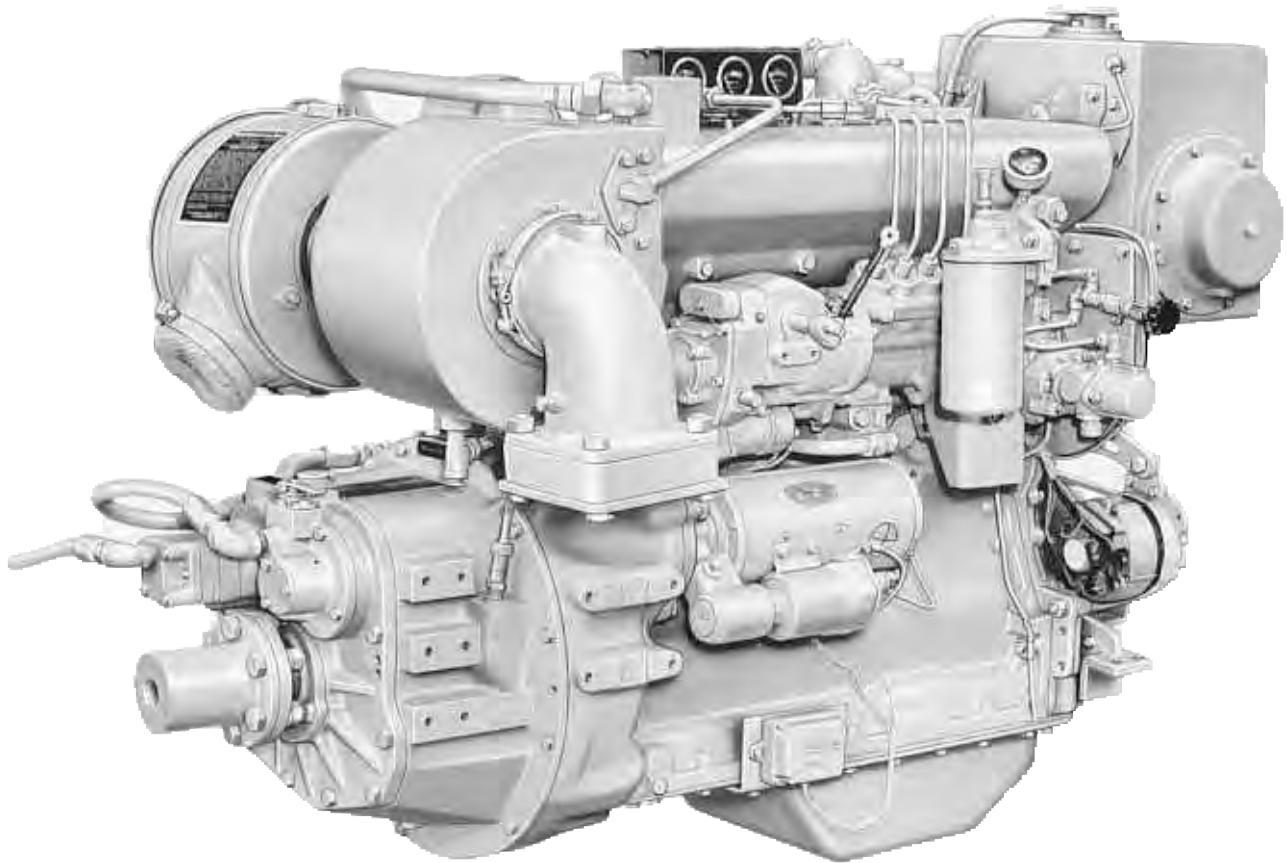




CATERPILLAR

3304

MARINE ENGINE



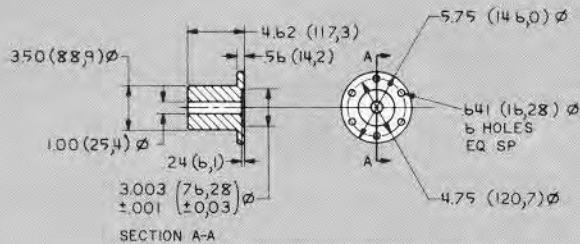
MARINE ENGINE

		Turbocharged Model	Natural Aspiration
Maximum (Flywheel)* @ 2200 RPM	BHP	200	115
	HP (metric)	203	117
Intermittent (Flywheel)* @ 2200 RPM	BHP	165	100
	HP (metric)	167	101
Continuous (Flywheel) @ 2000 RPM	BHP	125	85
	HP (metric)	127	86
Continuous (Shaft) @ 2000 RPM	BHP	121	82
	HP (metric)	123	84
Approx. Fuel Consumption @ Full Cont. Shaft HP	Gal/Hr	7.4	5.2
	Lit/Hr	28,1	19,7

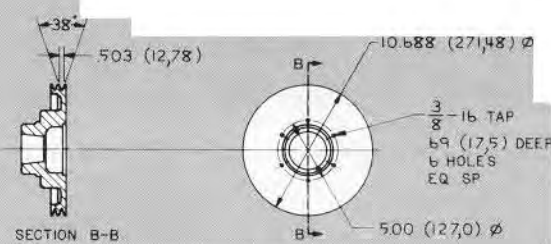
*For Maximum & Intermittent Applications, consult Factory.

DESCRIPTION

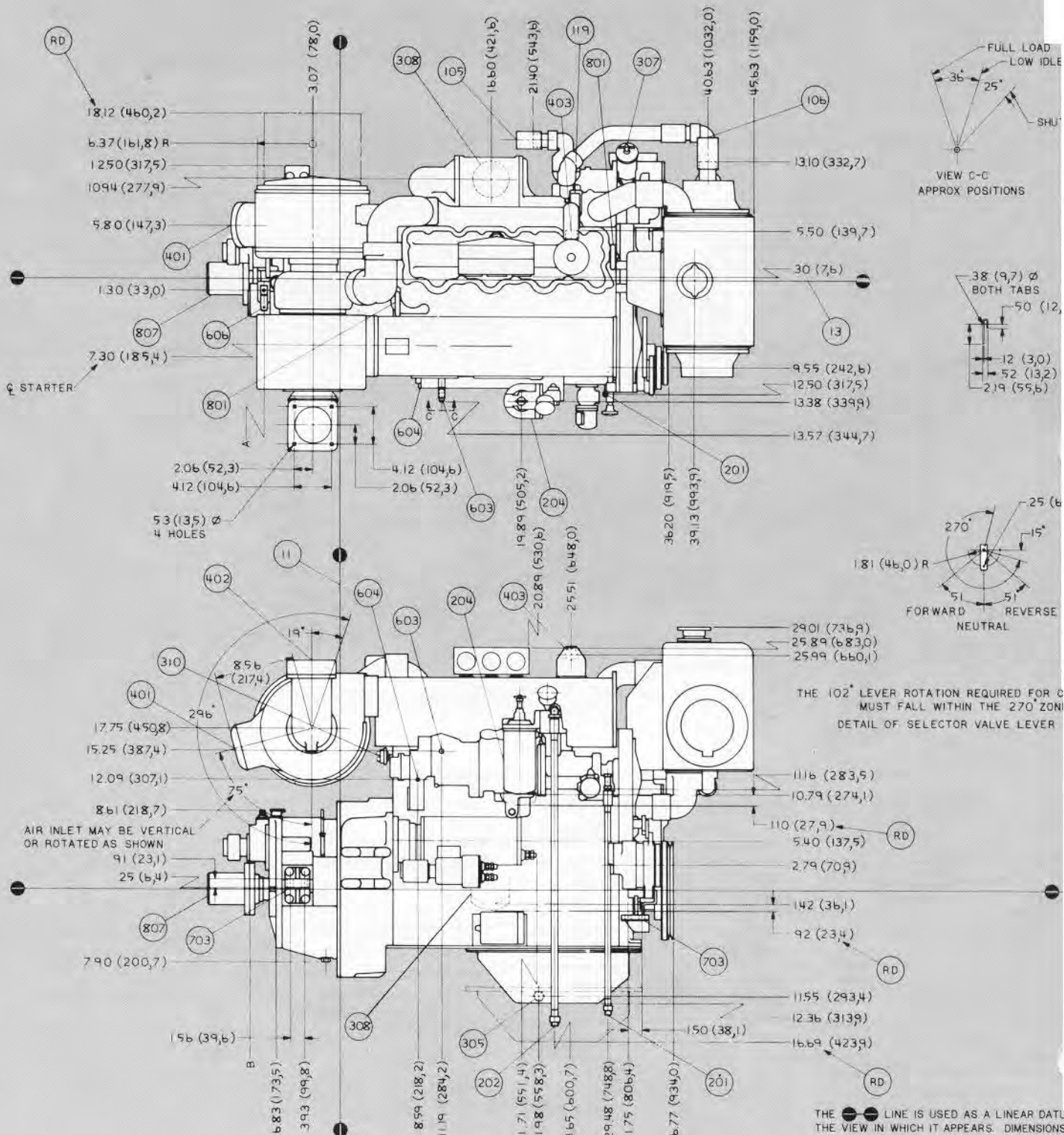
Four stroke cycle, Diesel
 Number of cylinders. In-Line 4
 Bore and stroke: inches. 4.75 x 6.00
 millimetres. 121 x 152
 Displacement: cu. in. 425
 litres. 7,0
 Low idle speed. 650 RPM
 Engine Rotation. SAE Standard
 Approximate dry weight lb kg lb* kg*
 Engine (T) (NA*) 1900 861 1850 840
 Marine gear. 340 154 340 154
 Total. 2240 1015 2190 994



DETAIL OF COMPANION FLANGE 6L8385



DETAIL OF CRANKSHAFT PULLEY 8L5016

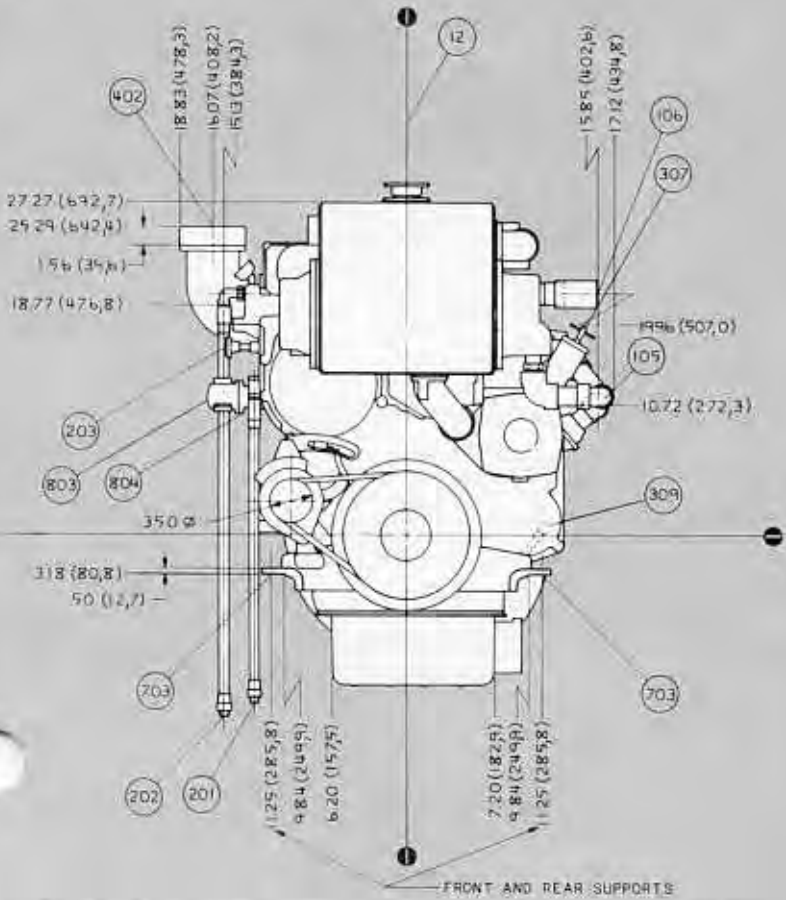


THE 102° LEVER ROTATION REQUIRED FOR C MUST FALL WITHIN THE 270 ZONE
DETAIL OF SELECTOR VALVE LEVER

THE ●—● LINE IS USED AS A LINEAR DATUM LINE IN THE VIEW IN WHICH IT APPEARS. DIMENSIONS PRINTED PARALLEL TO THE DATUM LINE PERTAIN TO THAT VIEW. DIMENSIONS WITH ARROWHEADS NOT PERTAIN TO THE DATUM LINE, EXCEPT IN AUXILIARY VIEWS.

*EXCESS FUEL SHOULD BE PIPED TO FUEL SUPPLY TANK TO ELIMINATE ENTRAINED AIR FROM SYSTEM

- | | |
|--|--|
| (11) REAR FACE OF FLYWHEEL HSG. | (401) AIR INLET 500 (127,0) OD |
| (12) ENGINE | (402) EXHAUST 4-STD PIPE TAP |
| (13) CRANKSHAFT | (403) BREATHER OUTLET 1 3/4 (33,3) ID HOSE |
| (105) SEA WATER INLET
1 1/2 (41,1) ID HOSE-275 (69,8) LONG | (603) GOVERNOR CONTROL SHAFT
5/8-36 SERRATIONS |
| (106) SEA WATER OUTLET
1 1/2 (41,1) ID HOSE-350 (88,9) LONG | (604) MANUAL SHUT-OFF SHAFT (SEE DETAIL.) |
| (114) WATER MAKER SUPPLY.
1/2-STD PIPE TAP | (606) SELECTOR VALVE LEVER (SEE DETAIL.) |
| (115) WATER MAKER OUTLET
3/4-STD PIPE TAP | |
| (119) WATER TEMPERATURE CONTACTOR | |
| (201) FUEL INLET LINE 3/8-STD PIPE TAP
24.00 (609,6) LONG | (703) CUSTOMER MOUNTING HOLES
66 (1,68) Ø 4 HOLES EACH SIDE |
| (202) FUEL RETURN LINE 3/8-STD PIPE TAP
33.00 (838,2) LONG | |
| (203) FUEL PRIMING PUMP | |
| (204) FUEL FILTER | |
| (303) OIL SUPPLY CONN 1/4-STD PIPE TAP | (801) LIFTING EYE |
| (304) OIL PRESSURE CONN 1/8-STD PIPE TAP | (803) SERVICE METER |
| (305) OIL DRAIN 1/8-1/2 TAP | (804) TACHOMETER DRIVE 1/2 ENGINE SPEED
CW ROT-SAE HEAVY 3/16 KEY DRIVE |
| (307) OIL FILLER | (807) COMPANION FLANGE (SEE DETAIL.) |
| (308) OIL FILTER | (808) EITHER STARTING AID 1/4-STD PIPE TAP |
| (309) OIL LEVEL GAGE | |
| (310) OIL PRESSURE CONTACTOR | (RD) REMOVAL DISTANCE |



FOR AR PL5227-CHANGE D FIGURES IN PARENTHESES () ARE IN MILLIMETRES

STANDARD EQUIPMENT INCLUDES*

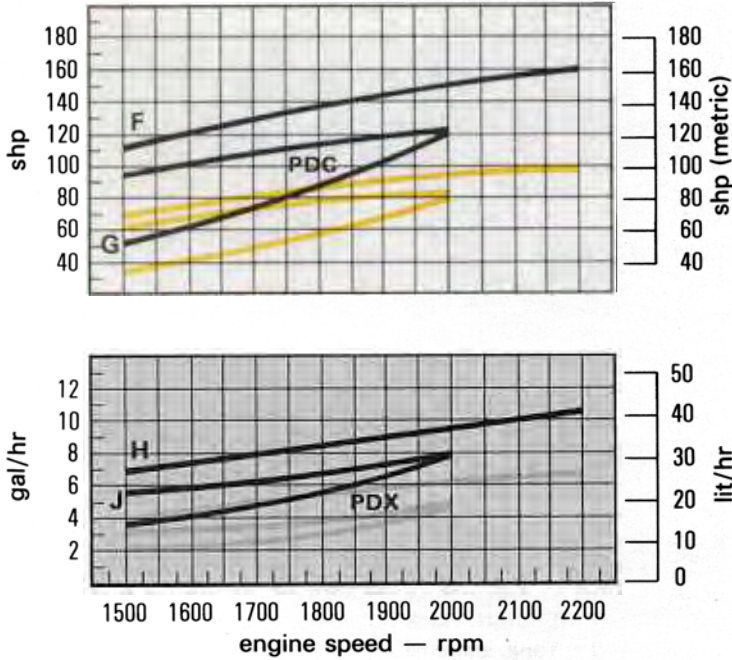
- Air Cleaner, Single-Stage, dry
- Alternator, Charging, 24 volt, 35 amp
- Breather, Crankcase
- Cooler, Lubricating Oil
- Drive, Tachometer, with Adapter
- Filters, Fuel, Lubricating Oil
- Flywheel and Flywheel Housing, SAE No. 2
- Gauge, Fuel Pressure
- Governor, Hydra-mechanical
- Lifting Eyes
- Paint, Caterpillar yellow
- Pumps, Fuel Priming, Jacket Water, gear-driven
- SAE Standard Rotation
- Service Meter
- Starting, Electric, 24-volt
- Supports
- Cooler, Marine Gear Oil
- Lines, Flexible Fuel
- Fuel Ratio Control
- Gear, Reverse and Reduction, Twin Disc MG506, includes propeller shaft flange.
- Governor Control Lever
- Heat Exchanger, installed, removable tube bundle.
- Manifold, Exhaust, Copper Nickel Watercooled
- Pump, Auxiliary (Sea Water), Gear-Driven
- Shutoff, Rack Solenoid
- Tank, Expansion

*Option of Engine only can be specified

ATTACHMENTS

- Rain cap, air cleaner, service indicator.
- Engine mounted controls, positive locking and vernier options, remote actuated, single cable, right side.
- Pilot house controls, single and two-lever, cable and fittings.
- Keel cooling conversion (excludes keel cooler).
- Exhaust fittings, elbows, water cooled elbows, mufflers for horizontal and vertical installations.
- Primary fuel filters
- Electric and mechanical tachometers, single and dual engines.
- Instrument panels, engine mounted or for pilot house, electric or mechanical instrumentation.
- Auxiliary drives, gear and pulley driven.
- Front enclosed clutch, Twin-Disc.
- Alarm switch, oil pressure and water temperature.
- Air starting motor, includes fuel priming pump, air receiver, pressure reducing air valve.
- Hydraulic starting.
- Battery sets for electric starting, glow plugs.
- Bilge and deck-washing pumps.

RATING CURVES—SHAFT HORSEPOWER
 — TURBOCHARGED — NATURALLY ASPIRATED



PDC—TYPICAL PROP. DEMAND CURVE FROM 121 SHP AT 2000 RPM
 PDX—TYPICAL PROP. DEMAND FUEL CONSUMPTION CURVE FROM 121 SHP AT 2000 RPM
 PDC—TYPICAL PROP. DEMAND CURVE FROM 82 SHP AT 2000 RPM
 PDX—TYPICAL PROP. DEMAND FUEL CONSUMPTION CURVE FROM 82 SHP AT 2000 RPM
 F—INTERMITTENT (DIN 6270—N₆)—SHAFT HORSEPOWER
 G—CONTINUOUS (DIN 6270—N₆)—SHAFT HORSEPOWER
 H—FUEL CONSUMPTION BASED ON CURVE F
 J—FUEL CONSUMPTION BASED ON CURVE G

RATINGS:

INTERMITTENT is the horsepower and speed capability in applications having variable speed and/or load requirements.

CONTINUOUS is the horsepower and speed capability that can be utilized without interruption or load cycling.

OTHER RATINGS: Published intermittent and continuous ratings are a general guide for world-wide use over a broad application range. Other ratings, yielding higher performance and economic return, are available to meet the requirements of particular applications.

Intermittent and continuous metric performance at 736mm (28.97 In. Hg.) and 20°C (68°F)—DIN 6270.

Fuel consumption is based on fuel oil having a HHV of 19,590 btu/lb (45,570 kJ/kg) and weighing 7.076 lb. per U.S. Gal. (848 gm per litre). Engine equipped with fuel, lube oil, and jacket water pumps.

MARINE GEAR SPECIFICATIONS . . .

TWIN-DISC MG506

- Adjustment-free oil-bathed multiple-disc sintered metal clutches . . . hydraulically controlled . . . separate clutch pack for forward and reverse.
- Gears in constant mesh, full power for both forward and reverse duty . . . twinning flexibility.
- Lubricant strained and cooled before entering pressurized system.
- Hardened, ground and honed gears.
- Come-Home lock-up feature.
- Warranted by Caterpillar.

MARINE GEAR	GEAR RATIOS
Twin-Disc MG506	1.97:1 Forward and Reverse 2.96:1 Forward and Reverse 3.79:1 Forward and Reverse 4.48:1 Forward and Reverse

- Certification by major marine classification societies is available.
- Auxiliary-power engine configurations can be specified. Consult your application specialist.

Materials and specifications are subject to change without notice.

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