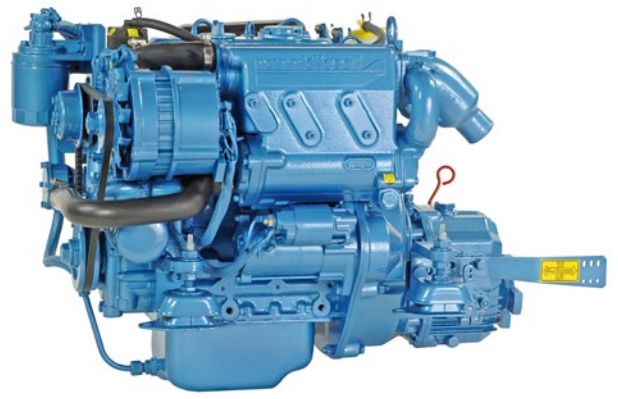


N3.21 engine

15.4 kW (21 hp) at 3600 rpm



Kubota engine base

The latest technologies employed by Kubota resulted in a robust design for the N3.21.

The industrial engine base is proven in the most difficult conditions of usage.

Reliability and Comfort

This engine has a proven reliability record and the new marinization has even added to its quality level.

The latest generation heat exchanger improves the temperature regulation, which quality can particularly be appreciated when a boiler is installed. This system further increases the reliability and longevity of the N3.21.

A special coating of the pistons with molybdenum lowers friction and reduces engine vibrations resulting in supplementary comfort concerning the sound levels.

Ease of installation

The N3.21 offers several onboard installation options making it suitable for a vast variety of boats.

Repowering your boat is a breeze with our installation kits which are specifically designed to eliminate the need to modify the frame of your existing engine compartment.

Clean power supply

The N3.21 does not need electronic equipment to comply with the latest environmental requirements on raw materials. The emission regulations EU-RCD, US-EPA and BSO are easily complied with as the result of the improved combustion and injection system E-TVCS (Environmental-Tri Vortex Combustion System). The particulate emission and smoke have been significantly reduced and the fuel consumption has been dramatically improved.

Main characteristics

- Kubota base engine
- Optimized cooling system
- E-TVCS injection system
- Wide range of equipment
- Ease of repowering

Available transmissions

- TMC40 (mechanical)
- TTMC35A (mechanical) 7°
- Sail Drive SP60 ratio. 2.38:1

Applications

- Sailing boat
- Displacement hulls

Technical specifications

Engine base	Kubota
Rated power (kW/hp)*	15.4 / 21
Rated rpm (rpm)*	3600
Displacement (cm ³ /in ³)	719 / 46.86
Number of cylinders	3 in line
Bore and stroke (mm/in)	67 x 68 / 2,64 x 2.68
Compression ratio	23:1
Combustion system	Indirect (E-TVCS)
Intake	Naturally aspirated
Cooling	Closed cooling with heat exchanger
El. equipment / Alternator	12V / 70A
Instrument panel	A4
Transmission	Mechanical gearbox Sail Drive SP60 ratio. 2.38:1
Engine Max. Install. Angle	15° (dynamic)
Certifications	EPA, BSO, SAV, EU-RCD
Dry weight with TMC40 (kg/lb)	106 / 233
Dry weight with Sail Drive (kg/lb)	144 / 311
Connections diameter	
Exhaust (mm/in)	40 / 1.57
Fuel (mm/in)	8 / 0.31
Sea Water (mm/in)	20 / 0.79

* At engine flywheel, according to ISO 8665-1



N3.21 engine

15.4 kW (21 hp)

Standard equipment

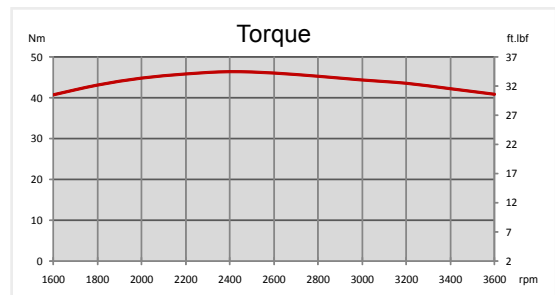
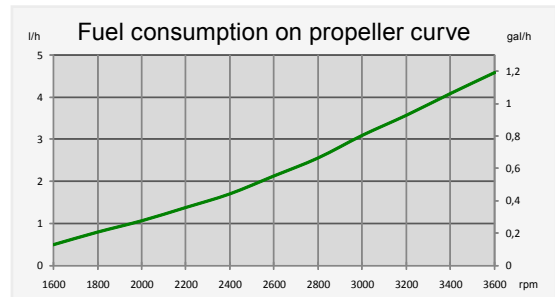
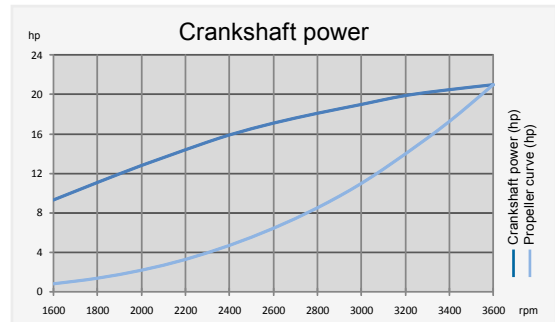
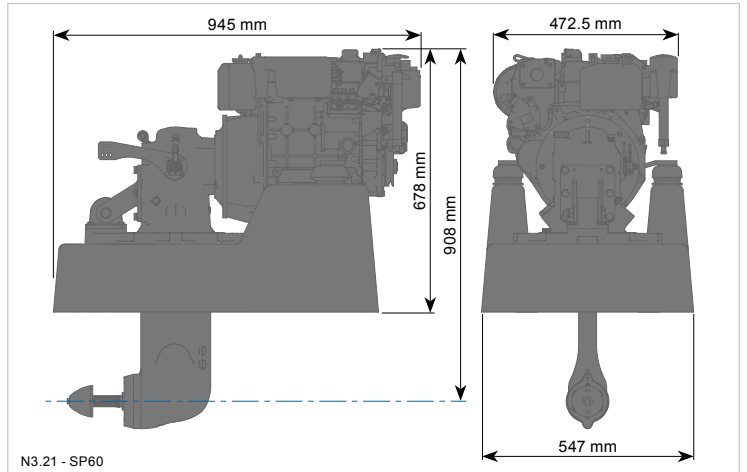
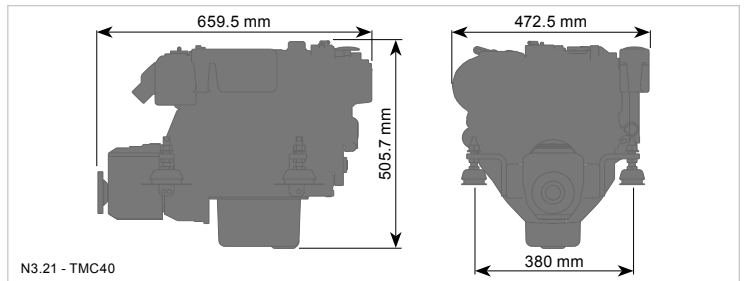
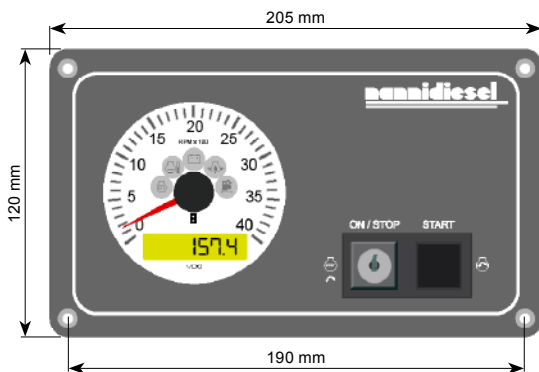
- Polyester frame (for Sail Drive version)
- Warranty certificate
- Fresh Water Cooled Exhaust Manifold
- Exhaust elbow
- Closed cooling with heat exchanger
- 4 meter electrical harness
- Fuel filter
- Oil filter
- Mechanical gearbox or Sail Drive
- Owner's manual
- Sea water pump
- Coolant circulating pump
- In line injection pump
- Fuel feed pump
- Oil extraction pump
- Control cables mounting points
- Flexible engine mounts
- Electrical system 12V
- Thermostat

Optional equipment

- Keel Cooling
- Two pole electrical system
- PTO Pulley
- Remote control
- Sea water hoses
- Fuel hoses
- Sea water filter
- Flexible coupling
- Exhaust system

A4 panel

- Tachometer and hour meter / Voltmeter
- Ignition key / Start button
- Battery charge warning light
- Engine oil pressure warning light
- Water in fuel filter warning light
- Coolant temperature warning light
- Preheating warning light



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