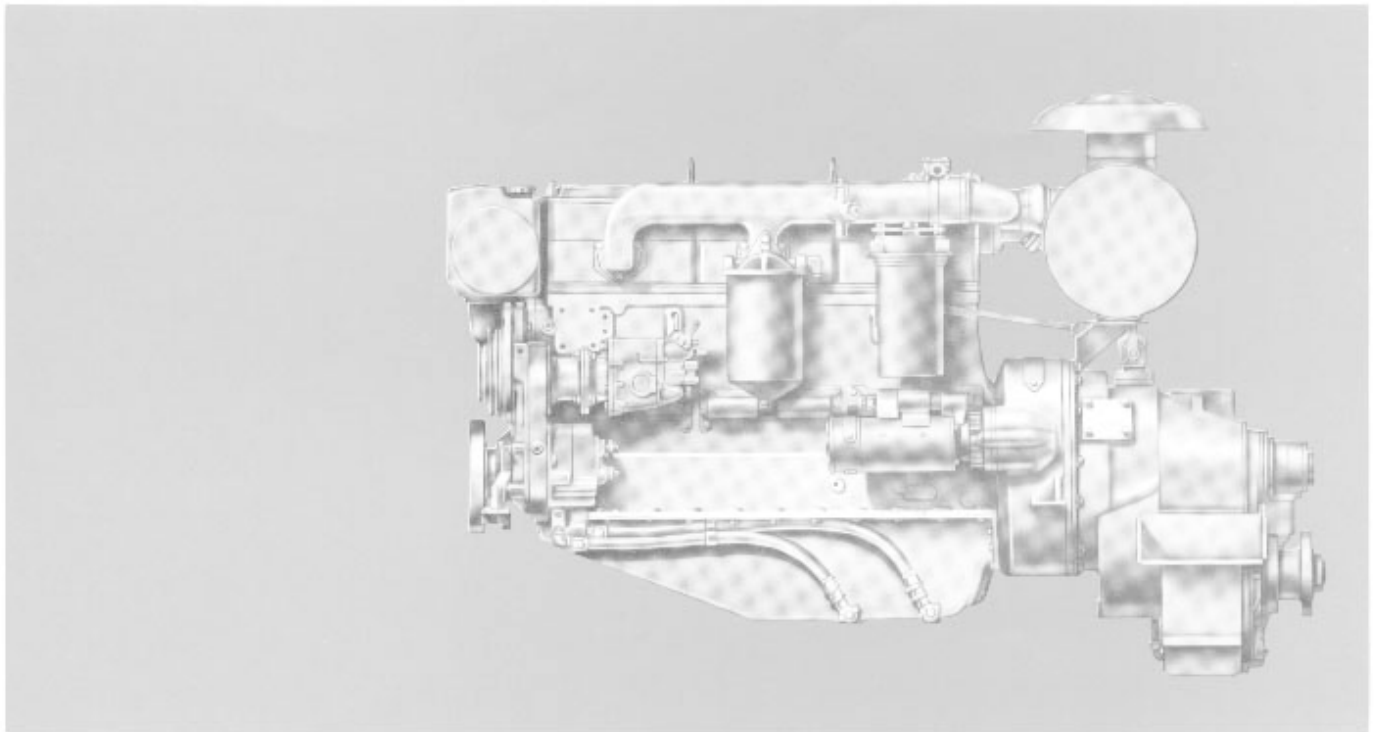


Cummins Marine Diesel

NT-855-M2



Specifications

Power Ratings 324 bhp
Governed RPM 2100
Number of Cylinders 6
Bore and Stroke 5½ x 6 in.
Piston Displacement . . . 855 cu. in.
Operating Cycles 4
Lube System Oil Cap. 11.5 U.S. gals.
Coolant Capacity 12 U.S. gals.
Net Weight with Std.
Accessories, Dry 3925 lbs.

	<u>Metric</u>
	242 kW
	2100
	6
	140 x 152mm
	14 l
	4
	43.5 l
	45.4 l
	1 782 kg

Design Features

Bearings: Precision type, steel backed inserts, 7 main bearings, 4½ in. (114mm) diameter. Connecting Rod — 3½ in. (79mm) diameter.

Camshaft: Single camshaft controls all valve and injector movement. Induction hardened alloy steel with gear drive.

Camshaft Followers: Roller type for long cam and follower life.

Connecting Rods: Drop forged, 12 in. (305mm) center to center length. Rifle drilled for pressure lubrication of piston pin. Taper piston pin end reduces unit pressures.

Cooler, Lubricating Oil: Tubular type, jacket water cooled.

Crankshaft: High tensile strength steel forging. Bearing journals are induction hardened. Fully counterweighted.

Cylinder Block: Alloy cast iron with removable, wet liners.

Cylinder Heads: Each head serves two cylinders. Drilled fuel supply and return lines. Corrosion resistant inserts on exhaust valve seats.

Damper, Vibration: Viscous type.

Fuel System: Cummins AFC-VS (plugged) wear-compensating system with integral, dual, flyball type, mechanical variable speed governor. Camshaft actuated injectors.

Gear Train: Heavy duty, located at front of cylinder block.

Lubrication: Force feed to all bearings, gear type pump.

Pistons: Aluminum, cam ground, with three compression and one oil ring.

Piston Pins: 2 in. (51mm) diameter, full floating.

Thermostat: Single unit, modulating by-pass type.

Valves: Dual intake and exhaust each cylinder. Each valve 1 $\frac{7}{8}$ in. (48mm) diameter. Heat and corrosion resistant face on exhaust valve.