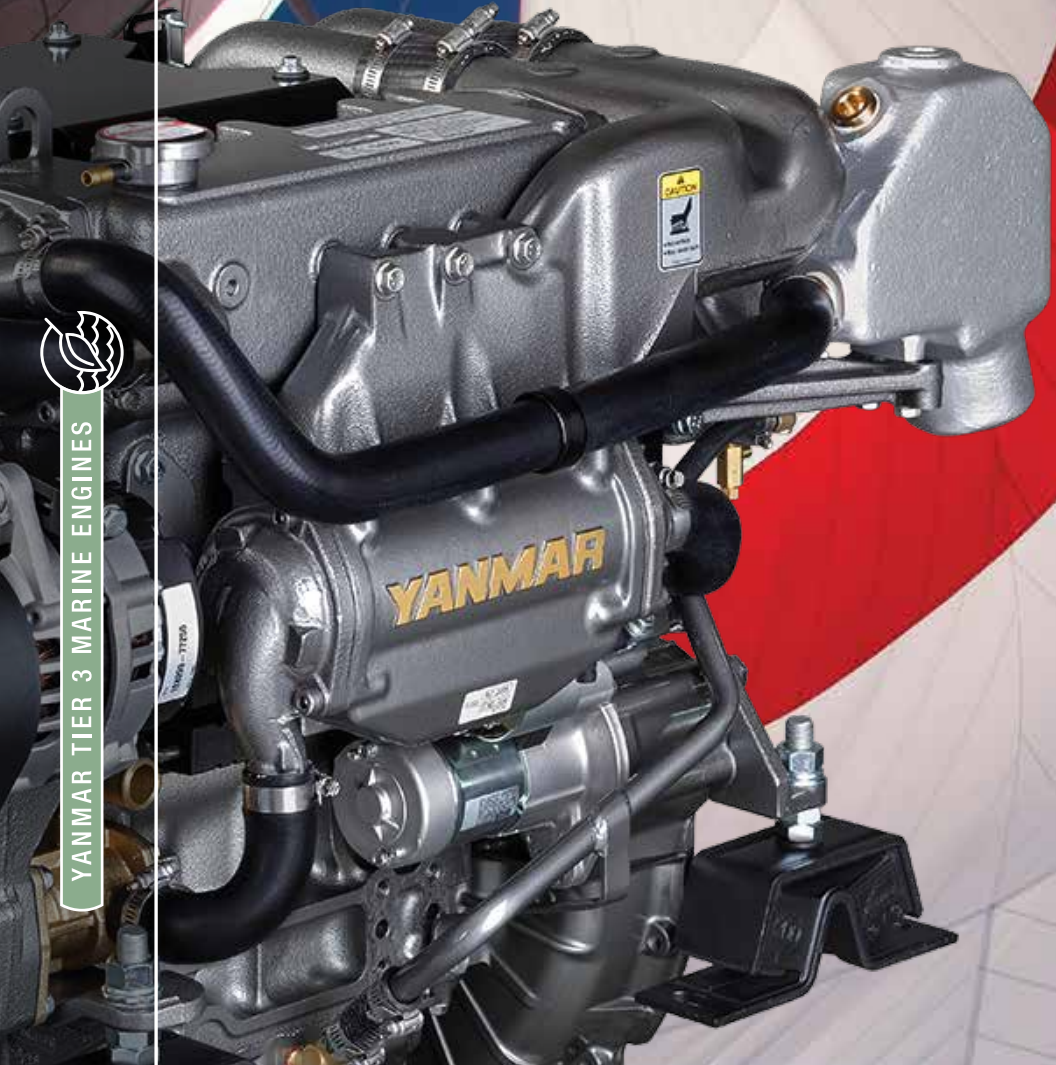


**YANMAR**

# PURE POWER



YANMAR TIER 3 MARINE ENGINES

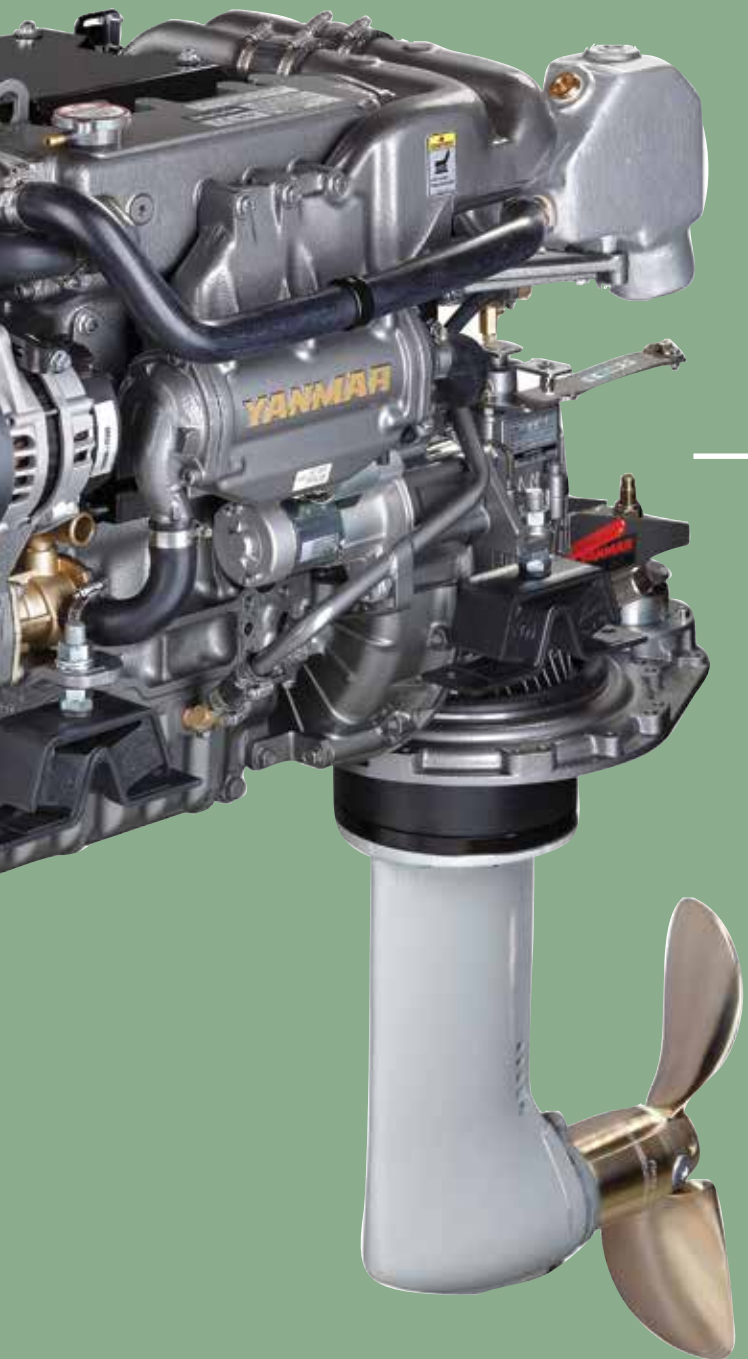
**YANMAR**

A SEA POWER  
FOR GENERATIONS



Our founder's guiding spirit, "grateful to serve for a better world," was the force behind the development of the original YANMAR marine engine. The people of Japan depended on the sea and its bounty, so our best engineers worked tirelessly to perfect boat engines. Reliable engines made sure neighbors returned safely with full loads. This was nature's stamp of approval for their effort. The new Tier 3 YANMAR power plants carry on this legacy. These environmentally friendly engines have all the reliability, precision and performance that make us the world leader. This is the next generation of YANMAR power: pure, powerful and approved by nature.





ENGINEERED  
TO NATURE'S  
STANDARDS

They're cleaner, quieter and simply better for the planet. With the same legendary reliability you've come to expect from YANMAR, these lightweight, compact engines are packed with more power than ever before. And, YANMAR's new marine diesels meet or exceed the rigorous EPA Tier 3 requirements. Particulate emissions have been reduced by 40%, and nitrogen oxide emissions have been reduced by 20%. You get an engine that's greener with absolutely no compromise in performance. That's the YANMAR way.



Lower Fuel Consumption  
Lower NOx Emissions

### A SMARTER MARINE DIESEL ENGINE

Our new power plants are controlled by an Electronic Control Unit (ECU) that improves the engine's overall operating efficiency.

The ECU also provides more engine operating data. Fuel consumption and load information allow the operator to optimize both the speed of the vessel and the efficient delivery of fuel.

Plus, the ECU will proactively protect your engine. Should it detect a problem, the operator will be informed, so the engine can be powered down.



(Optional)

### MORE POWER. MORE TORQUE. LESS NOISE. LESS SMOKE.

This new engine management technology leads to performance gains in a variety of areas, making for an improved owner/operator experience.

Compared to the previous generation of marine engines, the new Tier 3 versions provide you with more horsepower and torque to handle whatever conditions come your way. While at the same time, engine noise levels have been lessened and visible exhaust smoke has been virtually eliminated.

### OUR PROVEN COMMON RAIL FUEL INJECTION SYSTEM



For years, YANMAR has been using Common Rail Fuel Injection in its powerboat marine and industrial diesel engines. Now we're introducing this proven fuel delivery system to our new marine diesels for sailboats and other pleasure crafts.

With Common Rail Fuel Injection, the combustion process can be optimized to achieve low pollutant levels, combined with lower fuel consumption. Fuel is injected into the combustion chamber from a common rail under high pressure. The electronic control system ensures that the start of injection, the quantity and time are independent of the engine speed.

### MORE FUEL EFFICIENT

YANMAR has always built diesel engines with an emphasis on fuel efficiency, and these new engines are no exception.

Although the engine may not be your primary power source, you'll notice that you spend less on fuel while going farther than ever before on a single tank. The unique engine design, coupled with the electronically controlled Common Rail Fuel Injection, delivers unrivaled performance and efficiency.





# IN SYNC WITH WATER AND YOU

## BEYOND POWER AND FUEL EFFICIENCY

These new YANMAR marine diesel engines are all about you and your operating environment. Incredible reliability means they'll always be ready when you are. Whether you're navigating tight quarters in a marina, powering through rough seas or getting out of harm's way.

It has always been YANMAR's mission to make sure you're safe and sound at sea, and to make sure that our marine diesel engines run clean. That's good for all of us.

## A DEDICATED NETWORK OF SALES AND SERVICE PROFESSIONALS

With distributors and dealers in more than 200 countries around the world, you'll never be very far from help when you need it. Our highly trained service technicians use only genuine YANMAR replacement parts. So you can rest assured that your engine is getting the professional care and maintenance to keep it running efficiently for years.



# YM SERIES

YANMAR TIER 3 MARINE ENGINES



Standard 125A alternator for all your onboard power needs

Convenient service points all located on one side

Saildrive option for reduced drag, smoother operation and increased performance

Low maintenance, long life serpentine belt

Fresh water cooling with heat exchanger

Seawater drain valves for easier maintenance and winterization

## TIER 3 MECHANICAL ENGINES

These new engines from YANMAR represent a significant increase in overall performance. These performance gains, coupled with the legendary YANMAR reliability and durability, will help deliver an unrivaled experience on the water.

### 2YM15



#### QUICK SPECS

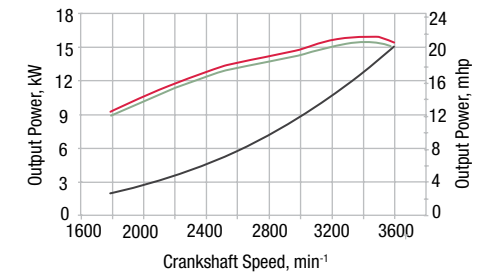
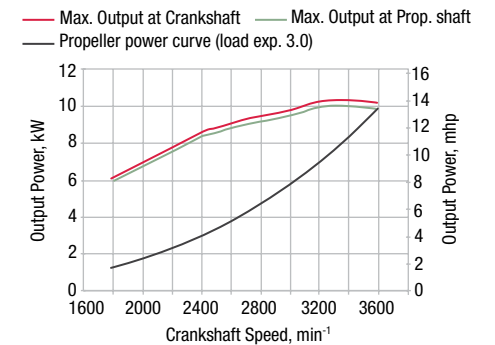
TOTAL DISPLACEMENT	34.7 CI / .570 LTR
MAX. OUTPUT AT CRANKSHAFT	14 MHP (10.44 kW) / 3,600 RPM
NO. OF CYLINDERS, BORE X STROKE	2 / 2.75 X 2.91 IN / 70 X 74 MM
ALTERNATOR	12V-125A
DRY WEIGHT (W/O GEAR)	227 LBS / 103 KG
DRIVES	KM2P-1, SAILDRIVE SD25

### 3YM20



#### QUICK SPECS

TOTAL DISPLACEMENT	52.1 CI / .854 LTR
MAX. OUTPUT AT CRANKSHAFT	21 MHP (15.3 kW) / 3,600 RPM
NO. OF CYLINDERS, BORE X STROKE	3 / 2.75 X 2.91 IN / 70 X 74 MM
ALTERNATOR	12V-125A
DRY WEIGHT (W/O GEAR)	266 LBS / 120 KG
DRIVES	KM2P-1, SAILDRIVE SD25





# POWER 14 to 30 mhp

## YOU DECIDE WHAT DRIVES YOU

Whether you're re-powering or specifying in a new build, YANMAR has a drive system that's right for you.

YANMAR inboards are easy to install, provide optimal weight distribution and, like YANMAR engines, are incredibly durable and reliable.

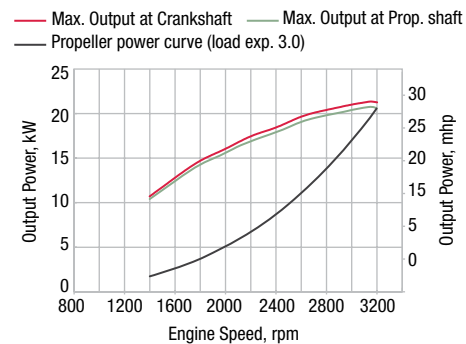
YANMAR sail drives are designed for a wide range of marine applications. These drive systems maximize available horsepower while lessening vibration and lowering noise levels.

## 3YM30AE



### QUICK SPECS

TOTAL DISPLACEMENT	77 CI / 1.266 LTR
MAX. OUTPUT AT CRANKSHAFT	29.1 MHP (21.3 kW) / 3,200 RPM
NO. OF CYLINDERS, BORE X STROKE	3 / 3.1 X 3.3 IN / 80 X 84 MM
ALTERNATOR	12V-125A
DRY WEIGHT (W/O GEAR)	280 LBS / 127 KG
DRIVES	KM2P-1, SAILDRIVE SD25



## ESSENTIAL OPERATING INFORMATION AT ALL TIMES.

The YANMAR B-20 panel provides you with real-time information to assure that your engine is operating smoothly. If a problem is detected, an indicator inside the tachometer will light and alarm will sound. Monitored functions include: engine oil pressure; water-in-fuel; coolant temperature; water-in-sail drive seal and battery charge.



# JH SERIES and 6BY3-160

YANMAR TIER 3 MARINE ENGINES



Standard 125A alternator with second optional 130A or 75A for all your onboard power needs

Low maintenance, long life serpentine belt

Fresh water cooling by centrifugal water pump and sea water cooling by rubber impeller pump

Saildrive option for reduced drag, smoother operation and increased performance

Corrosion protected electrical system

Total YANMAR gear packages

## TIER 3 COMMON RAIL ENGINES

YANMAR's proven Common Rail Fuel Injection system, along with the Electronic Control Unit, provide reliable power day in and day out, year after year.

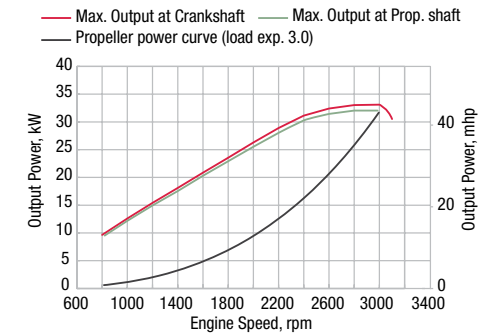
Each and every one of these power plants meet the strict Tier 3 guidelines set by the EPA. So every time you fire up one of these new YANMAR engines, you can rest assured that you're doing what's best for the planet. Plus, they come with unrivaled service support and a warranty that's second to none.

### 4JH45



#### QUICK SPECS

TOTAL DISPLACEMENT	134 CU IN / 2.19 LTR
MAX. OUTPUT AT CRANKSHAFT	45 MHP (33.1 kW) / 3,000 RPM
NO. OF CYLINDERS, BORE X STROKE	4 / 3.46 X 3.54 IN / 88 X 90 MM
ALTERNATOR	12V-125A
DRY WEIGHT (W/O GEAR)	485 LBS / 220 KG
DRIVES	KM35P, KM35A2 (down angle: 7°), KM4A1 (down angle: 7°), ZF30M, Saildrive SD60

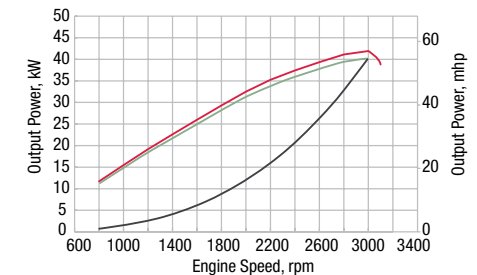


### 4JH57



#### QUICK SPECS

TOTAL DISPLACEMENT	134 CI / 2.19 LTR
MAX. OUTPUT AT CRANKSHAFT	57 MHP (41.9 kW) / 3,000 RPM
NO. OF CYLINDERS, BORE X STROKE	4 / 3.46 x 3.54 IN / 88 x 90 MM
ALTERNATOR	12V-125A
DRY WEIGHT (W/O GEAR)	485 LBS / 220 KG
DRIVES	KM35P, KM35A2 (DOWN ANGLE: 7°), KM4A1 (DOWN ANGLE: 7°), ZF30M, SAILDRIVE SD60



# POWER 45 to 160 mhp

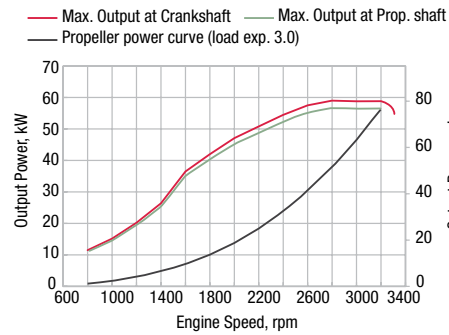


## 4JH80



### QUICK SPECS

TOTAL DISPLACEMENT	122 CI / 2.0 LTR
MAX. OUTPUT AT CRANKSHAFT	80 MHP (58.8 kW) / 3,200 RPM
NO. OF CYLINDERS, BORE X STROKE	4 / 3.31 X 3.54 IN / 84 X 90 MM
ALTERNATOR	12V-125A
DRY WEIGHT (W/O GEAR)	505 LBS / 229 KG
DRIVES	KMH4A (DOWN ANGLE: 8°), ZF25A (DOWN ANGLE: 8°), KM4A2 (DOWN ANGLE: 7°), ZF30M, SAILDRIVE SD60



Standard 150A alternator with optional secondary 90A alternator

Low RPM and higher torque

Easy engine starting with automatic glow-plug controller

Low maintenance, long life serpentine belt

Fresh water cooling by centrifugal water pump and sea water cooling by rubber impeller pump

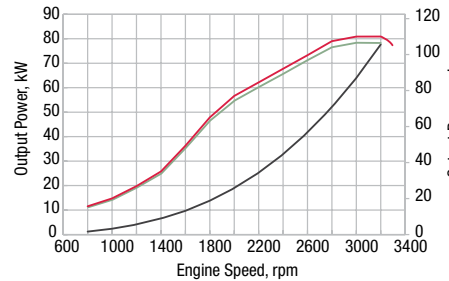
Total YANMAR gear packages

## 4JH110



### QUICK SPECS

TOTAL DISPLACEMENT	122 CI / 2.0 LTR
MAX. OUTPUT AT CRANKSHAFT	110 MHP (80.9 kW) / 3,200 RPM
NO. OF CYLINDERS, BORE X STROKE	4 / 3.31 X 3.54 IN / 84 X 90 MM
ALTERNATOR	12V-125A
DRY WEIGHT (W/O GEAR)	505 LBS / 229 KG
DRIVES	KMH4A (DOWN ANGLE: 8°), ZF25A (DOWN ANGLE: 8°), KM4A2 (DOWN ANGLE: 7°), ZF30M

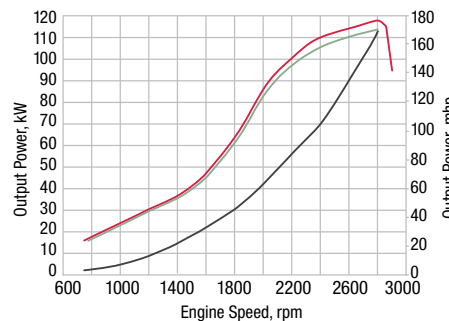


## 6BY3-160



### QUICK SPECS

TOTAL DISPLACEMENT	183 CI / 2.9 LTR
MAX. OUTPUT AT CRANKSHAFT	160 MHP (117 kW) / 2,800 RPM
NO. OF CYLINDERS, BORE X STROKE	6 / 3.31 X 3.54 IN / 84 X 90 MM
ALTERNATOR	12V-150A
DRY WEIGHT (W/O GEAR)	723 LBS / 328 KG
DRIVES	KMH50A (DOWN ANGLE: 8°), KMH50V (INTEGRAL V-DRIVE 12°)





**YANMAR**

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Specializing in marine accessories specifically  
matched to your YANMAR engine.

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