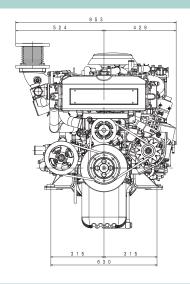


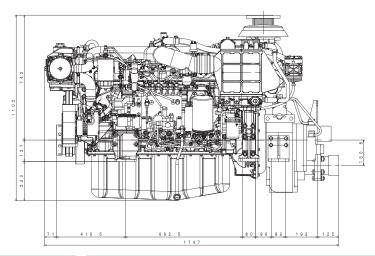
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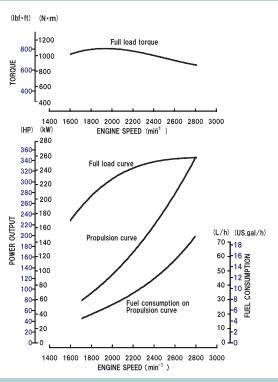
ISUZU MOTORS ENGINE SALES INC.

UM6HK1TCX





PERFORMANCE CURVES



ENGINE SPECIFICATIONS

Bore x Stroke	Configuration			6-cylinder, vertical in-line, 4-cycle deisel engine
Rated output	Bore x Stroke mm (in)			115 × 125 (4.53 × 4.92)
Application Application Commercial use Governor type Combustion type Aspiration Exhaust gas status Engine weight Alternator Cooling method Cooling method Cooling method Cooling method Rotation direction Rotation direction Rotation direction Rotation direction Rotation direction Application Eight duty Engine With MGN40G Fig. 1 Engine With MGN40G Fig. 1 Engine With MGN40G Fig. 2 Fig. 2 Fig. 1 Fig. 2 Fig. 2 Fig. 3 Fig. 1 Fig. 2 Fig. 3 Fig. 3 Fig. 3 Fig. 4 Fig. 4 Fig. 4 Fig. 6 Fig. 4 Fig. 6	Displacement Lit. (cu in)			7.790 (475)
Application Governor type Gowernor type Aspiration Stratus Gowernor type Direct injection Aspiration Turbo chargered / Intercooler Exhaust gas status IMO Tier II Engine weight kg (lb) Engine 754 (1,662) with MGN40G 932 (2,055) Fuel used Diesel fuel Starter V-kW 24 - 4.5 Alternator V-A 24 - 50 Lubrication method Freshwater, full flow pressure circulation Cooling method Freshwater, full flow pressure circulation Geawater, indirect) Heat exchanger (seawater circulation) Multi-tube type (freshwater> seawater) Intercooler Fropeller shaft Right (clockwise) viewed from front of engine Idling speed Marine Gear Mode Clutch type Wet, Multi-plate hydraulic type Reverse type Constant-mesh type gear	Rated output	LAM/DC) /	1 Medium duty	235 (320) / 2710
Mechanical		KW(PS)/min	Light duty	257 (350) / 2800
Combustion type Aspiration Exhaust gas status Engine weight Engine weight Engine weight Engine with MGN40G Full used Starter V-kW A24 - 4.5 Alternator Lubrication method Cooling method Heat exchanger (seawater circulation) Intercooler Rotation direction Marine gear Marine gear Find Wash (a construction) Full flow pressure circulation (Seawater, indirect) Multi-tube type (seawater circulation) Right (clockwise) viewed from stern Monanog Marine Gear Model Reverse type Constant-mesh type gear	Application			Commercial use
Aspiration Exhaust gas status Engine weight Engine with MGN40G 332 (2,055) Fuel used Starter V-kW Alternator V-A Alternator Cooling method Cooling method Engine Weight MGN40G Full flow pressure circulation Freshwater, full flow pressure circulation (Seawater, full flow pressure circulation (Seawater, full flow pressure circulation Multi-tube type (freshwater—seawater) Multi-tube type (seawater circulation) Rotation direction Propeller shaft Right (clockwise) viewed from front of engine Rotation direction Amaine gear Marine Gear Model Clutch type Constant-mesh type gear	Governor type			Mechanical
Exhaust gas status IMO Tier II Engine weight kg (lb) Engine 754 (1,662) Fuel used Diesel fuel Starter V-kW 24 - 4.5 Alternator V-A 24 - 5.0 Lubrication method Freshwater, full flow pressure circulation Cooling method Freshwater, full flow pressure circulation (Seawater, indirect) Heat exchanger (seawater circulation) Multi-tube type (freshwater—seawater) Intercooler Multi-tube type (freshwater circulation) Rotation direction Crankshaft Right (clockwise) viewed from front of engine Rotation direction Propeller shaft Right (clockwise) viewed from stern Idling speed min ⁻¹ 550 Marine Gear Model Mon40G Wet, Multi-plate hydraulic type Cutch type Wet, Multi-plate hydraulic type Constant-mesh type gear	Combustion typ	oe		Direct injection
Engine weight kg (lb) Engine 754 (1,662) with MGN40G 932 (2,055)	Aspiration			Turbo chargered / Intercooler
Engine weight kg (lb) with MGN40G 932 (2,055) Fuel used Diesel fluel Starter V-kW 24 - 4.5 Alternator V-A 24 - 50 Lubrication method Freshwater, full flow pressure circulation (Seawater, indirect) Heat exchanger (seawater circulation) Multi-tube type (freshwater—seawater) Intercooler Multi-tube type (seawater circulation) Rotation direction Propeller shaft Right (clockwise) viewed from front of engine Idling speed Marine Gear Model MGN40G Clutch type Wet, Multi-plate hydraulic type Reverse type Constant-mesh type gear	Exhaust gas status			IMO Tier II
With MGN40G 932 (2,055)	Engine weight	kg (lb)	(Ib) Engine	754 (1,662)
Starter			with MGN40G	932 (2,055)
Alternator V-A 24 - 50 Lubrication method Full flow pressure circulation Cooling method Freshwater, full flow pressure circulation (Seawater, indirect) Heat exchanger (seawater circulation) Multi-tube type (freshwater→seawater) Intercooler Multi-tube type (seawater circulation) Rotation direction Propeller shaft Right (clockwise) viewed from front of engine Holing speed Marine Gear Model McNa4006 Clutch type Meyerse type Constant-mesh type gear	Fuel used		•	Diesel fuel
Lubrication method Cooling method Full flow pressure circulation Freshwater, full flow pressure circulation (Seawater, indirect) Heat exchanger (seawater circulation) Multi-tube type (freshwater—seawater) Multi-tube type (seawater circulation) Rotation direction Rotation direction Propeller shaft Idling speed Marine Gear Model Marine Gear Model Clutch type Geavater circulation Multi-tube type (seawater circulation) Right (clockwise) viewed from front of engine Right (clockwise) viewed from stern Marine gear Marine Gear Model Clutch type Gear Model Constant-mesh type gear	Starter V-kW			24 - 4.5
Freshwater, full flow pressure circulation (Seawater, indirect)	Alternator		V-A	24 - 50
Cooling method Canal Seawater Cana	Lubrication me	thod		Full flow pressure circulation
Heat exchanger (seawater circulation) Multi-tube type (freshwater→seawater) Intercooler	Cooling method			Freshwater, full flow pressure circulation
Intercooler				(Seawater, indirect)
Rotation direction Crankshaft Propeller shaft Right (clockwise) viewed from front of engine Idling speed min ⁻¹ 550 Marine Gear Model MGN40G Clutch type Wet, Multi-plate hydraulic type Reverse type Constant-mesh type gear	Heat exchange	r (seawater circi	ulation)	Multi-tube type (freshwater→seawater)
Rotation direction Propeller shaft Right (clockwise) viewed from stern Idling speed min 550 Marine gear Model Msh40G Clutch type Wet, Multi-plate hydraulic type Reverse type Constant-mesh type gear	Intercooler			Multi-tube type (seawater circulation)
Propeller shaft Right (clockwise) viewed from stern	Potation direct	ion	Crankshaft	Right (clockwise) viewed from front of engine
Marine gear Model MGN40G Clutch type Wet, Multi-plate hydraulic type Reverse type Constant-mesh type gear	Rotation direction		Propeller shaft	Right (clockwise) viewed from stern
Marine gear Clutch type Reverse type Constant-mesh type gear	Idling speed min ⁻¹			550
Reverse type Constant-mesh type gear	Marine gear	Marine Gear Model		MGN40G
Reverse type Constant-mesh type gear		Clutch type		Wet, Multi-plate hydraulic type
Reduction ratio 2.33, 2.91, 3.43		Reverse type		Constant-mesh type gear
		Reduction rat	tio	2.33, 2.91, 3.43

Specifications subject to change without notice

Standard.....

- · Installation kit
- · Battery relay
- · Extension harness (5m)
- · Seawater pump impeller *
- \cdot Bilge pump
- · Control head
- · Instrument panel
- · Oil drain pump
- · Blow-by pipe
- · V-belt *
- · Tool kit
- · Owner's manual

* spare parts

Option.....

- · Extension harness (5m)
- · Kingston valve · Control cable (4m,6m,10m,12m)
- · Stop cable (4m,6m,8m)

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