

V8-380-C



Technical Data

Engine designation	V8-380-C
Horsepower, kW (hp)	279 (380)
Engine speed, rpm	6000
Displacement, l (in ³)	6.0 (364)
Number of cylinders	V8
Bore/stroke, mm (in.)	101.6/91.9 (4.00/3.62)
Compression ratio	9.67:1
Fuel system	Multi-Port Injection
Volvo Penta Duoprop Drive	DPS
Ratio	1.95:1, 2.14:1, 2.32:1
Volvo Penta Forward Drive	FWD
Ratio	1.95:1, 2.14:1, 2.32:1
Dry weight with DP, incl. prop. & PS, kg (lb)	506 (1115)
Rating	R5*
The engine complies with	US EPA, CARB, EU RCD

Horsepower according to ISO 8665

* RATING 5, for pleasure craft applications

Image shows V8-380 with DPS

V8-380/DPS

Technical description:

Engine block and head

- Deep skirt cylinder block with six bolt, powdered metal main caps for extra strength
- High flow aluminum cylinder heads
- Increased compression ratio for better thermal efficiency
- Hydraulic cam phaser for variable camshaft timing optimizes low end torque and high-end horse power
- Floating piston pins for reduced noise and increased durability
- Steel camshaft and roller rocker arms for decreased friction and greater reliability
- Inconel exhaust valves for prolonged life

Lubrication system

- Pressure lubrication system with heavy duty engine oil cooler and remote oil filter
- Paper oil filter element reduces environmental impact of engine service

Electronic engine control

- Electronic Control Module (ECM) ensures constant, optimum performance, greater fuel efficiency and reduced emissions
- 4G ECM supports full diagnostics through connection on engine harness
- Closed loop system with pre- and post catalyst oxygen sensors helps control fuel delivery and reduce emissions

Fuel system

- Multi-Port Fuel Injection system
- Vapor separating fuel pump system with two electric pumps, pressure regulator, and water separating fuel filter

Intake and exhaust system

- Low weight aluminum exhaust system
- Exhaust passages optimized for torque and power
- Manifolds cooled by engine coolant as part of the standard freshwater cooling system
- Collector (elbow) design maximizes use of the catalyst for reduced back pressure
- 3 inch riser option is a direct replacement for the standard height elbow

Cooling system

- Full freshwater (closed) cooling system for engine, exhaust manifolds, engine oil cooler
- Advanced Volvo VCS (yellow) coolant for superior corrosion and thermal protection

Electrical system

- 12V corrosion-protected electrical system
- 75A marine alternator with internal transistorized voltage regulator
- Re-settable circuit breaker for trim system
- Fuse protection of the fuel pumps and the fuel injection system

Available instruments

(optional in some markets)

- Complete instrument panel including:

Tachometer, temperature gauge, oil pressure gauge, voltmeter, key switch, two fuses, instrument light switch

- Wiring harness from engine to instrument panel
- Control switch for power trim
- Wiring harness from trim pump to switch for power trim and trim gauge

Drive

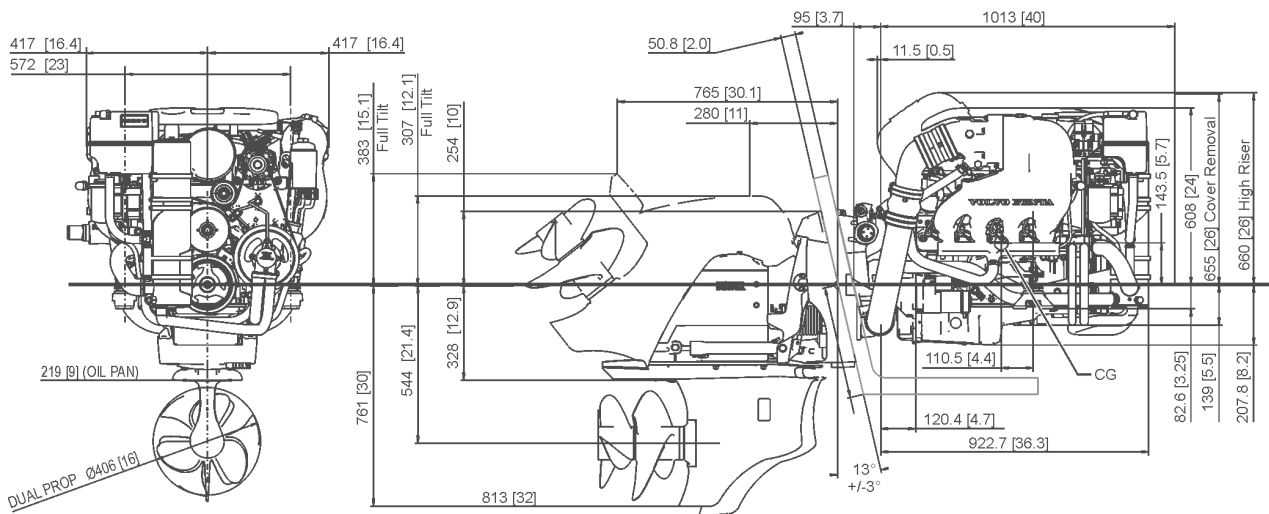
- Cone clutch for smoother shifting
- Pattern-matched spiral bevel gears
- Exhaust through propeller hub, cavitation plate
- Break-away coupling between vertical shafts
- Standard tilt specification 52° (42° and 32° available as option on engine order)
- The drive can be turned 28° in each direction
- Built-in kick-up function to reduce damage, in the event the drive strikes an underwater object
- Easy access drive and transom shield anodes
- Optional electronic steering – prerequisite for Sterndrive Joystick, twin installation only

Power trim

- High capacity trim pump integrated with transom shield to ease installation and save space in engine compartment

Dimensions V8-380/DPS

Not for installation



More information

Contact your nearest Volvo Penta dealer for more information about Volvo Penta engines and optional equipment/accessories or go to www.volvopenta.com



IOS



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Download the Volvo Penta dealer locator App for your iPhone or Android

VOLVO PENTA

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