### MARINE ENGINE

<table>
<thead>
<tr>
<th></th>
<th>BHP</th>
<th>HP (metric)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum (Flywheel)*</td>
<td>465</td>
<td>472</td>
</tr>
<tr>
<td>@ 2100 RPM</td>
<td>395</td>
<td>401</td>
</tr>
<tr>
<td>Intermittent (Flywheel)*</td>
<td>375</td>
<td>380</td>
</tr>
<tr>
<td>@ 2100 RPM</td>
<td>325</td>
<td>330</td>
</tr>
<tr>
<td>Continuous (Flywheel)</td>
<td>275</td>
<td>279</td>
</tr>
<tr>
<td>@ 1800 RPM</td>
<td>250</td>
<td>254</td>
</tr>
<tr>
<td>Continuous (Shaft)</td>
<td>265</td>
<td>270</td>
</tr>
<tr>
<td>@ 1800 RPM</td>
<td>240</td>
<td>245</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aspiration</th>
<th>TA</th>
<th>T</th>
<th>T</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approximate Fuel Consumption</td>
<td>15.4 Gal/Hr</td>
<td>13.1 Ltr/Hr</td>
<td>12.0</td>
</tr>
<tr>
<td>Full Continuous Shaft HP</td>
<td>58.3</td>
<td>49.6</td>
<td>46.0</td>
</tr>
</tbody>
</table>

### DESCRIPTION

- Four-stroke cycle Diesel engine
- Number of cylinders: In-line 6
- Bore and stroke: inches 5.4 x 6.5 millimetres 137 x 165
- Displacement: cu. in. 893 litre 14.6
- Low idle speed (RPM): 600
- Engine rotation: CCW (only)
- Dry weight, approximate: Lb Kg 3075 1400
- Engine with Twin Disc Gear
  - MG512, MG514 (3.5:1 only): 4271 1937
  - MG514: 4576 2076
  - MG514M: 4786 2171
  - MG509: 3735 1699
REFERENCE LAYOUT
#40-82137 (Modified)
MG 512/514 SHOWN
STANDARD EQUIPMENT

Lube Oil Cooler  
Tachometer Drive  
Fuel Filter (Spin-on) Type  
Lube Oil Filter (Spin-on) Type  
Flywheel  
Flywheel Housing, SAE #1  
Hydra-mechanical Governor  
Lifting Eyes  
Watercooled Exhaust Manifold  
Oil Filler and Dipstick  
Fuel Priming Pump  
Fuel Transfer Pump  
Jacket Water Pump, Gear Driven, Centrifugal  
SAE Standard Rotation  
Service Meter  
Watercooled Turbocharger  
Front Supports  
Expansion Tank  
Automatic Variable Timing  
Vibration Damper  
Marine Gear Oil Cooler  
Air Fuel Ratio Control

ATTACHMENTS

☐ Remote Actuated Controls  
☐ Rack Solenoid Shutoff (24 or 32 volt)  
☐ Pilot House Controls  
☐ Heat Exchangers—Keel Cooling Arrangements  
☐ Auxiliary Seawater Pump  
☐ Flexible Exhaust Fittings, Elbows, and Flanges  
☐ Flexible Fuel Lines  
☐ Primary Fuel Filters  
☐ Tachometers  
☐ Engine-Mounted Instrument Panels  
☐ Pilot House Instrument Panels  
☐ Remote-Mounted Oil Filters  
☐ Auxiliary Pulleys  
☐ Oil Pressure, Water Temperature and Overspeed Contactors  
☐ Mechanical Shutoffs  
☐ Starting; Air, Electric and Hydraulic  
☐ Alternators  
☐ Glow Plugs  
☐ Bilge Pumps and Drives  
☐ Keel Cooling Connection Group  
☐ Sump Pumps  
☐ MG512 Marine Gear; 2:1, 3:1 F & R Gear Ratios  
☐ MG514 Marine Gear; 3.5:1, 4.5:1, 6.0:1 F & R Gear Ratios  
☐ MG514M Marine Gear with Omega Power Control: 4.5:1, 6.0:1  
☐ MG509 Marine Gear; 1.45, 2.0, 2.95, 3.83, 4.5:1 (For 235 HP Version)

Additional attachments and alternate locations are available. Consult your Caterpillar Representative for specific requirements.
RATINGS

MAXIMUM is the horsepower capability of the engine that can be demonstrated within 5% at the factory.

SHAFT HORSEPOWER is the output capability of the engine equipped with air cleaner, fuel, lube oil, jacket water pump and marine gear i.e. net output.

INTERMITTENT is the horsepower and speed capability in applications having variable speed and/or load requirements.
CONTINUOUS is the horsepower and speed capability of the engine which can be used 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.

PERFORMANCE at SAE standard conditions of 29.38 in (746 mm) Hg. and 85°F (30°C)—SAE J816. Metric conditions are 736 mm (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).