

2GM20

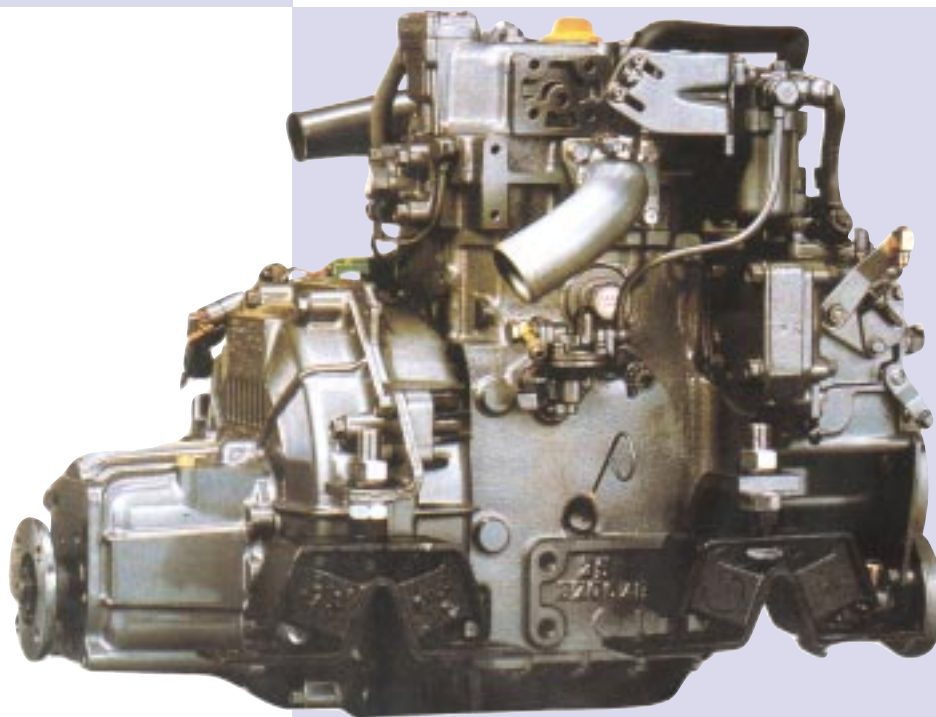
18hp (13.4kW)

YANMAR

MARINE DIESEL ENGINES



the *only*
choice in
yacht
auxiliary
engines.



The GM Series from **YANMAR**, the only range of engines specifically designed for marine usage, has lead the yacht auxiliary market for over 15 years.

This is why...

- **Reliability**

The whole GM range is based around a simple yet robust design to ensure the greatest reliability when there's no sailability. No wonder it's the world leader.

- **Comfort**

Each engine rests on an anti-vibration mounts to ensure the only motion the sailor feels is the motion of the ocean.

- **Environment**

YANMAR are committed to supporting environmental issues throughout the world. Each and every GM engine meets the latest, up and coming and most stringent emission regulations.

- **Transmissions**

YANMAR offer a choice of gearbox ratios to ensure the best match between engine and propeller.

- **Hand Start**

YANMAR offer a unique hand Start facility, giving the operator the security of a manual back-up.

Technical Details

Engine and Block

- Both the engine block and cylinder head are manufactured from high grade cast iron suitable for raw water cooling.
- With the most compact design in it's class, the engine is ideally suited for re-powering.
- Anti-vibration mounts are also fitted as standard.

Fuel System

- Easily replacable spin-on type fine fuel filter.

Cooling System

- Established raw water cooling system for traditionalists.
- All material specified for raw water environment.

Exhaust System

- Seawater cooled exhaust elbow.

Lubrication System

- Spin-on fullflow oil filter for ease of maintenance.

SPECIFICATIONS ACCESSORIES

Model	2GM20		
Configuration	4-stroke, vertical, water cooled diesel engine		
Number of cylinders	2		
Bore x stroke	75x72mm (2.95"x2.83")		
Displacement L(cu.in)	0.636 (38.81)		
Continuous rating output (DIN 6270A)	16hp/3400rpm (11.9kW/3400rpm)		
Maximum rating output (DIN 7270B)	18hp/3600rpm (13.4kW/3600rpm)		
Combustion system	Special swirl type pre-combustion chamber		
Starting system	Electrical with manual combination (D.C. 12V-1.0kW starting motor, 12V-55A A.C. Generator)		
Cooling system	Direct seawater cooling by rubber impeller seawater pump		
Lubrication system	Forced lubrications with trochoid pump		
Reduction and reversing gear			
Model	KM2P		
Type	Constant mesh gear with servo cone clutch		
Reduction ratio (Ahead/Astern)	2.21/3.06	2.62/3.06	3.22/3.06
Propeller speed (Ahead)	1540	1298	1055
Direction of rotation			
Crankshaft	Counterclockwise viewed from stern		
Propeller shaft	Clockwise viewed from stern		
Dry weight	106kg (233lbs)		

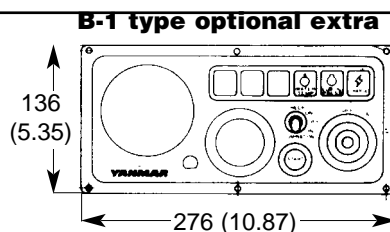
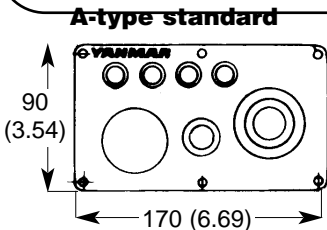
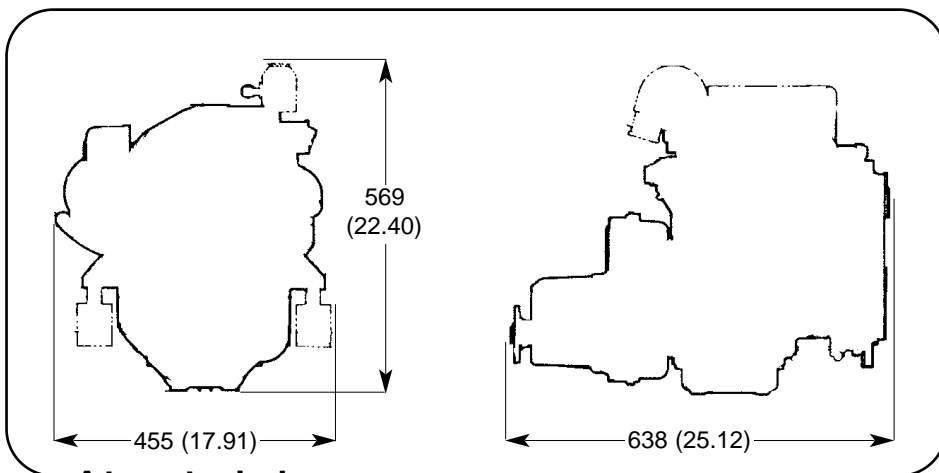
Installation	
Flexible mounts	●
Propeller shaft half coupling (Split)	●
Instrumentation and electrical	
A-type instrument panel with cable harness	●
B-1 type instrument panel with cable harness	▲
Control	
Engine stop cable	▲
Others	
On board tool kit	●

INSTRUMENT PANEL

	A	B
Key Switch	●	●
Push Button Start	●	●
Alarm Buzzer		
High Cooling Water Temp	●	●
Low Oil Pressure	●	●
Alternator not charging	●	●
Alarm Lights		
Battery not charging	●	●
High Cooling Water Temp	●	●
Low Oil Pressure	●	●
Tachometer	-	●
Tachometer Light	-	●

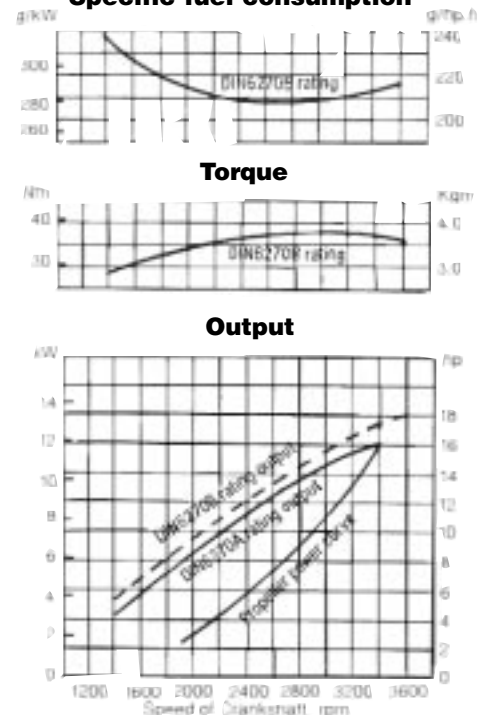
Standard: ● Option: ▲ Not Available: -

DIMENSIONS



All measurements MM (INCH)

PERFORMANCE CURVES



SPECIALIST DEALER

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