The STEYR Marine MONOBLOCK Engines are designed for high performance and continuous rating. The High Pressure UNIT INJECTOR technology enables an excellent torque and speed range. The complete engine package is conceived for Sterndrive, transmission and Water Jet systems. Remarkable features of the STEYR Marine Engines are the dynamic behaviour and immediate response as well as the impressive acceleration.

**SERVICE LIFE**
The STEYR Marine Engines are manufactured using high alloy materials to provide enduring longevity for all running components. Using corrosion resistant materials for the entire seawater system as a standard in the dual circuit cooling system. Consequently designed solutions to meet the criteria of marine environment guarantee the best corrosion protection for any auxiliaries and electronic components in marine ambience.

**COMFORT**
The patented STEYR 2-stage UNIT INJECTOR technology ensures a worldwide approved and smooth operation noise. The additional elastic separation of the MONOBLOCK against the aluminum casted engine housing reduces the engine related vibration transmitted into the hull – therefore the noise level on board is further reduced. Torque and speed range characteristics enable optimal matching to individual application while maintaining transmission, gear ratio and propeller dimensions. The big choice of matched accessories fulfills the highest level of quality and comfort for you on board your vessel.

**EXHAUST EMISSIONS**
The trend-setting UNIT INJECTOR system is most environmentally friendly. It fulfills the RCD 2003/44 as well as the actual EPA and IMO emission regulations.

**TRANSMISSION**
STEYR Marine Engines allow the installation with different driving systems in your boat. Adaptation for Marine transmission with different output configuration (direct, horizontal down-angle 8°, V-drive 12°), to choose from as well as an intermediate housing for propeller shaft and kits for installation to MerCruiser Bravo I, Bravo II and Bravo III Sterndrives.

**ENGINE MONOBLOCK**
The unique and robust MONOBLOCK design, engine block and cylinder head made from high grade alloy cast iron, without limitation in cooling and unrivaled roundness of the cylinder, give exceptional life time for the liner.

- Chrome-Molybdenum forged crankshaft, dynamically balanced
- Pistons are cast from high silicon aluminum, with oil cooling gallery and a ceramic coated top ring
- Hardened valve-seats high performance NIMONIC valve material
- Elastic coupling on flywheel, design matched depending on application

**ENGINE MOUNTING**
Adjustable front and rear silent blocks capable to take propeller thrust

**LUBRICATION SYSTEM**
- Exchangeable oil filter cartridge
- Oil scavenging through dipstick pipe
- Closed crankcase breathing system

**FUEL SYSTEM**
- Integrated high pressure UNIT INJECTOR up to 2,000 bar with dual stage fuel injection technology, operated by overhead camshaft and rocker arms
- Electric fuel pump (automatic bleeding capability)
- Exchangeable fuel filter cartridge incl. water separator

**EXHAUST SYSTEM**
Freshwater cooled exhaust manifold and seawater cooled exhaust elbow

**COOLING SYSTEM**
- Freshwater cooling system with thermostat control and expansion tank
- Heat exchanger with integrated expansion tank system
- Connection prepared for boiler/cabin heating system
- Sea water pump with impeller, integrated and replaceable wear plates
### STEYN Marine Diesel – SE 6-cyl. 88-215 kW

#### Stern Drive

STERN DRIVE

STENR Marine Diesel package available with BRAVO I, II, III

Repower Kits available for most common stern drives

<table>
<thead>
<tr>
<th>Engine type</th>
<th>SE126E25</th>
<th>SE156E26</th>
<th>SE196E35</th>
<th>SE236E40</th>
<th>SE236S36</th>
<th>SE266E40</th>
<th>SE266S36</th>
<th>SE286E40</th>
<th>SE306J38</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output [crankshaft] kW (HP)</td>
<td>88 (120)</td>
<td>110 (150)</td>
<td>140 (190)</td>
<td>170 (231)</td>
<td>170 (231)</td>
<td>190 (258)</td>
<td>190 (258)</td>
<td>205 (278)</td>
<td>215 (292)</td>
</tr>
<tr>
<td>rated speed [rpm]</td>
<td>2500</td>
<td>2600</td>
<td>3500</td>
<td>4000</td>
<td>3600</td>
<td>4000</td>
<td>4000</td>
<td>3600</td>
<td>3800</td>
</tr>
<tr>
<td>full power speed range [rpm]</td>
<td>2175 - 2550</td>
<td>2350 - 2650</td>
<td>3050 - 3550</td>
<td>3550 - 4100</td>
<td>3350 - 3650</td>
<td>3550 - 4050</td>
<td>3350 - 3650</td>
<td>3500 - 4100</td>
<td>3600 - 3850</td>
</tr>
<tr>
<td>Cylinders</td>
<td>6 in line</td>
<td>6 in line</td>
<td>6 in line</td>
<td>6 in line</td>
<td>6 in line</td>
<td>6 in line</td>
<td>6 in line</td>
<td>6 in line</td>
<td>6 in line</td>
</tr>
<tr>
<td>Displacement [cm³]</td>
<td>3200</td>
<td>3200</td>
<td>3200</td>
<td>3200</td>
<td>3200</td>
<td>3200</td>
<td>3200</td>
<td>3200</td>
<td>3200</td>
</tr>
<tr>
<td>Bore [mm]</td>
<td>85</td>
<td>85</td>
<td>85</td>
<td>85</td>
<td>85</td>
<td>85</td>
<td>85</td>
<td>85</td>
<td>85</td>
</tr>
<tr>
<td>Stroke [mm]</td>
<td>94</td>
<td>94</td>
<td>94</td>
<td>94</td>
<td>94</td>
<td>94</td>
<td>94</td>
<td>94</td>
<td>94</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>17:1</td>
<td>17:1</td>
<td>17:1</td>
<td>17:1</td>
<td>17:1</td>
<td>17:1</td>
<td>17:1</td>
<td>17:1</td>
<td>17:1</td>
</tr>
<tr>
<td>Max. torque [Nm]</td>
<td>390</td>
<td>450</td>
<td>445</td>
<td>470</td>
<td>540</td>
<td>530</td>
<td>600</td>
<td>570</td>
<td>588</td>
</tr>
<tr>
<td>at speed [rpm]</td>
<td>1800</td>
<td>1800</td>
<td>2050</td>
<td>2550</td>
<td>1800</td>
<td>2300</td>
<td>1800</td>
<td>2550</td>
<td>3300</td>
</tr>
<tr>
<td>Max. torque [lbs-ft]</td>
<td>288</td>
<td>332</td>
<td>328</td>
<td>347</td>
<td>398</td>
<td>391</td>
<td>443</td>
<td>420</td>
<td>434</td>
</tr>
<tr>
<td>Weight per unit of power [kg/HP]</td>
<td>2.83</td>
<td>2.27</td>
<td>1.79</td>
<td>1.48</td>
<td>1.48</td>
<td>1.31</td>
<td>1.31</td>
<td>1.21</td>
<td>1.13</td>
</tr>
<tr>
<td>Weight per unit of power [lbs/HP]</td>
<td>6.25</td>
<td>5.00</td>
<td>3.95</td>
<td>3.26</td>
<td>3.26</td>
<td>2.88</td>
<td>2.88</td>
<td>2.68</td>
<td>2.50</td>
</tr>
<tr>
<td>Emission standard</td>
<td>EPA Tier III, RCD, 976EC Rhein, BSO 2, IMD Nox, RINA, IMD Solas</td>
<td>EPA Tier III, RCD, 976EC Rhein, BSO 2, IMD Nox, RINA, IMD Solas</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Injection system</td>
<td>two stage unit injectors</td>
<td>two stage unit injectors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternator [A]</td>
<td>Standard: 120A / 12V (Optional: 150A / 12V or 100A / 24V)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electronic engine diagnostic</td>
<td>yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1) exact setting depending on application  
2) dry weight with Bobtail set (may vary according to model and options)

P... Pleasure  
HO... High Output  
INT... Intermediate Duty  
MCD... Medium Commercial Duty
SCC – STEYR CONTROL CENTER

REPRESENTS THE STATE OF THE ART

Engine Interface and Multipurpose Touch Screen-Display
based on SAE J1939 CAN2.0 Databus

Features are:
- Intuitive and logical user-interface
- Integrated Engine Diagnostic
- Electronic switches for external inputs / outputs
- GPS: speed / position / course / time
- On-Bord-Diagnosis: water temperature, oil pressure, voltage, propeller slip,...
- Fuel management: current fuel consumption, driving range, load
- Metric, British & US values
- 5.5" Colour Display active, polarized, transflective - Active Matrix TFT screen
- Comes with GPS-Sensor, installation, brackets and cables
- Casing Water proof IP 67

Distributed by:

74257 Highway 25
Covington, Louisiana 70435
985-892-0107

16239 Dezevalla Road
Channelview, Texas 77530
281-247-8925

5300 S.E. Loop 410
San Antonio, Texas 78222
210-293-4894

www.labordeproducts.com