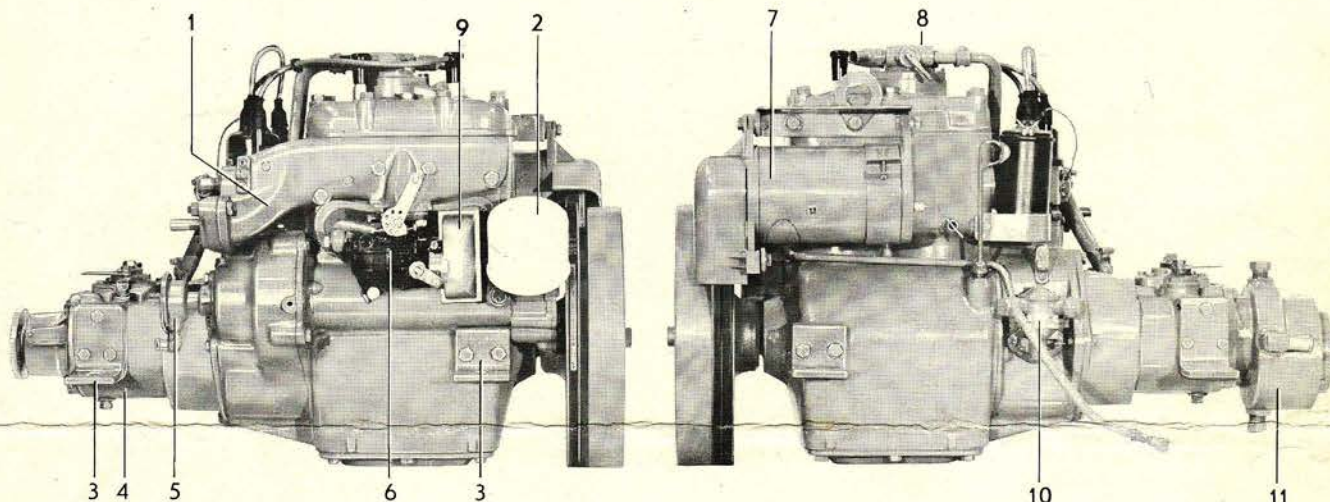




MB 10A



2-cylinder, 4-stroke carburetor engine with side valves
Propeller shaft output 10.3 kW (14 kp)



STANDARD EQUIPMENT

ENGINE BODY — Cylinder block and head made of special cast iron. Light-alloy pistons with 2 compression rings and one oil scraper ring. Side valves. Also supplied is a tool kit with starting crank. Recess for starting crank in flywheel hub.

FUEL SYSTEM — Updraft carburetor with return-suction channel and drain plug (6). Fuel pump (10) equipped with hand primer and flexible hose with fuel pipe connection.

COOLING SYSTEM — Thermostat-controlled sea-water cooling system. Sea-water pump with neoprene rubber impeller (5). Sea-water cooled reverse gear reduction gear.

LUBRICATING SYSTEM — Pressure-lubricating system with full-flow lubricating oil filter of the spin-on type (2). Sealed crankcase ventilation.

INTAKE SYSTEM — Flame arrester of approved type with connection for crankcase ventilation (9).

EXHAUST SYSTEM — Sea-water cooled exhaust manifold (1) with R 1 1/4" connection flange and branch cock (8) for outgoing cooling water which makes it possible to install a wet or dry exhaust line.

ELECTRICAL SYSTEM — Corrosionproof 12 V electrical system, with complete instrument panel. Main fusing with built-in spare fuses is supplied. Start-generator with max. generator output 135 W and starter motor output 735 W (1 h.p.) (7).

Instrument panel, which is included in standard equipment, is provided with key switch, warning lamps for battery charging and oil pressure, and one extra switch. Cable harness, 4 m (13 ft.) in length, with connector.



ENGINE MOUNTING — The engine is supplied with engine brackets for fixed suspension (3).

POWER TRANSMISSION — Mechanical MS (Mono-Shift) reverse gear. Engine speed and reverse gear are operated by a single control lever. Bracket for control cables included. Engine is supplied with reverse gear as follows:

- Alt. 1 Rev. gear type MS red. ratio 1:1, L-H prop. (4)
2 Rev. gear type MS red. ratio 1.91:1, L-H prop. (11)
Propeller shaft flange for 25 mm propeller shaft.

EXTRA EQUIPMENT

FUEL SYSTEM

Water-separating filter with or without flexible hoses.
 Fuel line kit with copper piping and installation parts.
 Electrically operated fuel pump.
 Fuel tank.

COOLING SYSTEM

Cooling water intake complete with cock and hose.
 Sea-water filter complete with attachment.

EXHAUST SYSTEM

Hose connection for water-cooled exhaust line
 Through - hull fitting
 Rubber exhaust hose
 Water-cooled silencer, complete
 Vacuum valve

Exhaust boot
 Silencer
 Compensator

ELECTRICAL SYSTEM AND INSTRUMENT

Charging distributor for charging 2-battery system
 Alternator 12 V 35 A
 Electric-hourmeter
 Master switch
 Cable harness extension

ENGINE MOUNTING

Flexible engine mounting

BOAT ACCESSORIES

Electrically operated bilge pump
 Original paint
 Oils

CONTROLS AND CONTROL SYSTEM

VP single-control lever for both speed and forward-reverse operation, top-mounted or side-mounted.
 Neutral-position switch - automatic safety interlock for VP-controls
 Push-pull controls
 Control cables
 Steering gears
 Steering cables
 Ball joint and fork kit for steering cable

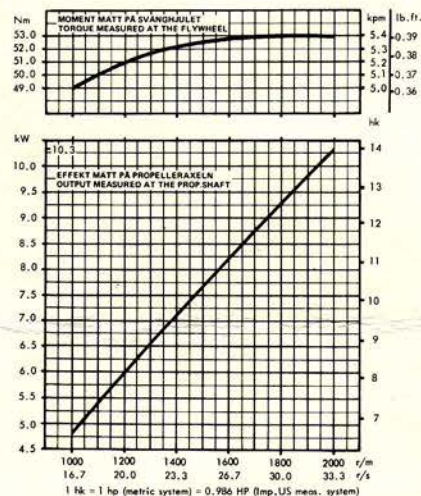
PROPELLER EQUIPMENT

Flexible coupling
 Clamp coupling
 Propeller shafts
 Propeller shaft sleeves
 Propellers

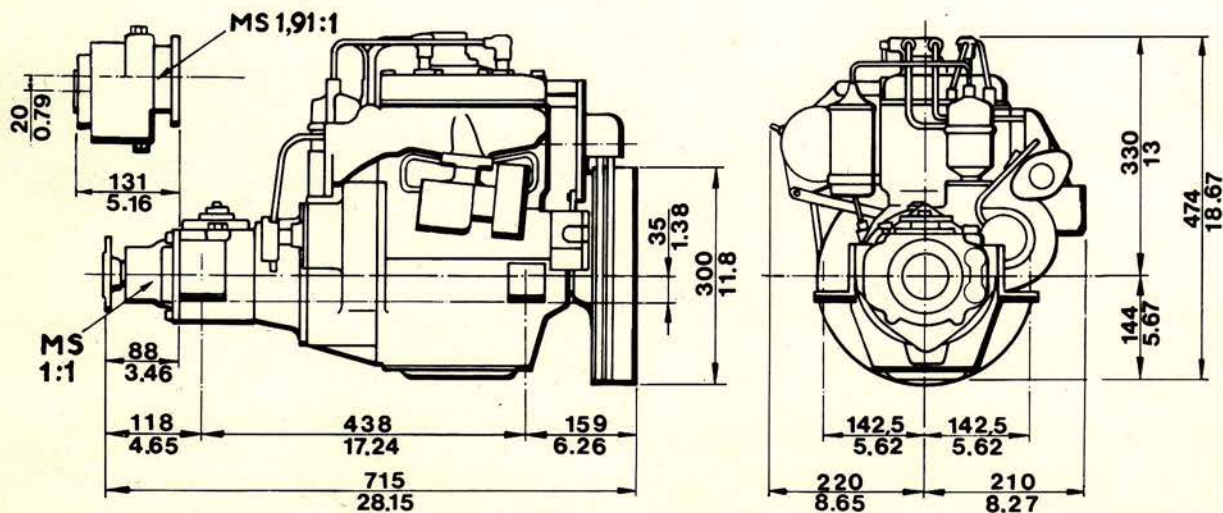
DATA

Type of operation 4-stroke carburetor engine with side valves
 Designation MB10A
 Propeller shaft output¹⁾ 10.3 kW (14 hp)
 Max. operating speed, r/s (rpm) 33.3 (2000)
 Number of cylinders 2
 Capacity, dm³ (in³) 1.018 (62)
 Bore/Stroke, mm (in) 88.9/82 (3.50/3.23)
 Compression ratio 6.5:1
 Fuel quality min. 87 octane
 Total weight, engine with MS reverse gear, 1:1 appr. kg (lb) . . . 120 (265)

1) The diagram indicates the propeller shaft output for a run-in engine with mechanical reverse gear according to DIN 6270 Leistung B. The engine flywheel output is approx. 7 % higher.



DIMENSION DRAWING



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We reserve the right to carry out modifications

