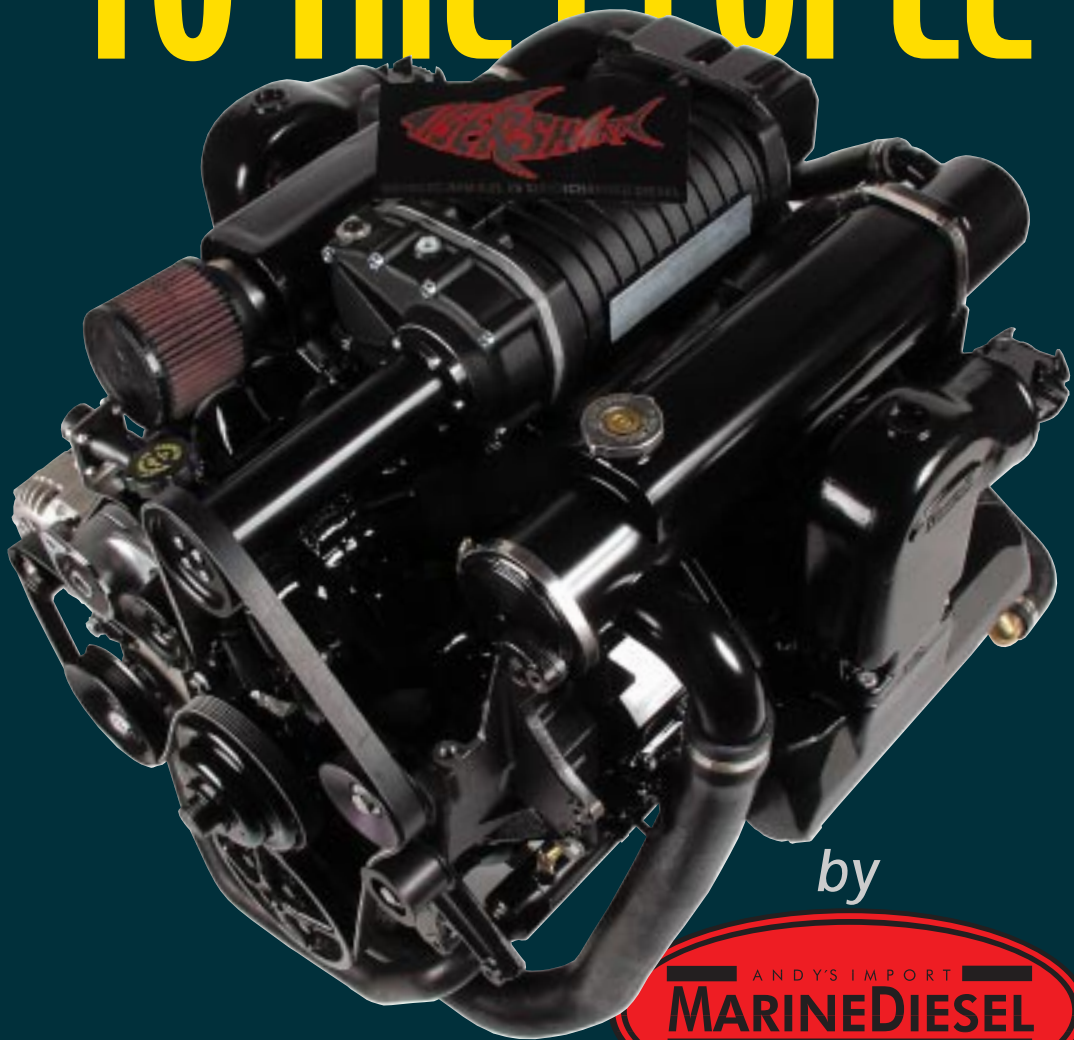


# DIESEL POWER TO THE PEOPLE



*by*

ANDY'S IMPORT  
**MARINEDIESEL**

# MARINEDIESEL



*All MARINEDIESEL engines are based on the General Motors 6,5L V8 diesel, which followed the 6,2L diesel introduced in 1982. In 1993 GM did a number of improvements to the design and at the same time increased the cylinder diameter to achieve a 6,5-liter displacement. In 1999 the production of the engine was sold to AM General who manufactures the Hummer. Our engines are the first ever on the worldmarket to work as a direct replacement for gasoline V8 engines. They have the same boltpattern towards the drive, the same front engine mounts, same dimensions and the same exhaust system.*

## **NEW FOR 2003:**

- *New Moly CNC machined blocks*
- *QS 9000 certified*
- *Euro II certified*
- *Enginemounted heat exchanger*
- *Molded hoses*
- *4-stage CuNi intercooler*





**BARRACUDA**  
**MD170** 170hk@3500rpm

The Barracuda is a true naturally aspirated diesel engine and with its 6.5 liters and 170hp the engine that will take you twice around the world and back without hesitating. A Barracuda that is serviced regularly is almost indestructible and has the power and performance of a 230hp gasoline V8.

*Barracuda*

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# Technical specifications

- *Indirect diesel fuel injection system specially designed and calibrated for high torque rise while maintaining fuel economy.*
- *4-stroke OHV diesel.*
- *4-bolt heavy duty mainbearing caps.*
- *Roller lifters for reduced friction and improved performance.*
- *Intake and exhaust valves made of silichrome steel.*
- *Connecting rods are forged from 1141SAE steel and use 10mm heavy duty rod bolts.*
- *Separate lubrication system for the supercharger.*
- *Maintenance free Stanadyne fuel injection system.*
- *All engines are dynotested before delivery.*
- *Moly CNC machined block.*
- *4-stage CuNi intercooler.*



	BHP	Torque	Height	Width	Length	Weight
<b>MD170</b> 	170@3500	430Nm @1700	780mm	820mm	780mm	410kg
<b>MD250SC</b> 	250@3600	620Nm @1700	780mm	820mm	780mm	430kg
<b>MD350SC</b> 	300@3600	680Nm @1700	780mm	820mm	780mm	430kg
<b>MD400SC</b> 	400+@4000		780mm	820mm	780mm	430kg



## STINGRAY

**MD250SC** 250hk@3600rpm

This is the first engine in our supercharged model program designed for outstanding performance and durability. This dynamic engine is perfect for the medium performance pleasure boat and has all the benefits of its big brother in the Hammerhead series – but at a lower cost. All Stingray engines are fitted with the High Performance Stanadyne Marine DB4 mechanical fuel injection pump



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# Hammerhead Series

*Stepping up to the Hammerhead series, which is designed for maximum performance, looks and durability.*

*This engine will outperform most Big Block gasoline V8's and at the same time leave you fuel for another day at sea.*

*The Hammerhead Series is DieselPower at it's best.*

*All Hammerhead engines are fitted with the High Performance Stanadyne Marine DB4 mechanical fuel injection pump*



## The Autorotor Twin Screw Supercharger



The Autorotor supercharger is of a so-called Lysholm design and can be compared to a GM roots-type supercharger in that it has two rotating, spiral cut meshing rotors. But the principal of operation with an Autorotor supercharger is that it operates in a completely opposite manner than a GM roots-type supercharger does. An Autorotor supercharger is designed using two screw type lobes, one convex screw-shaped lobe and the other, a larger concave screw-shaped cavity. The screw rotators operate in opposite directions from one another, drawing air from one end of the housing and pumping it through the housing longitudinally between the rotors and then dispersing it from the other end of the case. The air is not only pumped or moved from one end to the other by the intermeshing screw action, it is also squeezed between the rotors to compress it. This system is known as a positive displacement supercharger. It has no contacting parts or frictional drag other than the rotor gears—friction causes heat, which affects horsepower—therefore, it needs no internal lubrication and is perfectly balanced like a roots blower. Still it affords internal compression similar to a vane supercharger, which greatly increases the adiabatic and volumetric efficiency.



**HAMMERHEAD**  
**MD300SC** 300hk@3600rpm

MD300SC Hammerhead is built for performance, speed and durability. This engine will outperform most gasoline competitors and with its 680Nm@1700rpm it's a torque monster, it's suitable for heavy pleasure boats and fast speedboats.



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## Standard equipment

- Centerrise high flow D-port aluminum exhaust manifolds.
- Serpentine accessory drive system.
- 100amp alternator.
- Gear reduction starter.
- Engine wiring harness..
- Fuel filter.
- 9" oilcooler.
- Aluminum engine mounts.
- Esthetic vacuum formed plastic engine cover with model decals.
- Lazermarked stainless ID-tags.
- All engines are supplied with a full 12-month warranty and comprehensive owner's manual.
- Engine mounted freshwater cooling system.
- Molded water hoses.



## Optional

- Oil filter relocater.
- Powersteering pump.
- Instrumentation.
- Multiple drive system choices.
- Silent choice exhaust system.
- Custom stainless steel water cooled exhaust header system.

For additional information go to our website:

[www.marinediesel.nu](http://www.marinediesel.nu)

or call one of our technicians .....

# TIGERSHARK



## MD400SC TIGERSHARK

*This is our top-of-the-line and it is handbuilt only by order and in limited numbers. This engine is intended for the ultimate in performance applications and high speed boats. With it's 400 hp, 430kg, compact dimensions, new Super-charger and polished exhaust system, this monster of the diesel world has the appearance that will make all other high performance engines look old and tired. This is the most powerful looking and performing diesel on the market and will make all other boat owners green with envy. All Tigershark engines are fitted with custom handbuilt Performance Stanadyne DB4 mechanical fuel injector pumps and custom injectors.*



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