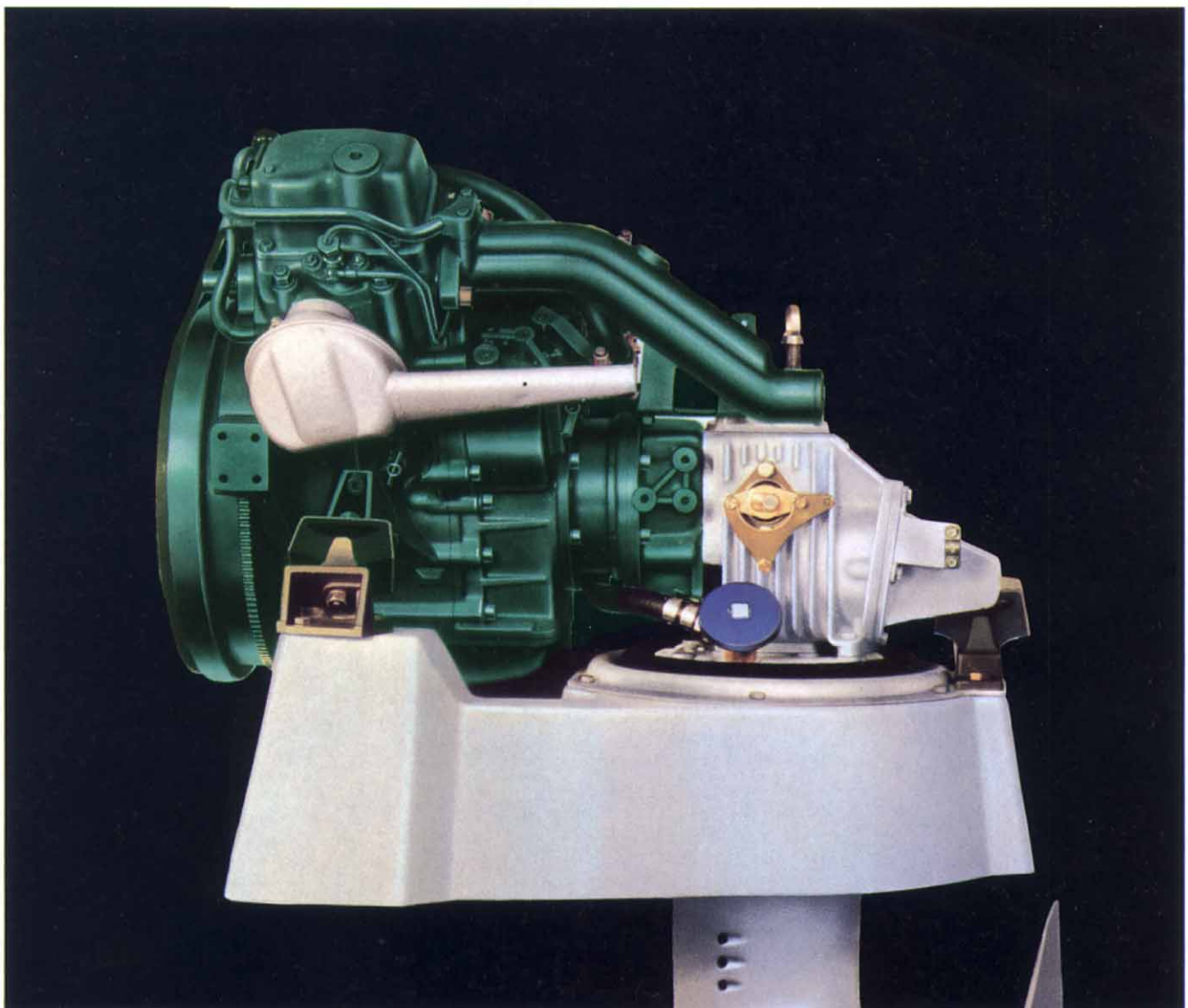


**VOLVO
PENTA**

MD5C/120S



1-cylinder marine diesel engine with direct injection. Propeller shaft output, leisure craft — 7 kW (9.5 hp).

The new Volvo Penta MD5C with its higher speed (3.000 r/min) and greater output (9.5 hp) together with the latest and unique Volvo Penta transmission gives significant improvements in propeller thrust.

In practice this new combination means better manoeuvrability, better boat acceleration and, faster stopping plus reduced speed loss in heavy seas and high headwinds.

This robust purpose built marine engine with features like extra wall thickness in the cooling passages and replaceable cylinder liner makes the MD5C very resistant to corrosion and wear.

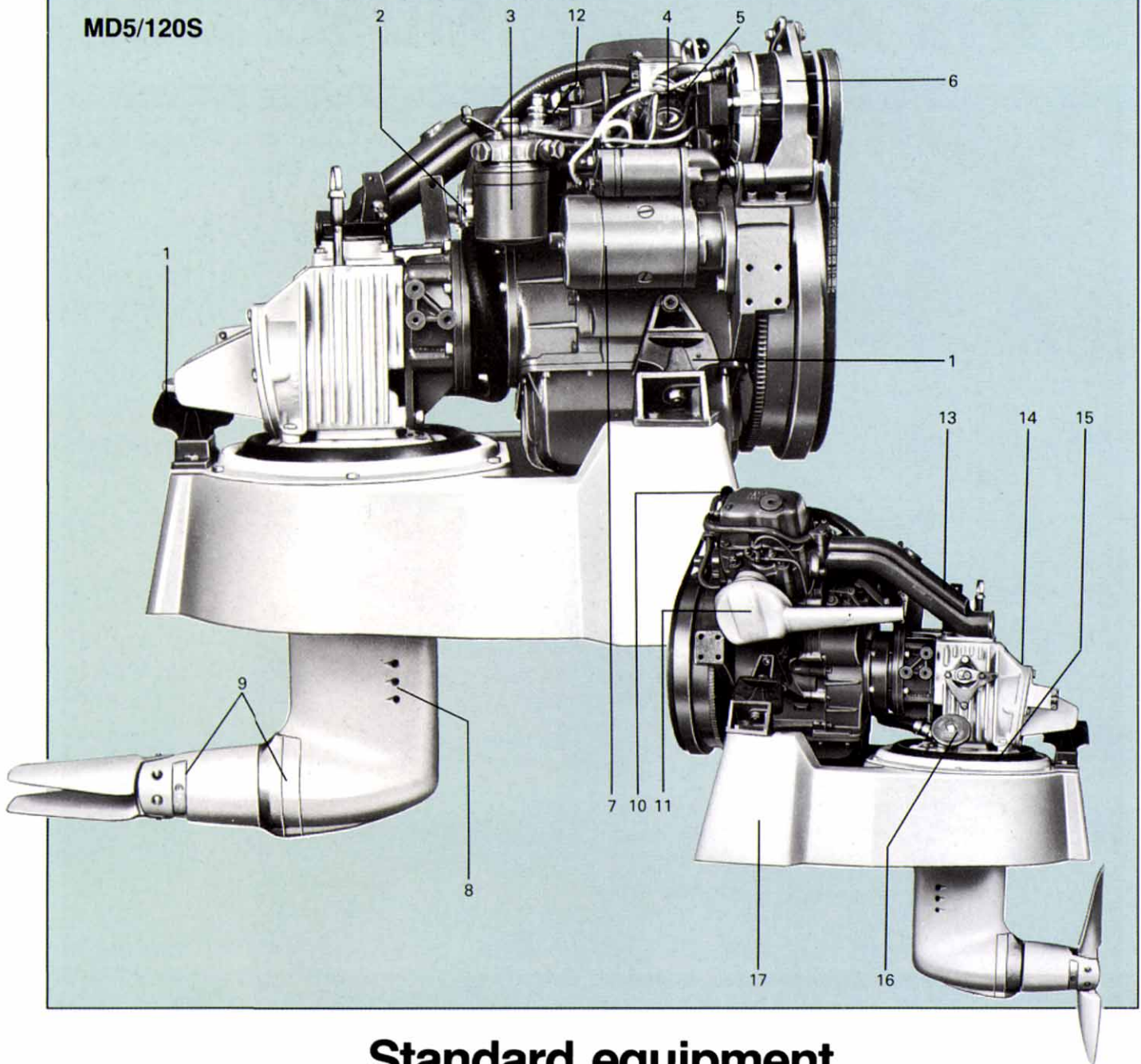
The very accurate fuel metering even at full throttle means extremely clean exhaust gasses and a miserly fuel consumption.

The new Volvo Penta 120 S-drive has a slip coupling built in and easy shift cone clutch.

An experienced and strategically placed network of authorised Volvo Penta workshops ensures you of the best service and parts backup.

3000
SERIEN

MD5/120S



Standard equipment

ENGINE BODY

Engine block and cylinder head of cast iron. Replaceable wet cylinder liner. Cylinder inclination 45°.

FUEL SYSTEM

Piston type injection pump with centrifugal governor for accurate speed regulation (12), manual cold starting device. Stop lever with bracket for push-pull mechanism. Exchangeable fuel filter (3). Feed pump with hand primer (4). Flexible fuel suction hose (approved by DNV, LR, GL and BV) for copper pipe unions.

COOLING SYSTEM

Thermostatically controlled sea-

water cooling. Sea-water pump (2) with easily replaceable pump impeller.

LUBRICATING SYSTEM

Pressurized lubricating system with exchangeable oil filter (5). Closed-circuit crankcase ventilation.

INTAKE SYSTEM

Intake silencer (11) with cleanable air filter.

EXHAUST SYSTEM

Exhaust manifold elbow (13) with coolant outlet for connection to rubber exhaust hose.

DRIVE

Type 120S (14) ratio 2.2:1. Complete with rubber diaphragm, sealing ring and mounting collar (15) which fits to bed. Coolant inlet (8) in leg. Cock (16) for coolant. Sacrificial anode ring of zinc (9) to counteract corrosion.

ENGINE MOUNTING

Flexible mountings for optimal quiet and vibration-free running. S-drive for fitting directly to the engine. The engine/drive unit is insulated from the hull by a 3-point flexible mounting system (1) and a rubber diaphragm (15). Bed of glassfibre reinforced plastics (17).

ELECTRICAL SYSTEM

12V corrosion-proof electrical system complete with instrument panel. Alternator (6) 50 A, 600 W, approved for marine use. Voltage regulator with fast-charge mode. Alternator prepared for retrofitting of twin diode kit which gives automatic distribution of charge current to two or more batteries.

STARTING SYSTEM

Electric starter motor (7), output 0.8 kW (1.1 hp). Manual starting crank for extra security with decompression knob (10) for easier cranking.

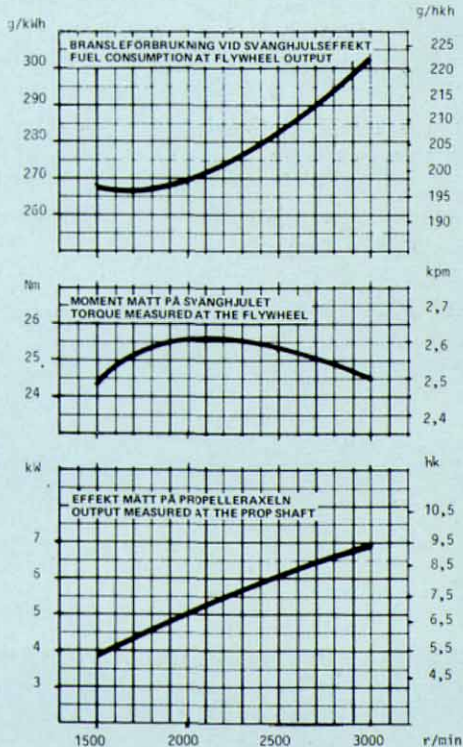
INSTRUMENT PANEL

Complete with ignition key starter switch, warning lamps for charging, cooling water temperature and oil pressure. Automatic alarm with buzzer for low oil pressure and high cooling water temperature. Recess for extra instrument (diam. 52 mm) with blind cover. Master fuse with built in spare fuses. Cable harness, length 4 m, with connector.



TOOL KIT

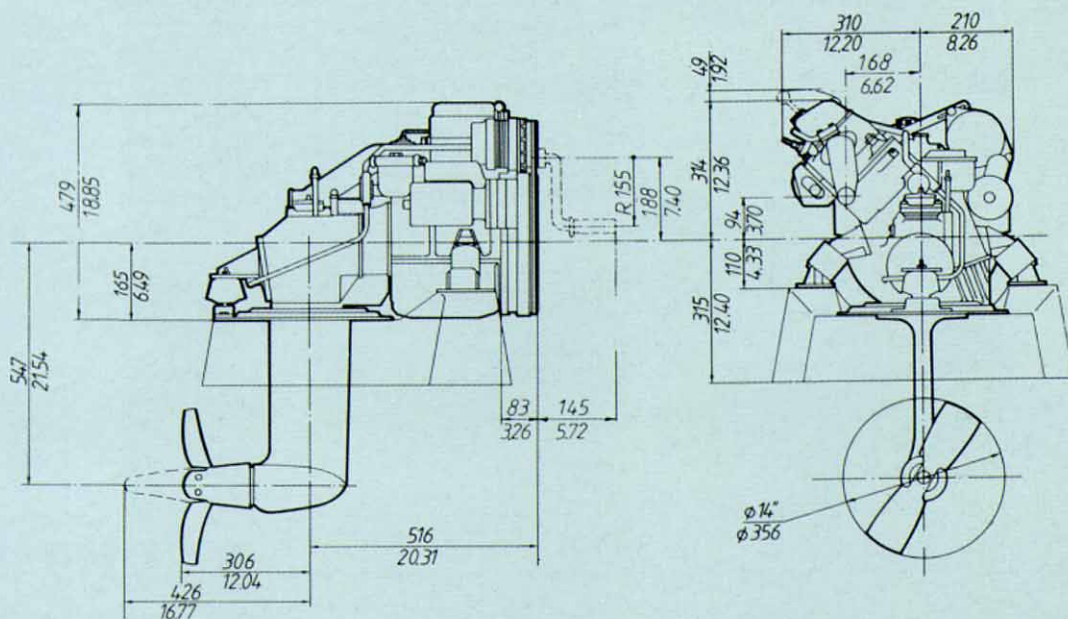
Sufficient for less extensive service work.

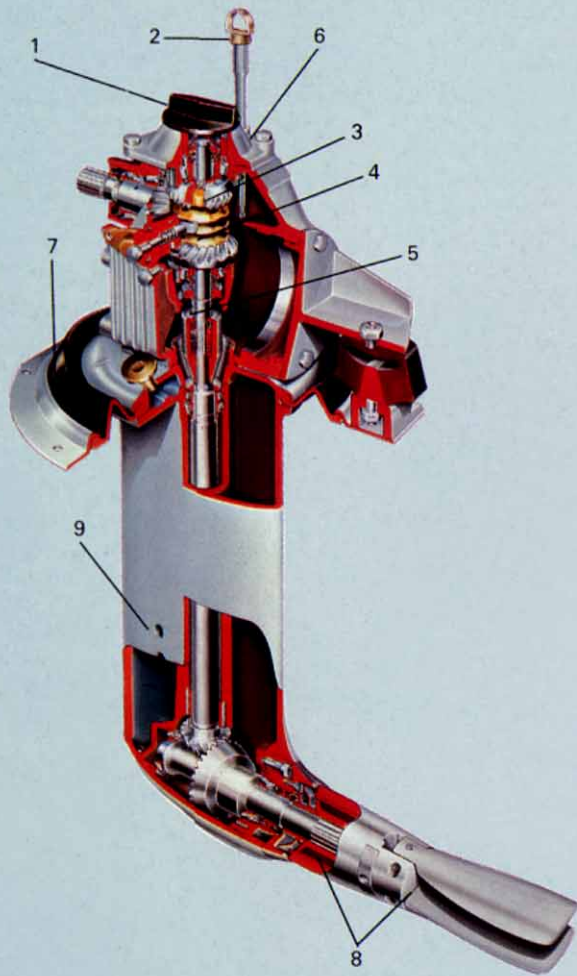


Data

Engine type 4-stroke diesel with direct injection
 Propeller shaft output*
 MD5C/120S 7 kW (9.5 hp at 3000 r/min)
 No. of cylinders 1
 Cylinder inclination 45°
 Bore/stroke, mm (in) 84/80 (3.31/3.15)
 Swept displacement volume, dm³ (in³) 0,443 (27)
 Valve system Top
 Drive type 120S ratio 2.2:1
 Weight, engine with drive approx. kg (lb) 119 (262)

* The diagrams show propeller shaft output for a run-in engine and reverse reduction gear/drive as per DIN 6270 Leistung B für Dauerbetrieb.





Drive 120S

1. Easy access oil filler
2. Oil dipstick
3. Spiral bevel gears for quiet, efficient operation
4. Volvo Penta's patented cone clutch gives smooth quiet engagement of forward and reverse.
Single lever control of both speed and forward/reverse
5. In-built slip coupling which safeguards against over-loading (for running aground) thereby protecting the transmission
6. All joints have stainless steel screws in stainless steel thread inserts
7. Rubber diaphragm, complete with sealing ring and mounting collar against bed
8. Sacrificial anode ring of zinc to counteract corrosion
9. Coolant intake in leg

Accessories

FUEL SYSTEM

Electric fuel pump.
Water-trap and fine filter, with or without flexible hoses.
Water trap.
Fuel tank.
Cap with union for supply from fuel tank.
Copper fuel pipe kit complete with unions.

COOLING SYSTEM

Sea-water filter, complete with mountings.
Vacuum valve.

EXHAUST SYSTEM

Rubber exhaust hose.
Hull passthrough for exhaust pipe.
Water-cooled silencer, complete.

ELECTRICAL SYSTEM AND INSTRUMENTATION

Twin diode kit for charging of two or more batteries.
Extra instruments: Electric hour counter, fuel and water tank gauges, voltmeter and rudder indicator.
Master switch.
Cable harness extension.
Instrument panel for extra instruments.

BOAT ACCESSORIES

Electric bilge pump.
Genuine touch-up paint.
Oils.

CONTROLS AND STEERING SYSTEM

Volvo Penta single lever control for speed and selection of forward/reverse, top or side-mounted.
Neutral-position switch for Volvo Penta control.
Push-pull control.
Control cables.
Steering gears.
Steering cables.
Ball joint and yoke for steering cables.

PROPELLERS – DRIVE 120S

2-blade, folding.
2-blade I.O.R.

**VOLVO
PENTA**

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