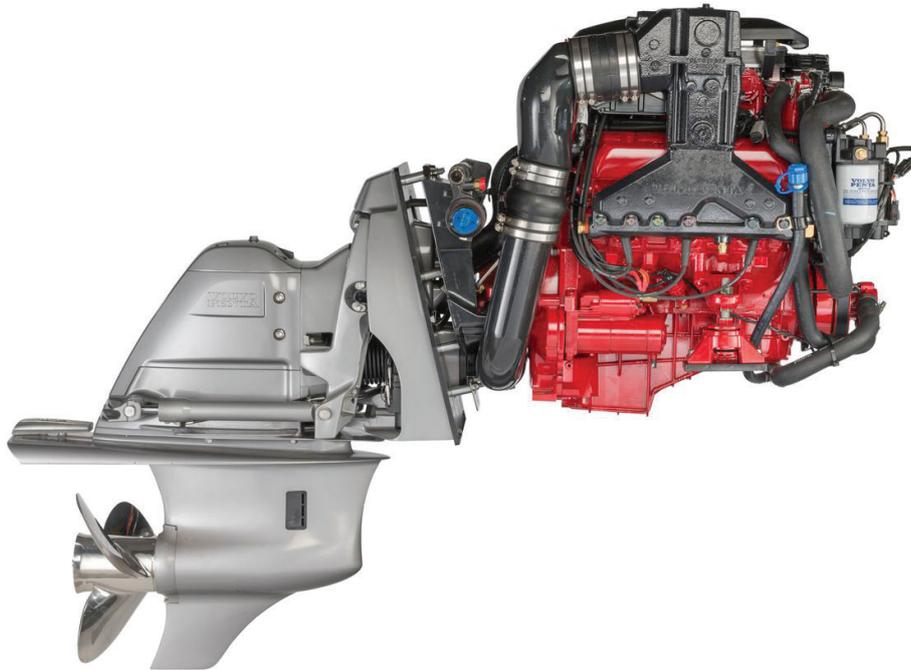


V6-200/225



Technical Data

Engine designation	V6-200	V6-225
Horsepower, kW (hp)	147 (200)	165 (225)
Engine speed, rpm	4600	4800
Displacement, l (cu.in.)	4.3 (262)	4.3 (262)
Number of cylinders	V6	V6
Bore/stroke, mm	101.6/88.4	101.6/88.4
Bore/stroke, in.	4.00/3.48	4.00/3.48
Compression ratio	9.4:1	9.4:1
Volvo Penta Aquamatic drive	SX	SX
Ratios	1.60:1, 1.66:1, 1.79:1, 1.89:1*, 1.97:1*	1.60:1, 1.66:1, 1.79:1, 1.89:1*, 1.97:1*
Volvo Penta Duoprop drive	DPS	DPS
Ratios	1.95:1, 2.14:1, 2.32:1	1.95:1, 2.14:1, 2.32:1
Dry weight with DP, kg (lb)	419 (924)	419 (924)
Rating	R5**	R5**
Emission Compliance	US EPA, EU RCD	US EPA, EU RCD

Horsepower according to ISO 8665

* High altitude 1000 m (3500 ft)

** RATING 5. For pleasure craft applications

V6-200/225

Technical description:

Engine block and head

- Cylinder block and cylinder heads made of cast iron for good corrosion resistance
- Pistons with two compression rings and one oil scraper ring
- Four-bearing crankshaft
- Valve train consisting of single camshaft, hydraulic valve lifters, push rods and two overhead valves per cylinder
- Color-coded service points
- Four adjustable rubber mounts, one on each side of the engine, and two between transom shield assembly and engine

Lubrication system

- Pressure lubrication system with full-flow environmentally friendly paper oil filter
- Remote oil filter for easy service access

Electronic engine control

- Electronic Control Module (ECM) ensures constant, optimum performance, greater fuel efficiency and reduced emissions
- 4G ECM supports full diagnostics through connection on engine harness

Fuel system

- Multi-Port Fuel Injection system
- High capacity water separating fuel filter
- Two electric fuel pumps

Intake and exhaust system

- Integral Air Fuel Module intake manifold
- Seawater-cooled exhaust manifolds and risers made of cast iron with EDP coating
- Complete exhaust line with pipe and bellows for exhaust outlet through the drive

Cooling system

- Thermostatically controlled seawater cooling
- Freshwater cooling available as an option
- Crank mounted seawater pump
- Flush fitting – hose connection to flush cooling system with freshwater
- Advanced Volvo VCS (yellow) coolant for superior corrosion and thermal protection

Electrical system

- 12V corrosion-protected electrical system
- 14-pin engine to boat connection
- ECM unit ensures constant optimum performance with diagnostic capability
- Charging regulator with battery sensor for voltage drop compensation
- 75A marine alternator with internal transistorized voltage regulator
- Re-settable circuit breaker for trim system
- Fuse protection of the fuel pumps and the fuel injection system

Available instruments

(optional in some markets)

- Complete instrument panel including: Tachometer, temperature gauge, oil pressure

gauge, voltmeter, key switch, two fuses, instrument light switch

- Wiring harness from engine to instrument panel
- Control switch for power trim
- Wiring harness from trim pump to switch for power trim and trim gauge

Drive

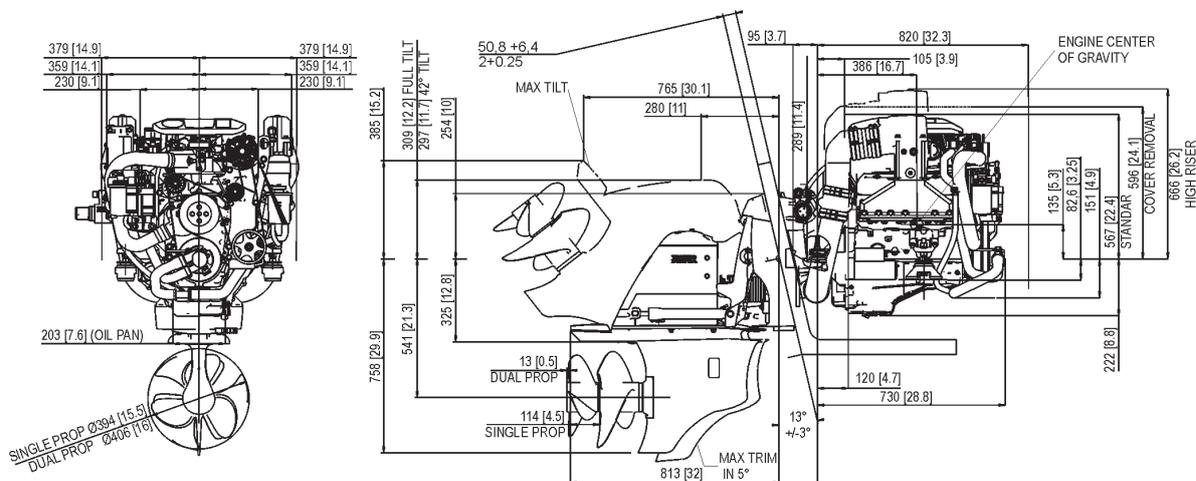
- Cone clutch for smoother shifting
- Pattern-matched spiral bevel gears
- Exhaust through propeller hub, cavitation plate
- Break-away coupling between vertical shafts
- Standard tilt specification 52° (42° and 32° available as option on engine order)
- The drive can be turned 28° in each direction
- Built-in kick-up function to reduce damage, in the event the drive strikes an underwater object
- Easy access drive and transom shield anodes

Power trim

- High capacity trim pump integrated with transom shield to ease installation and save space in engine compartment

Dimensions V6-200/225DPS

Not for installation



More information

Contact your nearest Volvo Penta dealer for more information about Volvo Penta engines and optional equipment/accessories or go to www.volvopenta.com



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Download the Volvo Penta dealer locator App for your iPhone or Android

VOLVO PENTA

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www.volvopenta.com

Not all models, standard equipment and accessories are available in all countries. All specifications are subject to change without notice. The engine illustrated may not be entirely identical to production standard engines.