

Engine Z6.300

202.4 kW (275 hp) at 3600 rpm

Toyota engine base

The design of the Z6.300 is based on the 6 cylinder diesel engine which is used and tested on the Toyota Land Cruiser 4x4. The robustness of its engine block and its cast iron cylinder head as well as the efficiency of the different heat exchangers that compose the marinization developed by Nanni Diesel give you the assurance of quality, reliability and longevity that have already convinced many renowned boat builders. This 4.2 litres engine is combined with a Stern Drive transmission presenting the perfect package for fast, planning hulls.

Smooth and performing

The Z6.300 boasts 6 in line cylinders, 4 valves per cylinder and 2 balancing shafts which result in unprecedented smoothness providing very quiet and virtually vibration-free propulsion comfort. Thanks to its big displacement and high torque at low speed the hole-shot of your boat is quicker and the obtained cruising speed at low rpm ensures low fuel consumption.

Technical specifications

Engine base	Toyota
Rated power (kW/hp)*	202.4 / 275
Rated rpm (rpm)*	3600
Displacement (cm ³ /in ³)	4163 / 254
Number of cylinders	6 in line
Bore and stroke (mm/in)	94 x 100
Compression ratio	15.7:1
Combustion system	Direct
Intake	Turbo compressor & Intercooler
Cooling	Closed cooling with heat exchanger
El. equipment / Alternator	12V / 80A
Instrument panel	C3 separated instruments
Certifications	EPA, BSO, EU-RCD
Transmissions	Bravo X One, X Two, X Three
Reductions	1,36 to 2,00:1 depending on the application
Weight including transmission	
Bravo X One (kg/lb)	541 / 1192.7
Bravo X Two (kg/lb)	548 / 1208.1
Bravo X Three (kg/lb)	552 / 1217
Connections diameter	
Fuel (mm/in)	10 / 0.39
Sea Water (mm/in)	38 / 1.49

* At engine flywheel, according to ISO 8665-1

Compact and powerful

The power to weight ratio of this 275 horsepower engine is one of its greatest advantages. Its reduced dimensions ease installation and have already made it a preferred option on numerous boats. With this engine you can count on the most dynamic motorization with plenty of power reserve for all situations.

Stern Drive transmission

This engine coupled to a stern drive transmission gives you the best of both worlds. Inboard reliability and outboard convenience and space saving.

The steering and trim are incorporated in the stern drive allowing you to chose the best planning angle for your hull. Fully trimmed up you can reach your most desired beaches without any worries.

Protecting the environment

The engine complies with the most stringent emission regulations in the world : EU-RCD, US-EPA, BSO.

Main characteristics

- Toyota base engine
- Big displacement
- High torque
- Turbo compressor & Intercooler
- Direct fuel injection
- 4 valves per cylinder
- 2 balance shafts

Available transmissions

- Bravo X One
- Bravo X Two
- Bravo X Three

Applications

- Semi planning hulls
- Planning hulls

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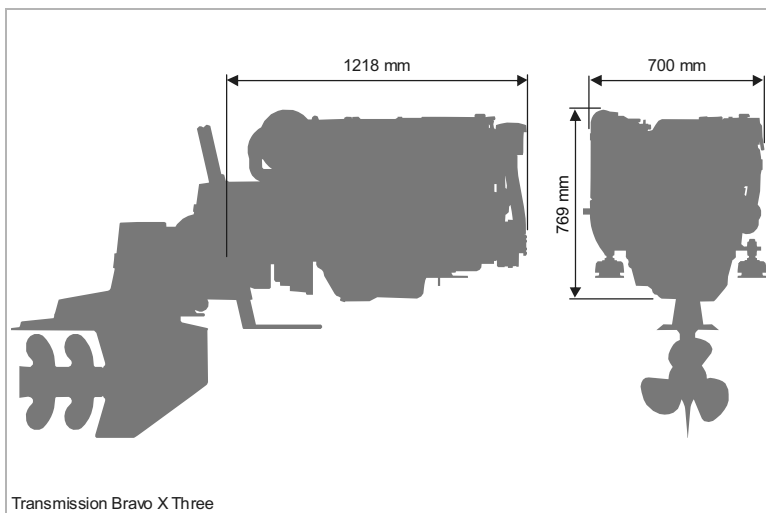


Standard equipment

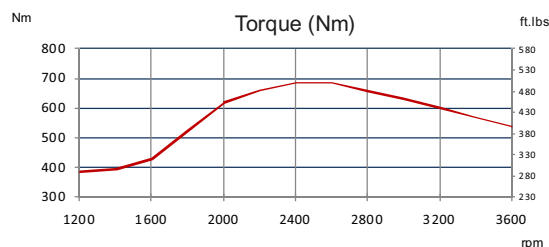
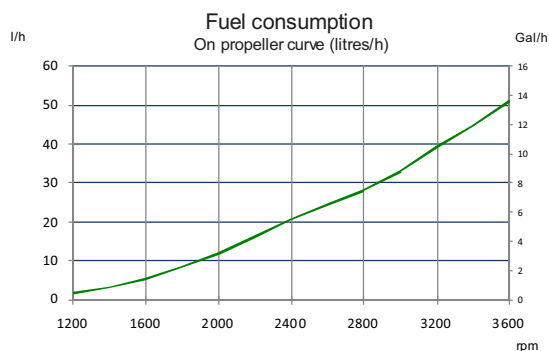
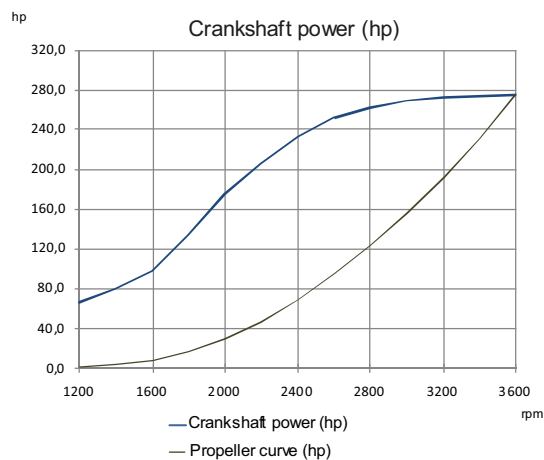
- Warranty Certificate
- Fresh Water Cooled Exhaust Manifold
- Exhaust elbow
- Closed cooling with heat exchanger
- Fuel filter with alarm (Water)
- Oil filter
- Owner's Manual
- Oil extraction pump
- Sea Water Pump
- Coolant circulating pump
- Fuel feed pump
- Rotary injection pump
- Prearrangement for control cables
- Integrated oil cooler
- Electrical stop
- Engine flexible mounts
- Electrical system 12V
- Thermostat
- Turbo Compressor & intercooler
- Power steering kit
- Trim indicator
- Engine wiring
- Transom Mercruiser (Trim system, Bull Horn et Mercatode)

Optional equipment

- Remote control
- Control cables
- Extension harness
- Trim indicator extension
- Trim control extension
- Separated trim control
- Fuel level indicator
- Fuel level gauge
- Speedometer
- Sea water intake
- Stern Drive Bravo X One, Bravo X Two, Bravo X Three
- AL or Stainless steel propellers
- Steering bar (on twin engine installation)
- Instrument panel or separated instruments



The shown models are not necessarily identical to current production



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