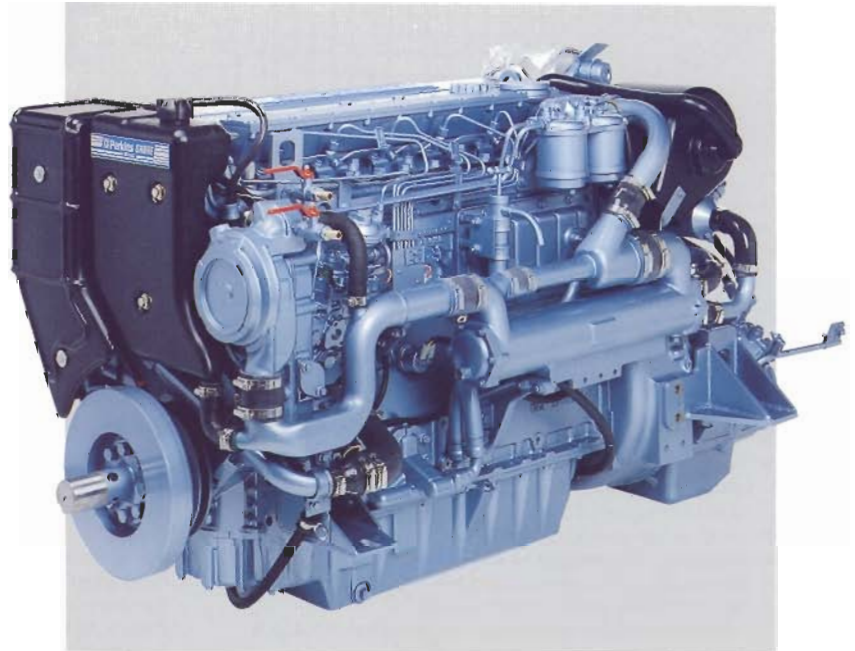




Propulsion Unit – Pleasure Applications

- **Environmentally friendly** – Satisfies the requirements of IMO Annex VI, marine legislation
- **Most compact package in its class** – Offers boat design flexibility – easier new boat and repower installation
- **Premium engine features for reliability and durability** – Minimises down time and service costs
- **Unrivalled worldwide parts and service network** – Service available wherever you are
- **Lowest cost of ownership in its class** – It pays to compare running costs



Reliability

- High capacity heat exchange equipment with cupro-nickel tube stack ensuring low component operating temperatures for exceptionally reliable and durable operation
- Developed to meet the arduous demands of the marine environment including worldwide cooling and starting requirements
- Gear driven engine and raw water pumps with high quality silicone hoses for the ultimate in reliable cooling and leak-free operation
- An integral plate type oil cooler offers compactness, saving installation space and features a by-pass valve for start up safety
- The Perkins turbocharger wastegate system reduces the maximum cylinder pressure and hence improves reliability and durability

Innovative Performance Specification

- New 'Fastram' combustion system, the latest Bosch rotary fuel pump, wastegated turbocharger system and air intake silencer offer significant improvements in fuel economy, emissions and noise

- The turbocharger wastegate system optimises low speed engine performance providing smoother and faster boat acceleration at planing speed
- Lightweight materials and the use of computer aided design on cylinder block and head provides an excellent power to weight ratio for enhanced boat performance
- Controlled expansion oil cooled pistons with low friction three ring pack and silicone carbide honed cylinder liners give exceptionally low oil consumption, easier cold starting and extended oil change periods

Cost of Ownership

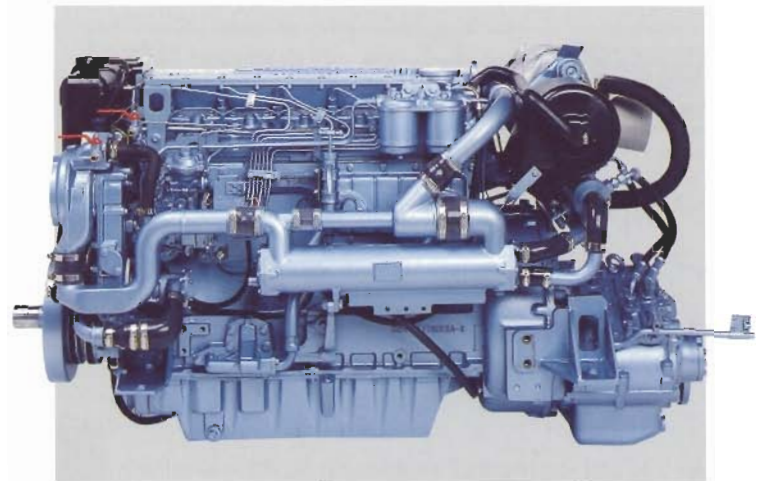
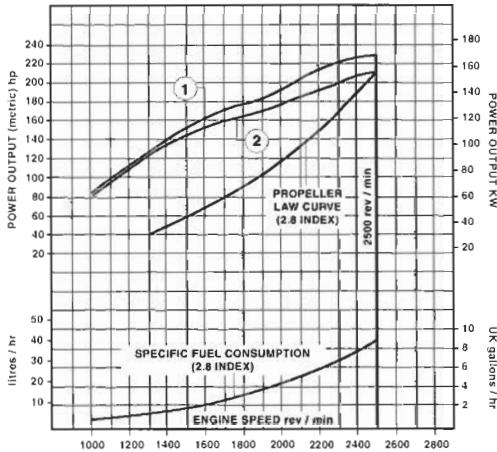
- Competitive engine and parts pricing, extended service intervals and exceptionally low fuel consumption make the M225Ti the best in its class with significant owner savings over alternative engines

Ease of Installation

- Easy access to all routine servicing features in either single or twin installations
- Oil and coolant systems developed to permit a wide range of operating angles both for conventional shaft and vee-drive installations
- Support is available from Sabre Engines Ltd and the Perkins distributor network to advise on all aspects of power, performance and installation

Service

- Perkins unrivalled service network with over 4,000 distributors and dealers provides a fast, effective parts and after market support service
- A genuine top quality warranty package offering a full two year cover for engines operating less than 250 hours per year
- Extended service intervals including a 400 hour or once a season oil change period



Propellers should be matched to achieve maximum rated engine speed under fully laden boat conditions. Engine delivered from factory will be set to produce gross (flywheel) power output within manufacturing tolerances and run-in allowance to BS AU141a : 1974 conditions

	Fuel Temperature	
	40°C	20°C
● Gross Flywheel Power (at maximum production tolerance) – Curve 1	158 kW (215 hp)	165.5 kW (225 hp)
● Net shaft power with Hurth HSW 630A gearbox – Curve 2	150.5 kW (205 hp)	156.5 kW (213 hp)
● Rated speed	2600 rev/min	

Standard Specification

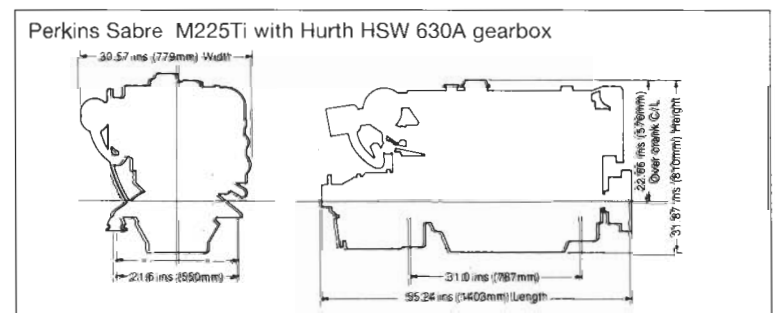
- Fresh water heat exchanger cooled engine with gear driven self priming raw water and fresh water pumps or keel cooling adaption
- Fresh water cooled exhaust manifold
- Wastegated turbocharger with insulation cover
- Raw water cooled charge air cooler
- Air intake filter with cleaner element
- High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

Optional Equipment

- **Backends** – suitable for a range of transmissions
- **Marine Transmissions (standard)**
 - Hurth HSW 630A
 - Newage PRM 1000D
- **Electrical** – 12 and 24 volt insulated marine electrics
- **Exhaust Outlets**
 - Variable angle water injected outlets including high rise option
 - Dry outlets with flexible bellows
- **Instrumentation** – single and dual station instrumentation incorporating audible/visual alarms and gauges complete with senders, switches and varying lengths of interconnecting cables
- **Power Take Off** – crankshaft PTO extension shaft with pulley drives
- **Mountings**
 - Solid mounting brackets
 - Flexible engine mountings with alignment shims
- **Miscellaneous**
 - Solid or flexible output couplings
 - Tool kit
 - On board parts kit
 - Engine mounted electro-magnetic bilge pumps
 - Calorifier connections
 - Fuel pre-filter with water alarm
 - 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	Wastegated turbocharger, charge air cooled
Combustion System	Faŕtram direct injection
Engine Rotation	Anti-clockwise viewed from rear
Fuel Pump	Bosch rotary with boost control and 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)	609 kg (1342 lb) engine only 678 kg (1495 lb) with Hurth HSW 630A 737 kg (1625 lb) with Newage PRM 1000D



Distributed by:

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