

Tabella accoppiamento motori serie JMT ai gruppi poppieri VOLVO & MERCUISER

VOLVO-PENTA

Tipo	Z- Nb-Cil	Potenza	Giri/max	Ratio	Fuel	Engine 1	Ratio Engine 1	Engine 2	Ratio Engine 2
AQAD31A	SP-4c	130	3800	1.61	D	NO		NO	
AQAD41A	SP-6c	200	3800	1.61	D	245 JMT	OK		
230	S-4c	130	4800	2.15	B	194 JMT	1.79		
250	SP-4c	146	4900	2.15	B	194 JMT	1.79		
3.0 GS	SX-4c	150	4400	1.85	B	194 JMT	1.66		
431	SP-V6	175	4400	1.89	B	194 JMT	OK		
434	SP-V6	200	4400	1.89	B	245 JMT	OK		
4.3 GI	SP-V6	205	4600	1.79	B	194 JMT	OK	245 JMT	1.61
5.7 GS	SX-V8	280	4600	1.51	B	245 JMT	OK		
D3-130	SX-5c	130	4000	1.66	D	194 JMT	1.51		
D3-160	SX-5c	163	4000	1.66	D	194 JMT	OK		
KAD32	DP-E-4c	161	3800	1.95	D	194 JMT	OK		
AD41P	DP-E-6c	200	3800	1.95	D	245 JMT	OK		
KAD43P	DP-E-6c	230	3900	1.78	D	245 JMT	OK		

SP = « Single Propeller » vecchio modello

SX = « Single Propeller » nuovo modello

DP = « Duo propeller »

MERCUISER

Tipo	Z- Nb-Cil	Potenza	Giri/max	Ratio	Fuel	Engine 1	Ratio Engine 1	Engine 2	Ratio Engine 2
MCM3.OL	A1(2)4C	115	4400	1.98	B	194 JMT	1.51		
MCM3.0LX	A1(2)4	135	4400	1.98	B	194 JMT	1.51		
MCM4.3La	A1(2)V6	160	4400	1.84	B	194 JMT	OK		
MCM4.3LXa	A1(2)V6	180	4400	1.84	B	194 JMT	OK		
MCM5.0La	A1(2)V8	190	4600	1.65	B	194 JMT	OK		
MCM5.0LXa	A1(2)V8	205	4600	1.5	B	194 JMT	OK		
MCM5.7La	A1(2)V8	235	4600	1.5	B	245 JMT	OK		
MCM350ab	A1(2)V8	250	4600	1.5	B	245 JMT	OK		
MCM5.7Lab	B2-V8	250	4600	2.20	B	245 JMT	OK		
MCM5.7L.EFI	B2B3-V8	250	4600	2.2+2	B	245 JMT	OK		
MCM-D3.0L	B2-5VM	152	3800	2.2	D	194 JMT	OK		
MCM-D3.6L	B1+B2-6VM	170	3800	1.5+2.2	D	194 JMT	OK	245 JMT	1.51
MCM-D4.2L	B1+B2-6VM	200	3600	1.5+2	D	245 JMT	OK		
MCM-D7.2L	B2+B3 V8	238	3400	1.65+1.65	D	245 JMT	OK		

A1(2) = Alpha One seconda generazione : ratio 1.5/1.65/1.84/1.98 :1

B1 = Bravo One : ratio 1.50/1.65 :1

B2 = Bravo Two : ratio 1.81/2.00 :1

B3 = Bravo Three : ratio 1.65/1.81/2.00/2.20 :1

RATIO 1 & RATIO 2 = dove compare rapporto di riduzione = VARIARE RAPPORTO DI RIDUZIONE

ENGINE 2= Possibilità di montaggio motore 245 JMT