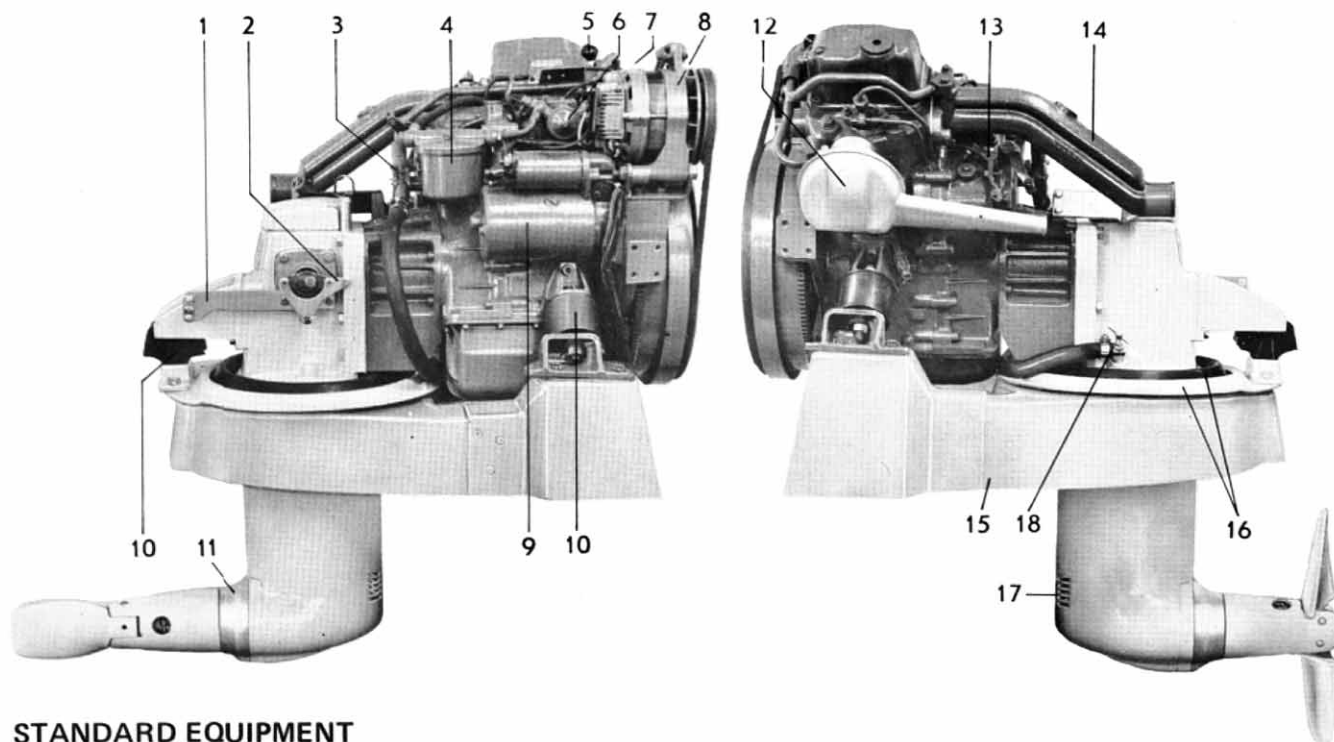


MD 5A/110S



**1-cylinder, 4-stroke marine diesel engine with overhead valves and sailboat drive 110S.
Propeller shaft output 5.5 kW (7.5 hp)**



STANDARD EQUIPMENT

ENGINE BODY – Cylinder block and head made of cast iron. Replaceable cylinder liner. Piston made of light-alloy with 2 compression rings and one oil scraper ring. Cylinder inclination 45°.

Decompression handle (5)
Tool kit is supplied with engine.
Bed of fiberglass with attachments.

FUEL SYSTEM – Piston-type injection pump with centrifugal governor for accurate speed regulation (13)
Feed pump with hand primer (6).

Effective fuel filter (4)
Manual cold-starting device with control bracket and lever mounted

COOLING SYSTEM – Thermostat-controlled sea-water cooling. Sea-water pump with neoprene rubber impeller (3).
Cooling water intake in the drive (17)
Cooling water line and cock (18)

LUBRICATING SYSTEM – Pressure-lubrication system with full-flow lubricating oil filter of the spin-on type
Sealed crankcase ventilation.
Oil filling (7)

INTAKE SYSTEM – Intake silencer (12) with filter.

EXHAUST SYSTEM – Exhaust manifold elbow for hose connection.

ELECTRICAL SYSTEM – Corrosionproof 12 V electrical system, with complete instrument panel. Alternator 35 A, 420 W (8). Starter motor output 0.8 kW (1.1 hp) (9).

The instrument panel is provided with a key switch, warning lamps for battery charging, cooling water temperature and oil pressure, and 2 extra switches.

Automatic alarm with buzzer for low oil pressure and high cooling water temperature. Also wired for indicating the respective warning lamps.

Recess for extra instrument (diam. 52 mm = 2") covered with dummy plug.

Cable harness, 4 m (13 ft.) in length, with connector.

Main fusing, with built in spare fuse, is mounted on engine.

ENGINE MOUNTING – Engine and drive are mounted to one unit which is rubber-suspended in the engine bed (10).

SAILBOAT DRIVE – Complete with rubber diaphragm and attachments against the bed (16). Silent Shift cone clutch (patented) ensures reliability in operation and quiet engagement with small manoeuvring forces. Both speed and manoeuvring are operated by one and the same control lever. Bracket for control cable (1). Lever for shift mechanism (2). Protective ring of zinc which prevents corrosion (11).

