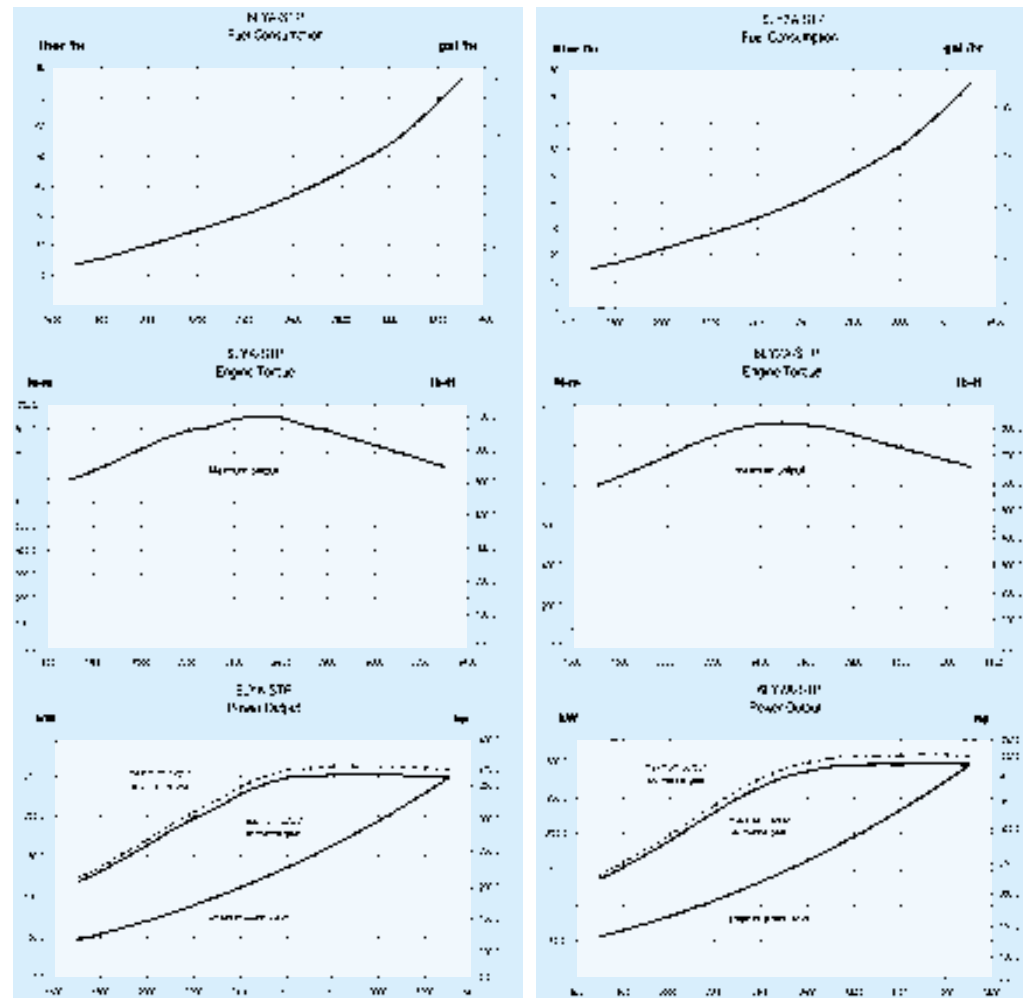


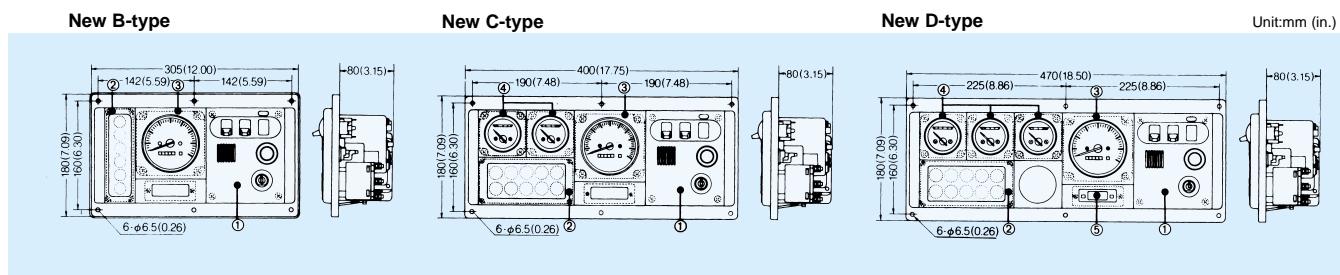
## PERFORMANCE CURVES



Load factor calculation based on an exponent of 3.0.

## INSTRUMENT PANELS

		New B-type	New C-type	New D-type	
①	Switch	Key switch (Glow/On/Off/Start)	●	●	●
		Engine stop switch	●	●	●
		Alarm buzzer	●	●	●
		Alarm buzzer stop switch	●	●	●
		Illumination switch for meters	●	●	●
		Battery not charging	●	●	●
②	Alarm lamp unit	C.W. high temperature	●	●	●
		L.O. low pressure	●	●	●
		Sea water flow	●	●	●
		C.W. level for fresh water tank	●	●	●
		Boost pressure high	●	●	●
		Tachometer with hour meter	●	●	●
③	Tachometer	L.O. pressure meter	—	●	●
		C.W. temperature meter	—	●	●
④	Sub meter unit	Boost meter (Turbo)	—	●	●
		Quartz clock	—	—	●



Note: All data subject to alteration without notice.

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60A6LYP-5/01 10M Printed in USA

# MARINE DIESEL ENGINES

PLEASURE-CRAFT POWER

**6LYA-STP**  
272kW(370hp)

**6LY2A-STP**  
324kW(440hp)

# YANMAR

### Why A Six?

For boats, the ability to slot an engine as low down as possible, or to mount twin engines low in the vee of the boat has been critical. The straight six has thus become the configuration of choice, as the crankshaft is still not so long as to require heavy strengthening, there is more capacity advantage over a four, and a six is far narrower than a v-eight.

### History of the Engine:

The release of the 6LY2-STP increases the horsepower available in Yanmar's 6LY series, providing a formidable lineup of engines that have already achieved victory in international powerboat races. The high power-to-weight ratio, the low slung configuration, the virtually square end profile of 708 x 708mm (28 x 28 in) for maximum compactness, and the intercooler turbo are all here.

### Mounting:

The mountability is excellent due to its flat top narrow profile. Repowering a gasoline engine boat is now a pleasure, for this engine has more muscle and endurance to match virtually whatever was previously being used.

### Features:

- Race proven performance making a fast boat faster. Power-to-weight ratio is even more startling. Endurance and fuel economy are at a level that only a diesel could achieve.
- It follows current user trends, the demand for more power and more speed. And because it is a diesel, smaller fuel tanks can be used saving hundreds of lbs/kgs of weight. A speed increase becomes immediately possible.
- Direct injection using ultra-high-pressure fine mist injectors makes for excellent economy together with superb performance, yet there is savings, precious energy savings, and an increase in safety accompany the change to a diesel. And the 6LY2 clears the strict IMO exhaust regulations.
- All service points are conveniently placed high on the engine. Renowned Yanmar reliability and service support, completes the package.
- An engine that will dramatically lift the performance of virtually ANY hull, and likely put you in the winners circle too, if you so desire.

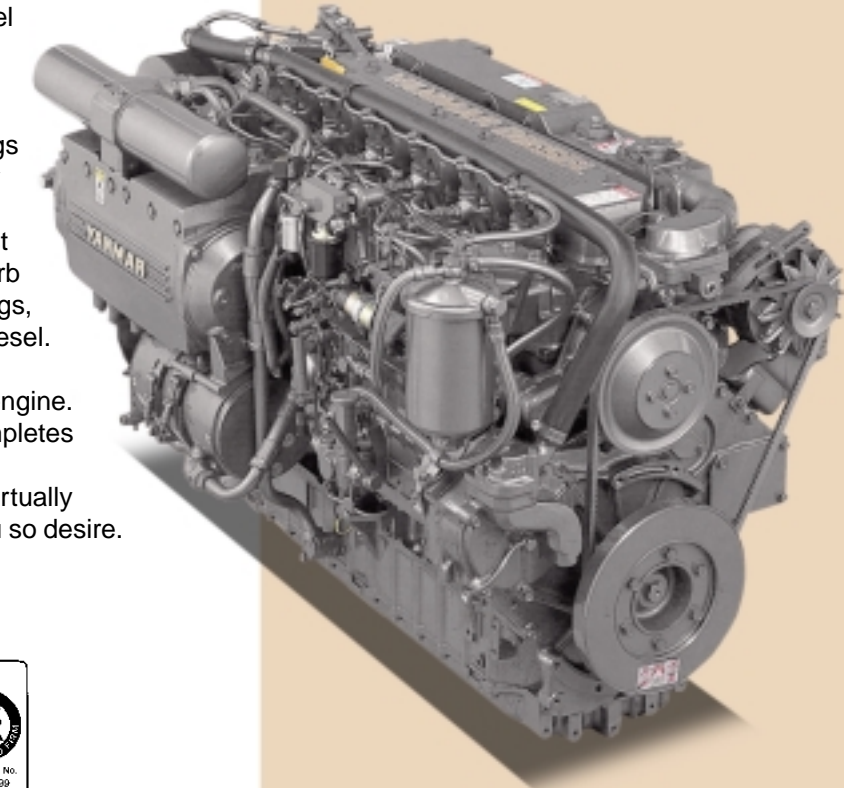


Photo may show optional equipment



# SPECIFICATIONS

Model		6LYA-STP	6LY2A-STP
Configuration		4-stroke, vertical, water cooled diesel engine	
Number of cylinders		6 in-line	
Bore x Stroke	mm (in.)	100 X 110(3.94 X 4.33)	105.9 X 110(4.17 X 4.33)
Displacement	lit. (cu. in.)	5.184(316)	5.813(354.71)
Continuous rating output at crankshaft	kW/rpm (hp/rpm)	213/3100 (290/3100)	257/(350)/3100
Maximum output at crankshaft	kW/rpm (hp/rpm)	272/3300 (370/3300)	324(440)/3300
Combustion system		Direct injection	
Aspiration		Turbocharged with intercooler	
Starting System		Electric starting (D.C. 12V, 2.5kW starting motor/12V, 80A alternator)	
Cooling System		Fresh water cooling by centrifugal fresh water pump and rubber impeller seawater pump	
Rotation of Crankshaft		Counterclockwise viewed from stern	
Dry Weight	kg (lbs)	510 (1124)	515 (1136)

Atmospheric conditions= ISO 3046/1, Density of fuel= 0.86g/cm<sup>3</sup>, 1hp=0.7355kW

# DIMENSIONS Unit: mm(in.)

