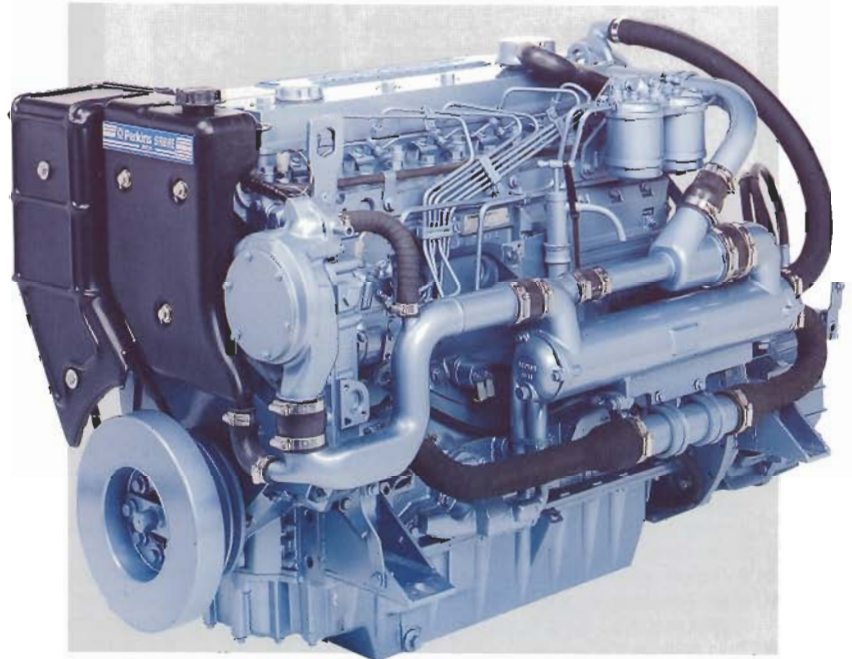




Propulsion Unit – Commercial Applications

- **Premium engine features for reliability and durability** – minimises engine down time and service costs
- **Lowest cost of ownership in its class** – it pays to compare running costs
- **Unrivalled worldwide parts and service network** – available wherever you are
- **One of the most compact packages in its class** – offers boat design flexibility with easier new boat and repower installation



Reliable Power

- High capacity heat exchange equipment with cupro-nickel tube stack ensuring low component operating temperatures for exceptionally reliable and durable performance
- Developed to meet the arduous demands of the marine environment including worldwide cooling and starting requirements
- The M130C is a premium build specification and as such includes design features normally found on larger marine engines
- Perkins high manufacturing standards meet the rigorous quality standards of ISO 9000

Ease of Installation

- Easy access to all routine servicing points in either single or twin installations
- Engine designed to permit a wide range of operating angles in both conventional shaft or vee-drive installations
- Support available from Sabre Engines Ltd and the Perkins global distributor network to advise on all aspects of power, performance and installation

Durable Power

A long trouble free life is assured by using the highest quality components throughout the engine these include:

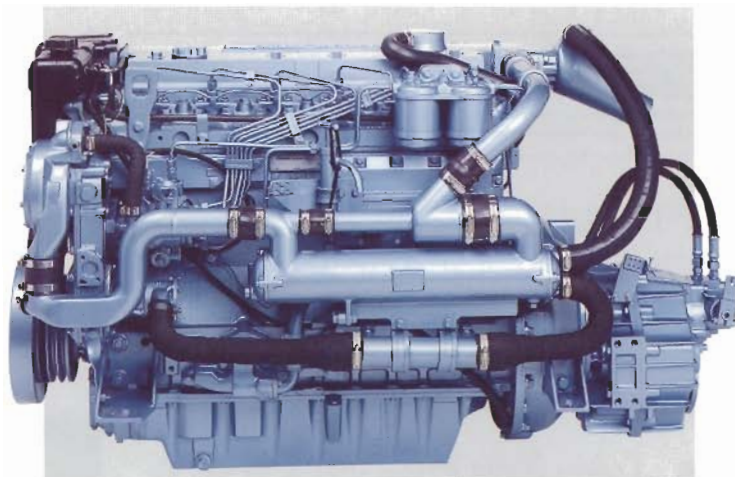
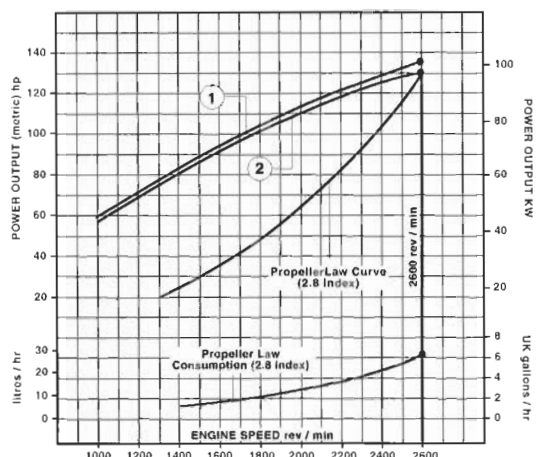
- Deep skirted cylinder block – designed using computer technology to provide rigid crankshaft support with minimum weight
- Dry cylinder liners – silicon carbide honed for high performance and low oil consumption
- Controlled expansion pistons – providing easier cold starting and reduced piston slap – an inserted top ring groove maintains performance and ensures reliable and durable operation in heavy duty applications
- Integral plate oil cooler – contributes to compactness, reduced leak potential and features a by-pass valve for start-up safety
- Gear driven engine water pump – provides water circulation independent of belt drives
- Viton crankshaft oil seals, positive location top cover joints and oil swell joints (they increase in efficiency as they absorb oil) bring real meaning to the ‘dry engine’ concept

Low Cost of Ownership

- Operator costs are a vital consideration when deciding which engine to purchase. This is a particularly important factor in commercial craft where operating hours can be significant
- The M130C offers long service intervals, excellent fuel economy and consistently lower parts prices. This makes the M130C a most cost effective choice providing significant owner savings

Worldwide and Local Service

- Perkins unrivalled service network with over 4,000 distributors and dealers provides a fast, effective parts and after market support service essential to any commercial operator
- A genuine top quality warranty package offering a twelve month cover as standard (plus second year cover of major components)
- Extended service intervals including a 400 hour or once a season oil change period
- Specialist marine operator training packages are available



Propellers should be matched to achieve rated engine speed under fully laden boat conditions. Engine as delivered from factory will be set to produce gross (flywheel) power output within manufacturing tolerance and run-in allowance

Commercial Craft Rating (Gross output rating standard BS AU141a : 1974 conditions)

● Gross (flywheel) power output of engine without gearbox – Curve 1	99 kW (135 hp)
● Nett shaft output with Newage PRM 500D gearbox – Curve 2	96 kW (130 hp)
● Rated engine speed	2600 rev/min

Standard Engine Specification

- Fresh water heat exchanger cooled engine with gear driven self priming raw water and fresh water pumps or keel cooling adaption
- Fresh water cooled exhaust manifold
- Air intake with re-usable elements
- High inclination engine sump, top access dipstick and engine mounted sump drain pump
- Twin spin-on element lubricating oil filter
- Integral plate type engine lubricating oil cooler
- Closed breather system
- High mounted twin element fuel filter
- Thermostart cold start aid
- Manual control adaption parts
- Electric stop solenoid
- Alarm switches and warning siren

Optional Equipment

- **Backends** – suitable for a range of transmissions
- **Marine Transmissions (standard)**
 - Hurth HSW 450A
 - Newage PRM 500D
- **Electrical** – 12 and 24 volt insulated marine electrics
- **Exhaust Outlets**
 - Water injected outlet including high rise option
 - Dry outlets with flexible expansion bellows
- **Instrumentation** – single and dual station instrumentation including audible/visual alarms and gauges complete with senders, switches, loom and varying lengths of interconnecting cables
- **Power Take Off** – crankshaft PTO extension shaft with pulley drive option
- **Mountings**
 - Solid mounting brackets
 - Flexible engine mountings with alignment shims
- **Miscellaneous**
 - Solid and flexible output couplings
 - Tool kit
 - On board parts kit
 - Electro-magnetic bilge pumps (engine mounted)
 - Calorifier connections
 - Fuel pre-filter with water alarm
 - Flexible fuel feed and return pipes

General Data

Bore	100mm (3.937 in)
Stroke	127mm (5.00 in)
Cubic Capacity	6.00 litres (365.0 in ³)
Cycle	4 stroke
No. of Cylinders	6 in-line
Aspiration	Natural
Combustion System	Quadram direct injection
Engine Rotation	Anti-clockwise viewed from rear
Fuel Pump	Stanadyne rotary with electric stop solenoid
Engine Operating Angles	Maximum continuous operating angles: 20° engine front up, 8° engine front down (option kit) 30° sideways
Power Take Off	Available from front end drive (for drive limitations refer to Sabre Engines Ltd)
Weight (Wet)	595 kg (1312 lb) engine only 624 kg (1376 lb) with Hurth HSW 450A gearbox 672 kg (1481 lb) with Newage PRM 500D gearbox
Application	The Perkins Sabre M130C is approved for use in commercial applications with annual usage not exceeding 3,000 hours

Perkins Sabre M130C with Newage PRM 500D gearbox



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