

4.3Gi/DP

Pleasure Duty (PD)

6-cylinder, 4-stroke, gasoline marine engine

149 kW (200 hp)

Engine

Electronic fuel injected 4.3 liter gasoline engine in a V-6 configuration. Sea-water-cooled with cast iron cylinder block, cylinder heads and exhaust manifolds, specially developed for marine environment.

The 4.3Gi features a balance shaft located in the center of the engine. The design offers quiet, virtually vibration-free operation by countering the primary imbalance of a standard V-6 cylinder configuration.

The advanced combustion system minimizes noxious exhaust emissions and enhances overall enjoyment of boating. The engine is certified for use on Lake Constance – where exhaust emission regulations are probably the toughest in the world.

Fuel injection

Electronic Fuel Injection (EFI) of Throttle Body Injection (TBI) execution. The TBI system is monitored by an Electronic Control Module (ECM) and gives the following advantages: More responsive and smoother acceleration. Excellent turnkey starts in all weather conditions. Smooth, reliable idling. Reduced fuel consumption. Improved control of emissions.

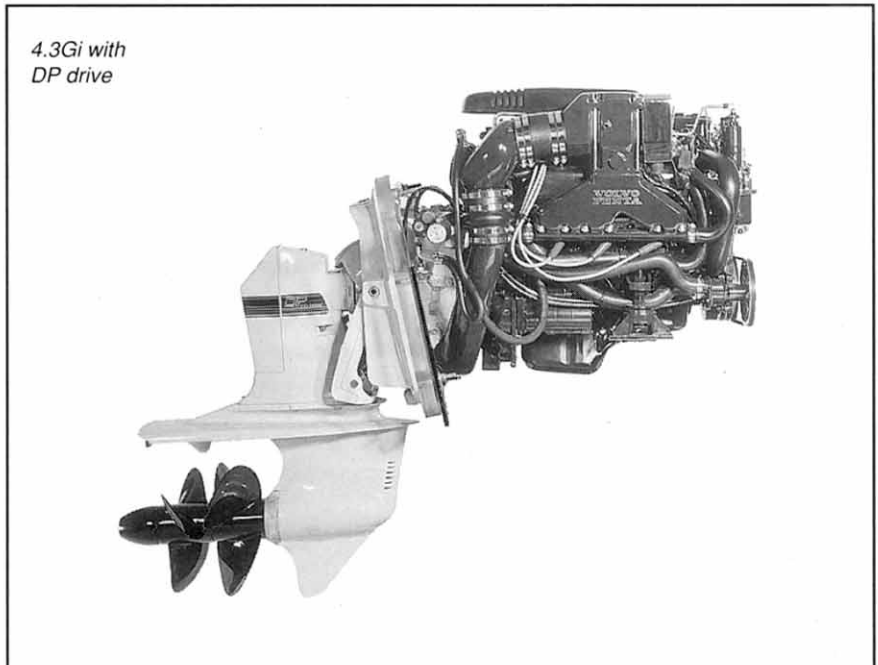
Additional features built into the system are: Engine knock control for compensation of less-than-perfect gasoline. Overspeed protection. Rpm reduction of the engine for low oil pressure and high engine temperature. Altitude compensation for air density. Self-diagnostic capabilities.

Two fuel pumps for low and high pressure respectively.

Aquamatic

The Duoprop® drive with its twin counter-rotating propellers produces a harmonious drive unit with unbeatable characteristics in the boat in terms of speed, acceleration, steering, maneuvering, fuel economy and less noise and vibration.

The drive is equipped with cone clutch for easy and smooth shifting. Pattern-matched spiral bevel gears for optimum strength and minimum gear



whine. Break-away shaft coupling to prevent costly drive train repairs. Stainless steel thread inserts for easy disassembly of the drive. Sacrificial zincs located both on the drive and the transom shield to minimize the risk for corrosion. Wide cavitation plate with exhaust outlet.

The drive is equipped with easily maneuvered hydraulic power trim for obtaining the best running position at different sea and load conditions.

A choice of stainless steel and aluminum propellers available for different applications.

The 4.3Gi features standard power steering for maximum driving comfort.

Electrical system

12 V corrosion-protected marine electrical system which meets the U.S. Coast Guard requirements.

The engine is completely wired with easy plug-in connection of wire harness to instrument panel. 65 A alternator. The electrical system for the engine is protected by a 60 A circuit breaker.

Electric hydraulic power trim motor with easy plug-in connection, protected by a 50 A circuit breaker.

Full instrumentation including trim gauge and wiring harness (option on certain markets).

Technical description:

Engine and block

- Cylinder block and cylinder heads made of cast iron for good corrosion resistance
- Pistons with two compression rings and one oil scraper ring
- Four-bearing crankshaft
- Valve train consisting of single camshaft, hydraulic valve lifters, push rods and two overhead valves per cylinder
- Gear-driven balance shaft

Fuel system

- Throttle body fuel injection (TBI)
- Fuel filter with water separator
- Two electric fuel feed pumps
- Fuel vapor separator tank for return fuel incl. cooler
- Stainless steel fuel lines for better corrosion protection

Cooling system

- Thermostatically controlled seawater cooling
- Engine-mounted belt-driven seawater pump
- Circulation pump

Inlet system

- Marine intake manifold developed for throttle body injection
- Flame arrestor

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4.3Gi/DP

Exhaust system

- Seawater-cooled exhaust manifolds and risers made of cast iron
- Complete exhaust line with pipe and bellows for exhaust outlet through the drive

Lubrication system

- Pressure lubrication system with full-flow oil filter of spin-on type
- Belt-driven power steering pump
- Oil cooler for power steering

Engine mounting

- Two adjustable rubber mounts located in front of the engine and rubber suspension between flywheel housing and transom shield

Drive

- Duoprop®
- Cone clutch
- Coolant water intake for the engine located at the lower part of the drive
- Pattern-matched spiral bevel gears
- Exhaust through cavitation plate
- Overload protection sleeve (break-away coupling)
- The drive can be tilted 42°
- The drive can be turned 28° in each direction

- Built-in kick-up function in the event the drive strikes an underwater object

Power Trim

- Electrically operated hydraulic system for trimming the drive for best driving comfort

Electrical system

- 12 V corrosion-protected electrical system
- ECM unit ensures constant optimum performance with diagnostic capability
- 65 A alternator with internal transistorized voltage regulator
- Breakerless electronic ignition system
- Two resettable fuses for protection of the engine's electrical system (60 A) and power trim (50 A)
- One 20 A resettable fuse for protection of the fuel pumps and one 12.5 A resettable fuse for protection of the fuel injection system
- Starter motor power 1.0 kW

Instruments

(option on certain markets)

- Complete instrument panel including: Rev counter, engine temperature gauge, oil pressure gauge, voltmeter, key switch, two fuses, instrument light switch

- Wiring harness from engine to instrument panel, 6 m
- Digital trim gauge with indication lights. Or analog trim gauge
- Maneuver switch for power trim
- Wiring harness from trim pump to maneuver switch for power trim and trim gauge, 6 m

Accessories

An extensive range of accessories for:

- Fuel system
- Cooling system
- Control system
- Steering system
- Instruments
- Electric system
- Comfort & Safety
- Propeller & Drive
- Maintenance

For detailed information, please see Accessory catalogs.

Contact your local Volvo Penta dealer for further information.

Not all models, standard equipment and accessories are available in all countries. All specifications are subject to change without notice.

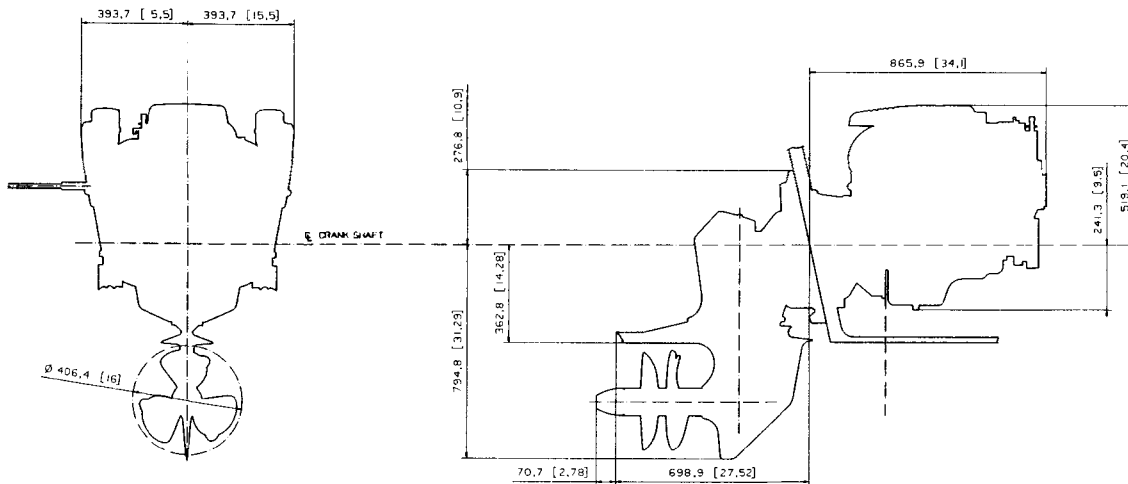
The engine illustrated may not be entirely identical to production standard engines.

Technical Data

Engine designation	4.3Gi*
Crankshaft power kW (hp)	149 (200)
Propeller shaft power kW (hp)	134 (180)
Engine speed range, rpm	4400-4800
Displacement, l (cu. in.)	4.3 (262)
Number of cylinders	V-6
Bore/stroke, mm	101.6/88.4
in.	(4.00/3.48)
Compression ratio	9.3:1
Aquamatic drive DP ratio	1.95:1 and 2.3:1
Dry weight engine, transom shield and drive, kg (lb)	382 (843)

* Certified for Lake Constance

Dimensional Drawing (No. 3851846)



Not for installation

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S-405 08 Göteborg, Sweden