi
İbrahim ve Sultan Çemberci
Kardeşler
Büyükdere, Kırklar Sok. No. 7
İSTANBUL
Tel. 142 19 17 - 142 01 51



MODELS

4-53N	5042-2002 5042-8002
4-53T	5042-2302 5042-8302



Model 5042-2302

A Power Product of General Motors

GM

MARK OF EXCELLENCE



SPECIFICATIONS

4-53N INCLINED

Model 5042-2002
5042-8002

Engine Type Two Cycle

No. of Cylinders 4

Bore and Stroke 3 $\frac{7}{8}$ " x 4 $\frac{1}{2}$ "

Two Cycle Displacement
(Every Downstroke a
Powerstroke) 212 cu. in.

Rated Brake Horsepower 140 @ 2800 RPM

Rated Shaft Horsepower 128 @ 2800 RPM

Compression Ratio 21 to 1

Net Weight (Dry) with
Standard Equipment. . 1370 lb.

4-53T INCLINED

5042-2302
5042-8302

Two Cycle

4

3 $\frac{7}{8}$ " x 4 $\frac{1}{2}$ "

180 @ 2500 RPM

170 @ 2500 RPM

17.5 to 1

1700 lb.

STANDARD EQUIPMENT

Air Inlet Housing—Includes manual shutdown

Air Silencer

Engine Mounts

Exhaust Manifold—Water cooled with flange

Flywheel—SAE #4

Flywheel Housing—SAE #4

Generator—12 volt—25 amp

Governor—Variable speed

Hydraulic Reverse and—Direct Drive Gear

Heat Exchanger with Raw Water Pump—
Model 5042-2302, 8302 only.

Injectors—Cam operated, Unit Type

Lube Oil Filter—Full flow filter

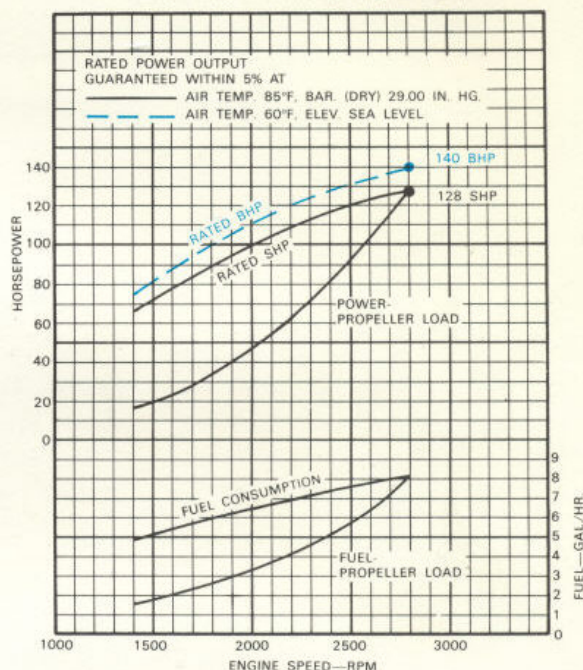
Starting Equipment—12 volt Sprag clutch

Vibration Damper

OPTIONAL AND EXTRA EQUIPMENT AVAILABLE

PERFORMANCE

MODELS 5042-2002, 8002



Rating Explanation

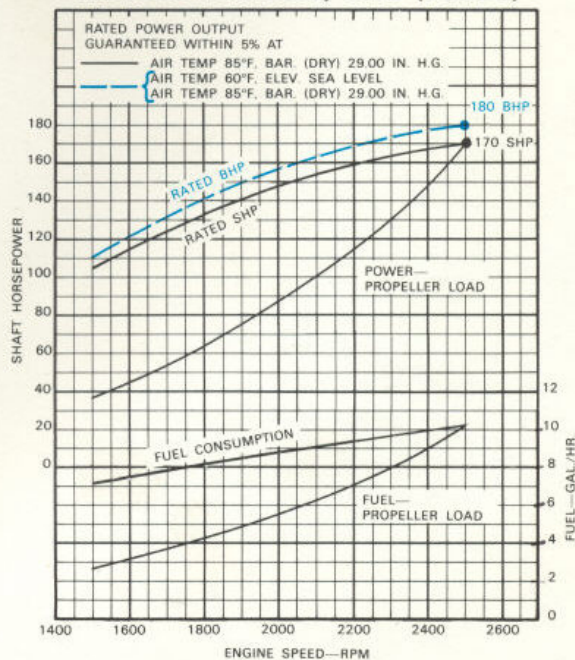
RATED BRAKE HORSEPOWER—Maximum basic engine power at conditions indicated.

RATED SHAFT HORSEPOWER—Maximum net power available at the marine gear output shaft; this rating is recommended for pleasure craft applications.

PROPELLER LOAD—Indicates horsepower absorbed by a typical propeller and the corresponding fuel consumption throughout the speed range.

Propeller load and shaft horsepower as shown are based on ambient conditions of 85°F, Bar. (dry) 29.00 in. HG and include deduction for standard marine accessory equipment.

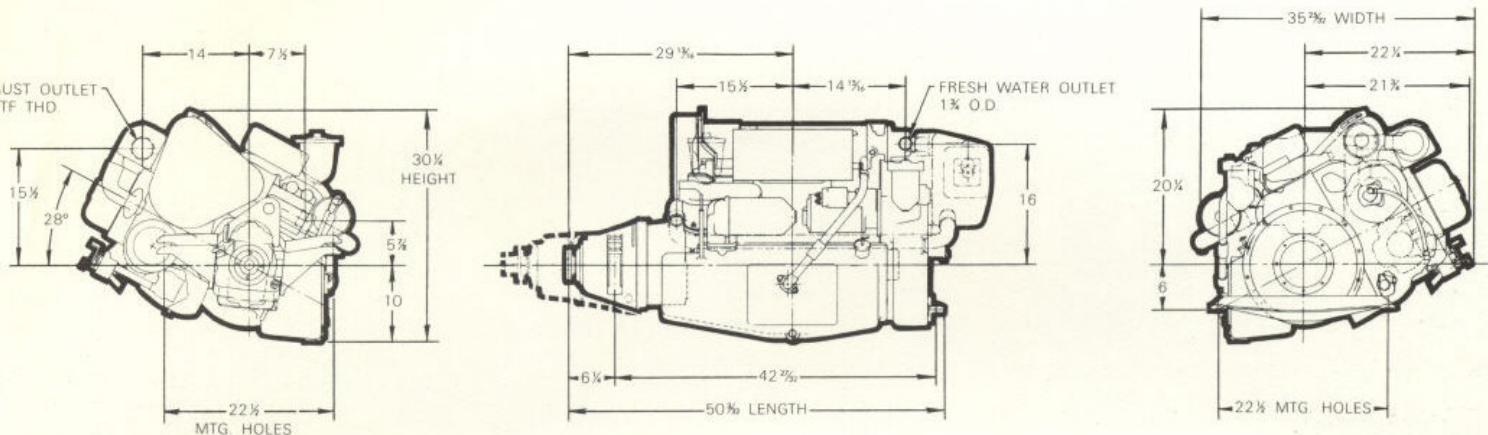
MODELS 5042-2302, 8302 (TURBO)



For complete engine specifications for your particular application, see your authorized Detroit Diesel representative.

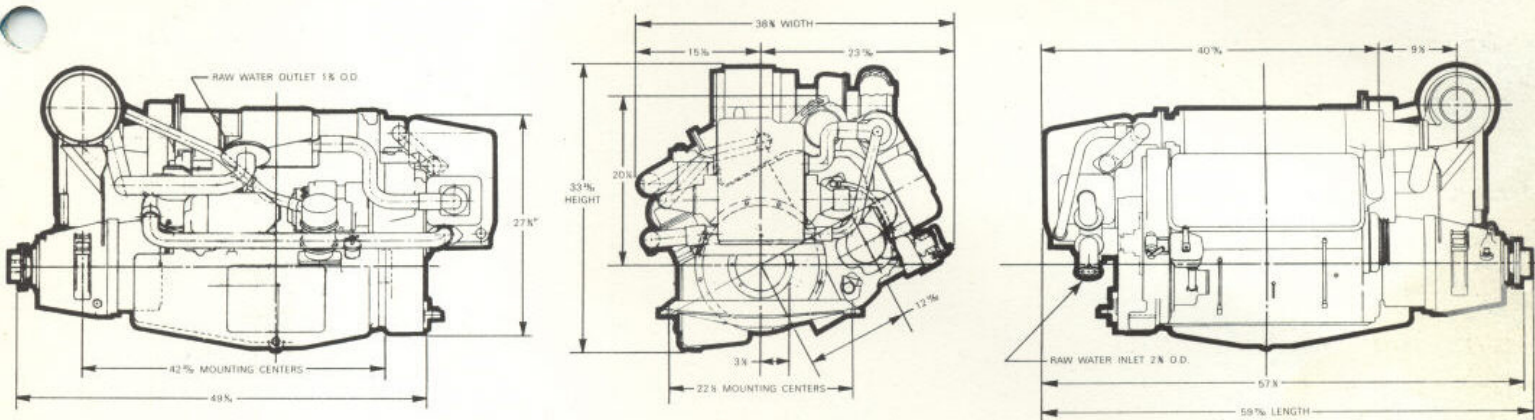
PRINCIPAL DIMENSIONS

5042-2002



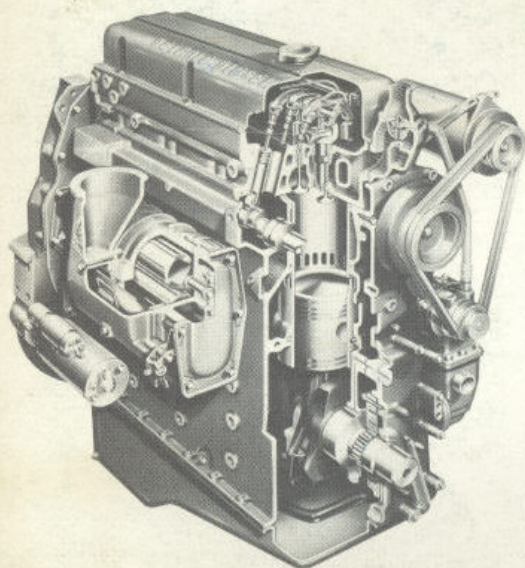
FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 292
MODEL 5042-2002 AND 2SA279 FOR MODEL 5042-8002.

5042-2302



FOR COMPLETE DIMENSIONS REFER TO INST. DWG. 2SA347
FOR MODELS 5042-2302 AND 5042-8302.

DETROIT DIESEL FAMILY OF ENGINE ADVANTAGES



Rugged, precision construction

- Laminated metal compression gaskets and synthetic rubber water and oil seals provide a longer-lived, leakproof bond between the cylinder head and block. The resulting metal-to-metal contact gives better heat transfer, preventing head cracking.
- Distortion-resistance is built into the cast iron cylinder head. Hardened valve seats are pressed into the head for proper valve seating and longer head and valve life.
- Long life, resistance to deflection and precise performance are accomplished by the drop-forged camshaft with hardened cams and journals.
- Easily replaceable, heat-treated cast iron cylinder liners provide a

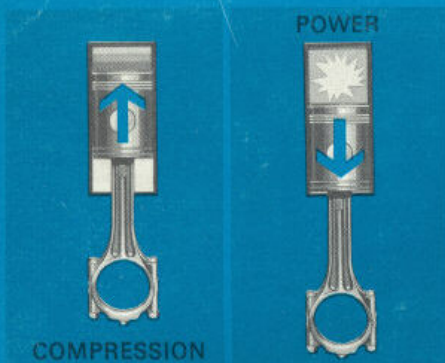
hard, scuff-resistant wearing surface, lengthening intervals between overhauls.

■ The pistons are ribbed for cooling and strength and tin-plated for superior oil retention, giving longer life. Rings are of break-resistant, chrome-plated steel.

■ Durability of connecting rods is provided by drop-forged steel construction. Rifle-drilled oil passages provide piston pin lubrication and spray cooling of the piston under-head.

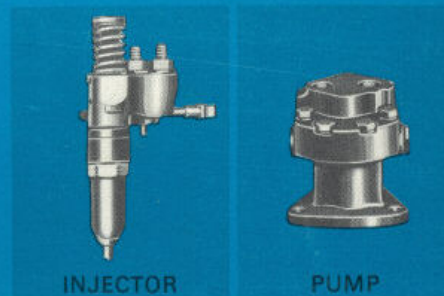
■ The crankshaft is a drop-forged, induction-hardened unit giving maximum strength and better wear. It is statically and dynamically balanced for smooth operation.

Two cycle design



Each cylinder performs the four functions of intake, compression, power and exhaust in one crankshaft revolution. Every piston downstroke is a powerstroke. This design makes Detroit Diesels lightest in weight, smallest in size and fastest in acceleration of all diesels. Work is done faster, more economically.

Unit injector fuel system



The Unit Injector fuel system provides maximum fuel economy from fast, complete combustion and affords excellent serviceability because of its simple, efficient design. Cam-actuated Unit Injectors meter, pressurize, atomize and inject the fuel in one precise operation. A simple low-pressure transfer pump circulates fuel through the lines, filters and injectors.

Unmatched parts interchangeability

Only Detroit Diesel builds engines with maximum parts interchangeability (up to 70% within a Series). This means that parts are readily available, inventories can be held to a minimum, and parts cost less as a benefit of volume production.

World-Wide sales, parts and service

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DETROIT DIESEL ENGINE DIVISION

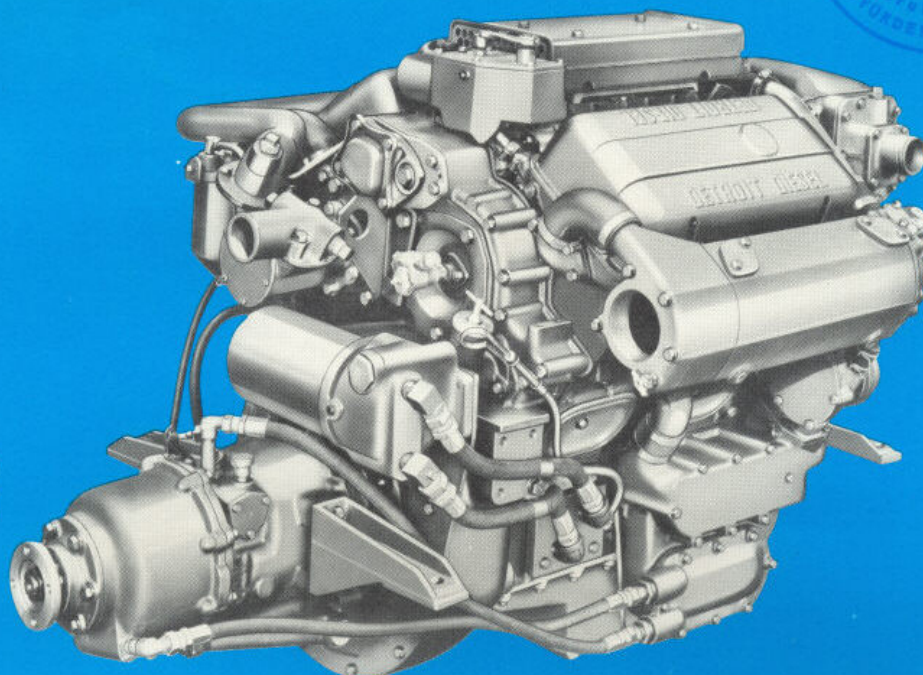
GENERAL MOTORS CORPORATION ■ 13400 West Outer Drive Detroit, Michigan, 48228
IN CANADA: GENERAL MOTORS DIESEL LIMITED ■ LONDON, ONTARIO

Detroit Diesel Engines

marine models



6V-53
216 hp



Typical 6V-53
Marine Model

specifications

Basic Engine

6V-53

Model	5062-3000 5062-7000
Engine Type	Two Cycle
Number of Cylinders	6
Bore and Stroke	3.875 in. x 4.5 in. (98 mm x 114 mm)
Displacement	318 cu. in. (5.22 litres)
Rated Gross Power:	
60°F (15.6°C) and 29.92 in. Hg (101.31 kPa) Bar. (Dry)	216 BHP @ 2800 RPM 161 kW @ 2800 RPM
Rated Net Power:	
SAE: 85°F (29.4°C) and 29.00 in. Hg. (98.19 kPa) Bar. (Dry)	197 SHP @ 2800 RPM 147 kW @ 2800 RPM
Compression Ratio	21 to 1
Approximate Dimensions:	
Length	51 in. (1295 mm)
Width	40 in. (1016 mm)
Height	40 in. (1016 mm)
Net Weight (Dry)	1830 lbs (830 Kg)

Rating Explanation

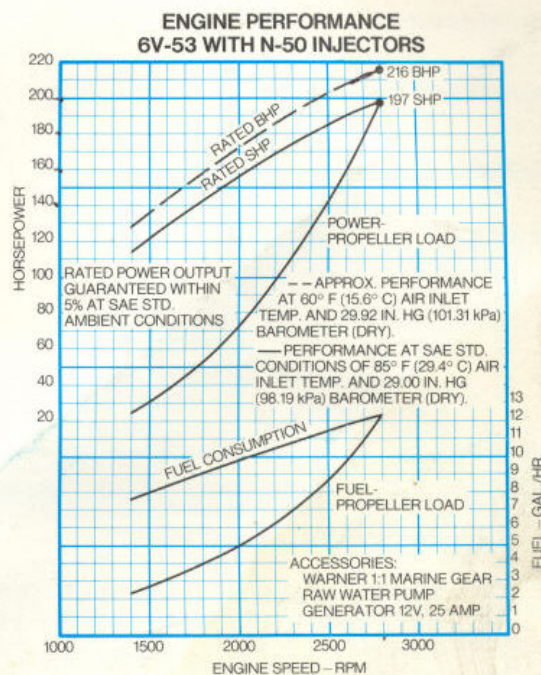
RATED BRAKE HORSEPOWER—Basic engine (gross) power.

RATED SHAFT HORSEPOWER—Net power available at the marine gear output shaft; this rating is recommended for pleasure craft applications.

PROPELLER LOAD—Indicates horsepower absorbed by a typical propeller and the corresponding fuel consumption throughout the speed range.

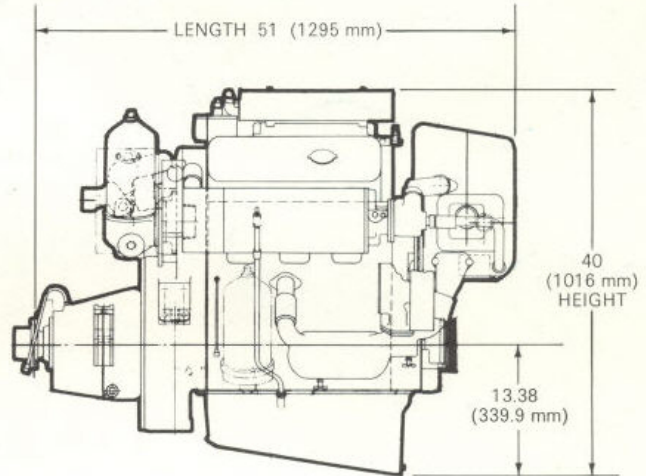
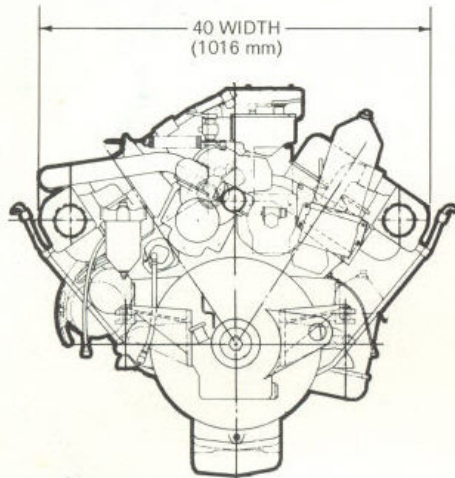
Propeller load and shaft horsepower as shown are based on ambient conditions of 85°F (29.4°C), Bar. (dry) 29.00 In. HG (98.19 kPa) and include deduction for standard marine accessory equipment.

Deniz Motor Tamir Atölyesi
İbrahim ve Sultan Çemberci
Kardeşler
Büyükdere, Kırklar Sok. No. 7
İSTANBUL
Tel. 142 19 17 - 142 01 51



principal dimensions

5062-7000



For complete dimensional information for Model 5062-3000 and 5062-7000 refer to installation drawing 2SA 283.

standard equipment

Air Inlet Housing

Air Silencer

Alternator—12 volt, 42 amp

Crankshaft Pulley

Engine Mounts

Flywheel—SAE #3

Flywheel Housing—SAE #3

Governor—Variable speed

Heat Exchanger

Injectors—Cam operated, unit type, clean tip

Lube Oil Cooler

Lube Oil Filter—Full flow

Marine Gear—Warner 73, reverse and reduction

Oil Pan—0°-17° inclination angle, front sump

Starting Motor—12 volt

For complete specifications and a listing of standard and optional equipment, consult your authorized Detroit Diesel Allison representative.

Specifications subject to change without notice



Detroit Diesel Allison

Division of General Motors Corporation

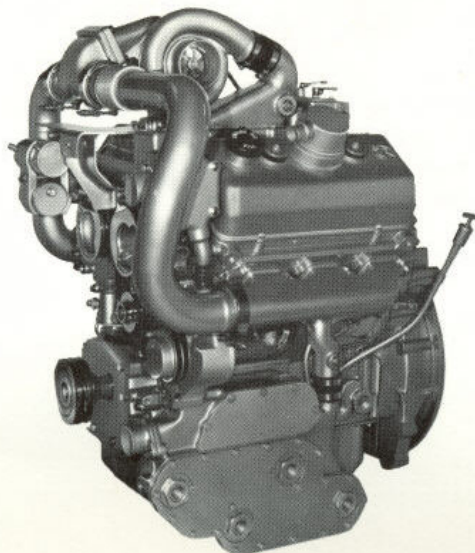
13400 West Outer Drive Detroit, Michigan 48228

In Canada: Diesel Division, General Motors of Canada Limited London Ontario

DETROIT DIESEL Series 53

Commercial Engines For
Military Applications

6V-53T 275-300 HP



General Specifications

Basic Engine	6V-53T
Number of Cylinders	6
Bore and Stroke	3.875 in × 4.5 in (98 mm × 114 mm)
Displacement	318 cu in (5.2 liters)
Engine Type	2 cycle-Vee
Compression Ratio	18 to 1

	300 HP	275 HP
Engine Heat Rej.	8700 BTU/min. (153 kW)	7980 BTU/min. (140 kW)
Engine Coolant Capacity	14 qt (13.2 liters)	14 qt (13.2 liters)
Exhaust Temperature	740° F (393° C)	680° F (360° C)
Dimensions (approx.)		
Length	39 in (992 mm)	39 in (992 mm)
Width	36.5 in (927 mm)	36.5 in (927 mm)
Height	41.3 in (1049 mm)	41.3 in (1049 mm)
Weight (dry)	1695 lbs (769 kg)	1695 lbs (769 kg)

Rated Power Output

300 HP	
Gross Power	300 BHP (224 kW) @ 2800 RPM
Peak Torque	666 lb ft (903 N·m) @ 1600 RPM

275 HP	
Gross Power	275 BHP (205 kW) @ 2800 RPM
Peak Torque	627 lb ft (850 N·m) @ 1600 RPM

Equipment Specifications

Block—Cast iron
Cold Weather Starting Aid—Air heater
Flywheel—SAE #3
Flywheel Housing—SAE #3
Governor—Limiting speed
Oil Pan—30° wide sump
Starting Equipment—24 volt

Rating conditions of SAE: 77°F (25°C) and 29.31 in Hg (99kPa) Barometer (Dry)

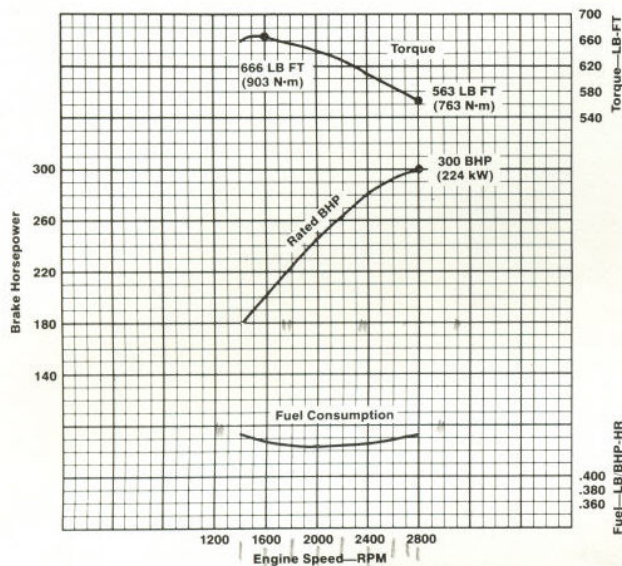
For a complete listing of standard and optional equipment, consult your distributor or authorized Detroit Diesel Corporation representative.

Photograph represents a typical military engine

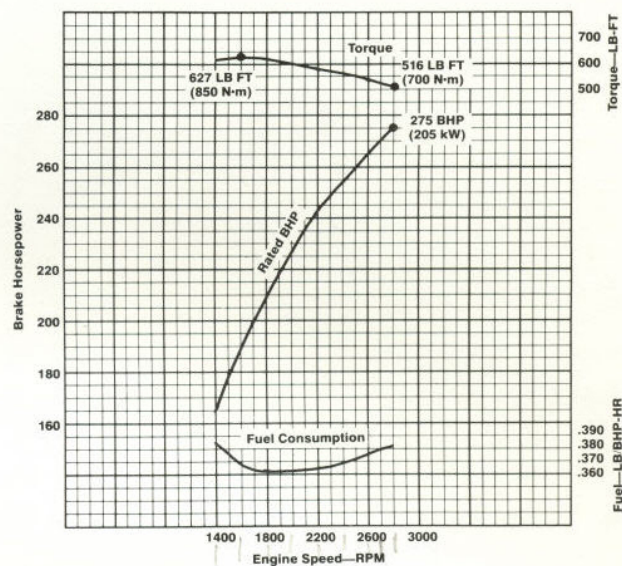
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Performance Curves

300 BHP



275 BHP



Rating Explanation

RATED BHP is the power rating for variable speed and load applications where full power is required intermittently.

FUEL CONSUMPTION CURVE shows fuel used in pounds per brake horsepower hour.

POWER OUTPUT guaranteed within 5% at rated ambient conditions.

THIS RATING does not include power requirements for accessory and standard equipment.

DETROIT DIESEL
CORPORATION



13400 Outer Drive, West / Detroit, Michigan 48239-4001

Telephone: 313-592-5000

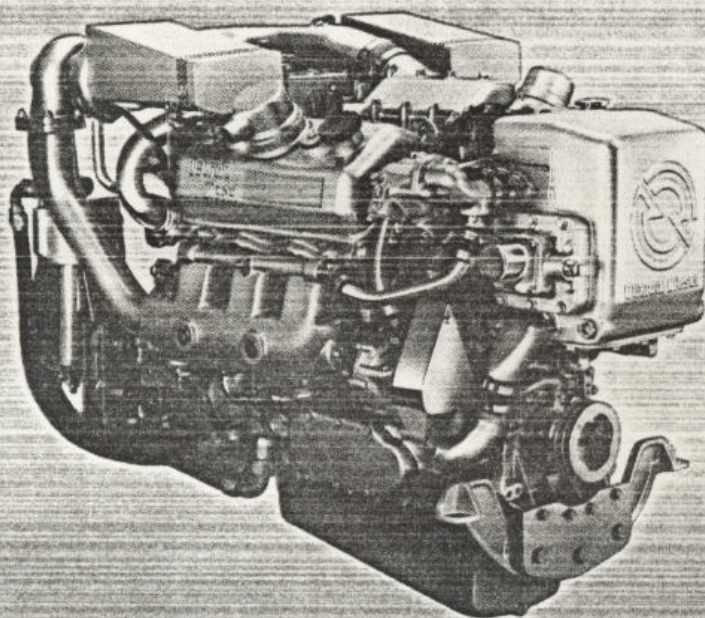
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FAX: 313-592-7288

Detroit Diesel Engines

MARINE MODELS

6V-53T



Typical 6V-53T

GENERAL SPECIFICATIONS

Basic Engine	6V-53T
Model-Port	—
Starboard	5062-7300
Description	Turbocharged
Number of Cylinders	6
Bore and Stroke	3.875 in × 4.5 in (98 mm × 114 mm)
Displacement	318 cu in (5.22 liters)
Compression Ratio	17.5 to 1
Lube Oil System Capacity*	Low—11 qts (41.6 liters) High—14 qts (52.9 liters)
Coolant Capacity (engine only)	30 qts (113.4 liters)
Net Weight (dry)	2200 (998 kg)

Rated Power Output

Intermittent Injectors	5N65
Rated Gross Power	275 BHP (205 kW) @ 2800 RPM*
Rated Net Power	260 SHP (194 kW) @ 2800 RPM*
Maximum Injectors	N70
Rated Gross Power	320 BHP (239 kW) @ 2800 RPM†
Rated Net Power	306 SHP (228 kW) @ 2800 RPM†

*With standard oil pan.

†SAE: 77°F (25.0°C) and 29.31 in Hg (99 kPa) Barometer (Dry).

*85°F (29.4°C) and 29.00 in Hg (98.19 kPa) Barometer (Dry).

EQUIPMENT SPECIFICATIONS

Air Inlet Housing
Air Silencer
Alternator—14 volt, 75 amp, flange mounted
Crankshaft Pulley
Engine Mounts—Resilient mounts, front and rear, includes mounts for both engine and marine gear
Exhaust Manifold—Water cooled
Flywheel Housing—SAE #3
Fuel Cooler
Fuel Filters—Spin-on
Governor—Variable speed
Heat Exchanger
Injectors—Cam operated, unit type, clean tip
Lube Oil Cooler
Lube Oil Filter—Spin-on, full-flow
Marine Gear—Twin Disc MG 506, cooler and lines, flange assembly for marine gear
Oil Pan—Cast iron, designed for 0°-17° inclination angle, front sump
Raw Water Pump
Starting Motor—12 volt
Turbochargers—Two, high efficiency design

For a complete listing of standard and optional equipment, consult your authorized Detroit Diesel Allison representative.

For complete coolant specifications, see publication 7SE298. For complete fuel and lubricating oil specifications, see publication 7SE270.

PERFORMANCE CURVES

Rating Explanation

RATED BHP—Basic engine gross horsepower.
RATED SHP—Net power available at the marine gear output shaft.

PROPELLER LOAD—Indicates horsepower absorbed by a typical propeller and the corresponding fuel consumption throughout the speed range.

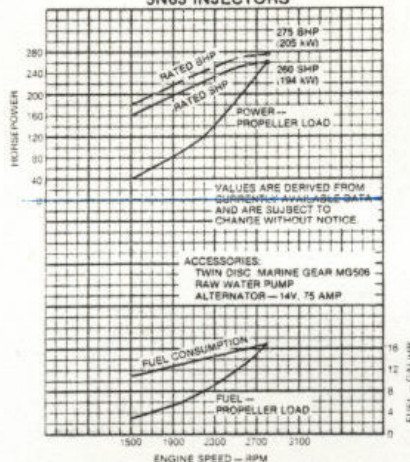
POWER OUTPUT guaranteed within 5% at standard ambient conditions.

MARINE ENGINE RATING—The use of the ratings e.g., maximum, intermittent and continuous; varies with type of vessel in which the engine is installed. See your Detroit Diesel Allison representative for the rating that will apply to your vessel.

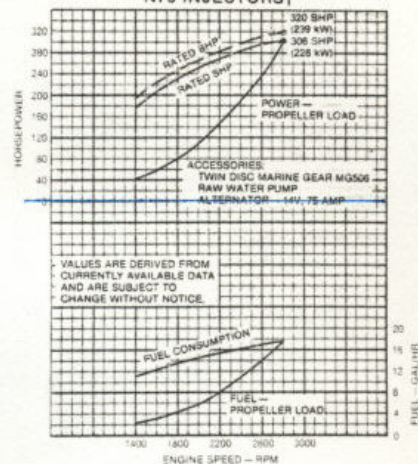
*Rating conditions of 85°F (29.4°C) and 29.00 in Hg (98.19 kPa) Barometer (Dry)

†Rating conditions of SAE: 77°F (25°C) and 29.31 in Hg (99 kPa) Barometer (Dry)

**MODEL 6V-53T
MARINE INTERMITTENT RATING
5N65 INJECTORS***



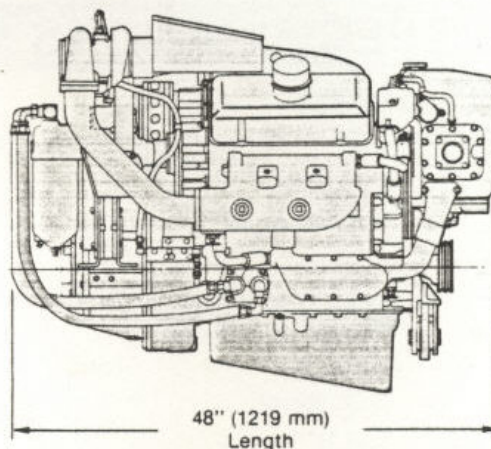
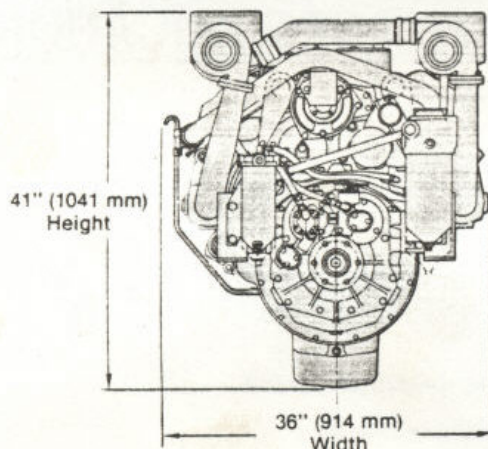
**MODEL 6V-53T
MARINE MAXIMUM RATING
N70 INJECTORS†**



DIMENSIONAL DRAWING

Model 5062-7300

6V-53T



Approximate dimensions shown.

For complete dimensional information regarding Model 5062-7300, refer to installation drawing 2SA450. NOTE: LH propeller requires LH marine gear.

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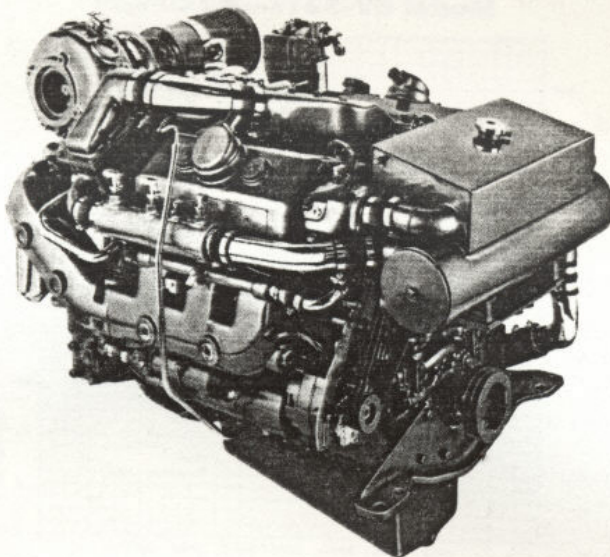
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DETROIT DIESEL Series 53

**Marine Model
Pleasure Craft**

6V-53TI 400 BHP



General Specifications

Basic Engine	6V-53TI
Model	5062-5301
Description	Turbocharged-Intercooled
Number of Cylinders	6
Bore and Stroke	3.875 in x 4.5 in (98 mm x 114 mm)
Displacement	318 cu in (5.22 liters)
Compression Ratio	18.0 to 1
Weight (dry)	2325 lbs (1055 kg)

Rated Power Output—Maximum

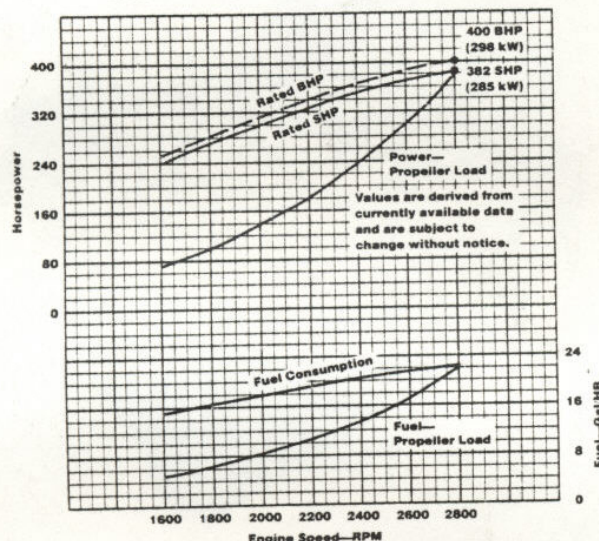
Injectors	6840
Gross Power	400 BHP (300 kW) @ 2800 RPM
Net Power	382 SHP (285 kW) @ 2800 RPM

Equipment Specifications

Air Inlet Housing—With manual shutdown
Air Silencer
Intercooler—Single pass with raw water coolant supply
Alternator—12 volt, 90 amp
Cooling System—Low profile tube and shell with integral expansion tank, raw water pump
Crankshaft Pulley—2 grooves, .50 inch wide
Engine Mounting Brackets—for both engine and marine gear
Exhaust System—Fresh water-cooled manifolds and turbine housing; port or starboard exhaust connection; raw water cooled 90° exhaust elbow
Flywheel Housing—SAE #3
Fuel System—Cam operated unit injectors with low pressure USCG type A external hoses, fuel filters and cooler
Governor—Variable speed
Lube Oil Filter—Full flow, spin on
Marine Gear—Twin Disc MG507-1 (1.51, 1.98:1 reduction ratios)
Oil Pan—Cast iron, designed for 0°-17° inclination angle, rear sump
Starting Motor—12 volt

Performance Curve

Model 6V-53TI—Maximum



Rating Explanation

RATED BHP Basic engine gross horsepower.

Rated SHP Net power available at the marine gear output flange.

PROPELLER LOAD indicates horsepower absorbed by a typical fixed pitch propeller.

POWER OUTPUT guaranteed within 5% at rated ambient conditions.

MARINE MAXIMUM The marine maximum rating applies to high performance boats where speed is of primary importance and overall load factors are low. Normal or continuous cruising RPM should be limited to 90% of rated engine RPM, and the use of full rated power should be limited to 10% (average) of operating time. This rating is normally reserved for privately-owned yachts in non-revenue applications with an average annual hour accumulation of 500 hrs.

MARINE INTERMITTENT- MAXIMUM The intermittent-maximum rating is reserved for privately-owned yachts with long-range cruising capability and/or used in seasonal charter operation. Normal or continuous cruising RPM should be limited to 90% of the rated engine RPM and the use of full rated power should be limited to 10% (average) of operating time. All boats in this category are limited to a maximum of 1,000 hours per year.

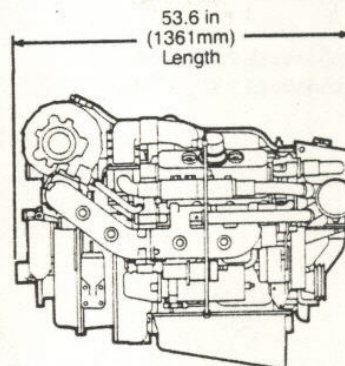
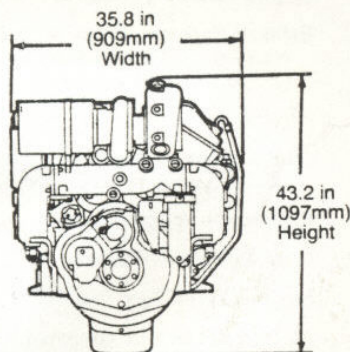
NOTE: Other boats; e.g., fire, police, with an overall duty cycle similar to maximum or intermittent-maximum may be applied at the appropriate rating.

Consult your authorized Detroit Diesel Corporation representative for the rating that will apply to your vessel.

Dimensional Drawing

Model 5062-5301
6V-53TI

Approximate dimensions shown.
For complete dimensional information,
refer to installation drawing.



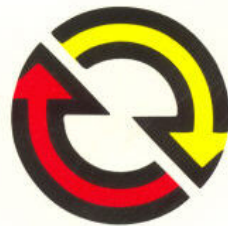
DETROIT DIESEL
CORPORATION



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Telex: 4320091 / TWX: 810-221-1649

DETROIT DIESEL

Series 53 Powered **M113**



Modernizing For The Future

Detroit Diesel has supplied over 80,000 6V-53 engines throughout the world for powering the M113 family of vehicles, from the initial diesel rating of 212 horsepower, to the RISE engine at 275 hp.

Now, a higher power density engine is available at 350 horsepower providing over one horsepower per cubic inch displacement for future M113 modernization.

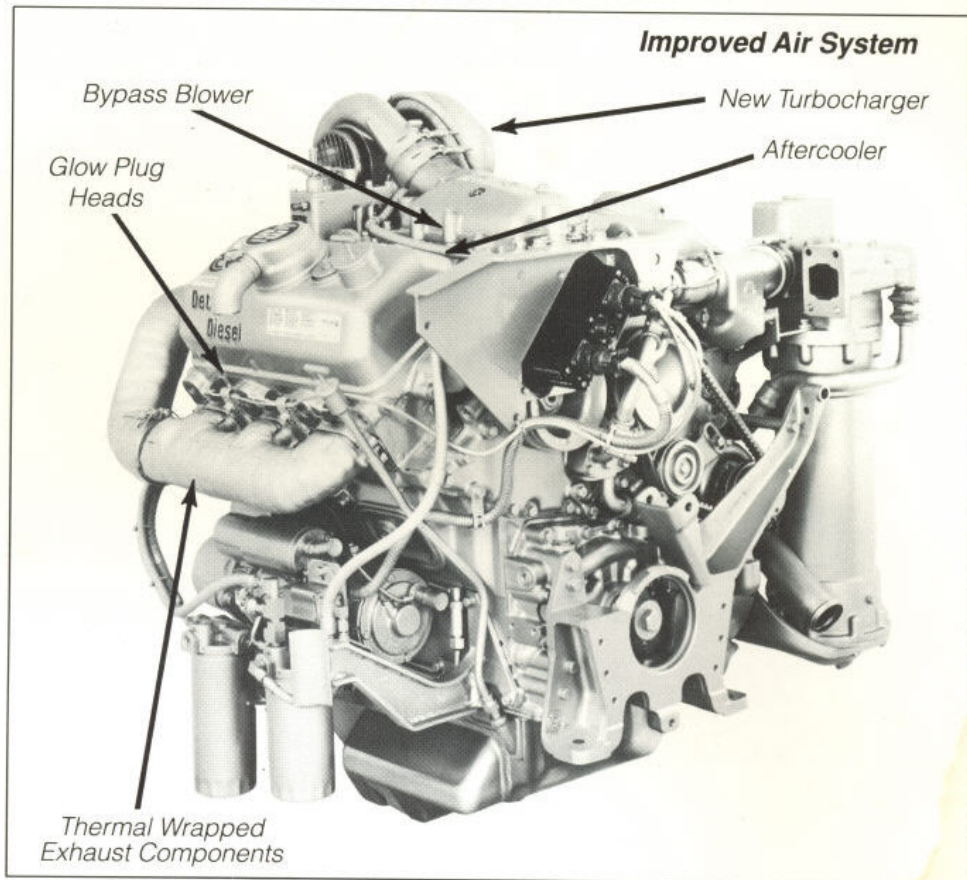
The Affordable Solution

As vehicle capacity and payload demands increase, the upgraded M113 platform provides an affordable solution for applications up to 36,000 pounds. Battlefield mobility characteristics will not be sacrificed as the 6V-53, 350 horsepower engine will allow heavier M113 derivative vehicles to meet or exceed the mobility of the Abrams and Bradley fighting vehicles.

Benefits of the 350 HP

Mobility—This rating provides 20 horsepower per ton for vehicles weighing up to 36,000 pounds. Peak torque of this 2800 rpm engine is 770 lb ft at 1600 rpm.

Durability—The added after-cooler provides cooler denser air for the combustion process which reduces cylinder temperatures for longer life.



Commonality—The limited number of component changes from the 275 horsepower engine allows the 350 horsepower engine size to remain the same, with a limited impact on provisioning data.

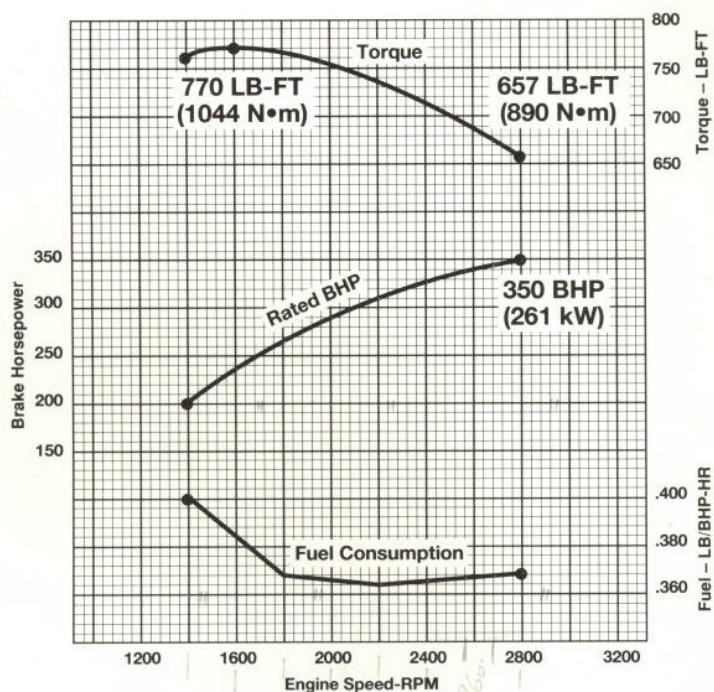
Performance—Glow plugs eliminate the need for the current air box heater and allow the engine to start at -25°F within 30 seconds after a 35 second preglow. The glow plug head is inter-

changeable between the A1/A2 and A3 engines.

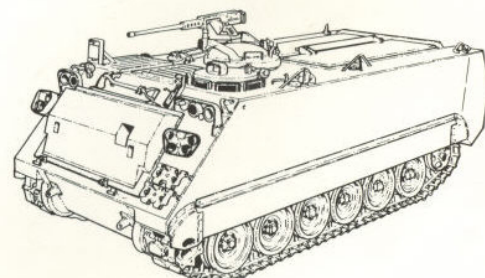
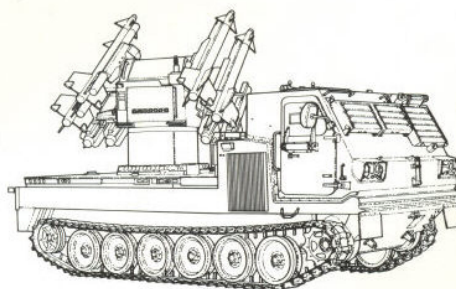
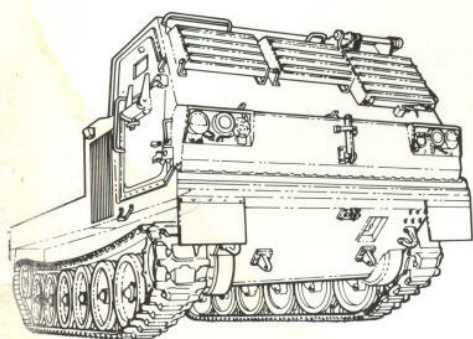
Reliability—Permanent thermal wrapping reduces exhaust component skin temperatures by over 450°F allowing for cooler engine compartment temperatures. The wrapping is impervious to diesel fuel and hydraulic fluids and the wrapping process seals all openings to prevent these fluids and water from attacking metal surfaces from under the insulation.

Performance Curve

350 BHP



Tomorrow's Innovation is Here Today



DETROIT DIESEL
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