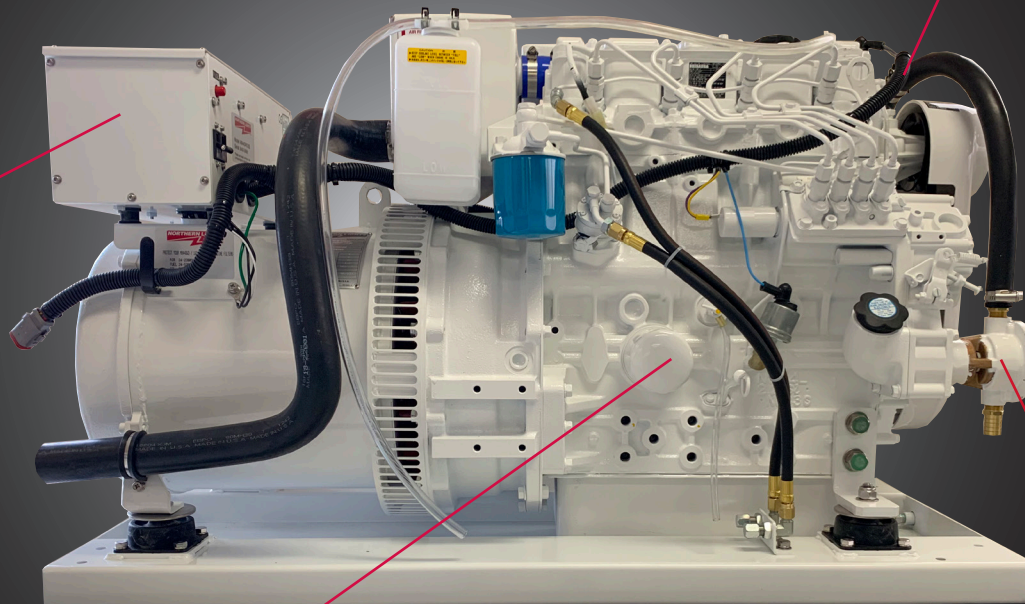


One-piece heat exchanger, expansion tank and liquid cooled exhaust manifold. Cast iron to resist corrosion and electrolysis

Replaceable heat exchanger element

DC system uses reliable relays instead of an unrepairable printed circuit board



Gear driven seawater pump

Full flow, spin-on oil filter with bypass

## SPECIFICATIONS AND DIMENSIONS

### AC Output<sup>1</sup>

**16 KW** 60 Hz, 1800 RPM, 1 Ph, 1.0 PF, 120/240 V/67 A, 120 V/133 A

**14 KW** 50 Hz, 1500 RPM, 1 Ph, 1.0 PF, 220 V/64 A

Optional Three Phase with 0.8 PF

Voltage regulation ±1%

1. Based on SAE J1995 and ISO 3046.

### Weight and Height

Approximate dry weight 965 lbs (438 kg)

Length 45.9 in (1113 mm)

Width 19.5 in (495 mm)

Height 27.5 in (699 mm)

Sound enclosure weight 59 lbs (26.7 kg)

Enclosure length 46.1 in (1170 mm)

Enclosure width 22.5 in (572 mm)

Enclosure height 28.1 in (714 mm)

### Engine Data

Type Vertical inline 4 cylinder diesel

Displacement 135 in<sup>3</sup> (2.2 ltr)

Bore/Stroke 3.30/3.90 in (84/100 mm)

HP @ RPM 32/1800 26/1500

Approximate fuel use <sup>2</sup>:

1800 RPM @ full load 1.70 gph (6.50 lph)

1800 RPM @ half load 1.00 gph (3.90 lph)

1500 RPM @ full load 1.36 gph (5.20 lph)

1500 RPM @ half load 0.80 gph (3.00 lph)

2. Actual fuel consumption will vary depending on operating conditions.

### Installation Data

Wet exhaust elbow 2 inch (51 mm) OD

Raw water inlet 3/4 in (19 mm) OD

Fuel inlet and return 1/4 inch NPT

Information and dimensions are subject to change without notice.



**M844DW3G**

**16 kW (60 Hz, 1800 rpm)**

**14 kW (50 Hz, 1500 rpm)**

## FEATURES AND BENEFITS

<b>Engine Block</b>	Four cycle, 4 cylinder, liquid cooled, naturally aspirated, overhead valve diesel with glow plugs for quick starting. Swirl combustion chambers improve fuel efficiency and reduce smoke.
<b>Cooling System</b>	Standard heat exchanger cooling with optional keel cooling. Copper-nickel, tube-type heat exchanger has removable rubber end caps for easy cleaning, and no need for zincs. The bronze and stainless steel seawater pump with rubber impeller is gear driven, eliminating a potential failure point.
<b>Fuel System</b>	The self-venting fuel system features an inline injection pump with 3-5% mechanical governor for close AC frequency control. Stop solenoid acts directly on the fuel rack eliminating linkage problems. The fuel lift pump is mechanical with a hand primer, eliminating electronic pump failures.
<b>Intake and Exhaust</b>	The M844DW3G meets US EPA Tier III at 60 Hz and IMO Tier II at 50 Hz emission standards. Its cast aluminum intake manifold with Sound Maze system reduces noise, and its washable air cleaner makes routine maintenance simple. The wet exhaust elbow is stainless steel.
<b>Lubrication System</b>	The closed crankcase vent system traps oil vapor and keeps engine room clean. 8.6 qt (8.2 ltr) oil capacity for better lubrication and 200 hour oil change intervals. Oil drain hose with valve plumbed to base pan as standard.
<b>DC Electrical System</b>	The DC System features a 12 volt starter motor and battery charging alternator with belt guard. Gauges include oil pressure, coolant temperature and DC Voltage. Low oil pressure, high coolant temperature and high exhaust temperature safety shutdowns standard.
<b>AC Generator</b>	The Northern Lights, direct coupled, four pole, four lead generator has Class "H" insulation, a pre-lubricated bearing and features a conservative heat rise rating of 95°C/50°C ambient. Our automatic voltage regulator gives you ±1% voltage regulation. The AVR protected by a dedicated circuit breaker.
<b>Additional Options</b>	Ignition Protected Option. Tested to meet criteria for outboard engine boats.

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