

# N3.21 engine

15.4 kW (21 hp) at 3600 rpm

## Kubota engine base

The latest technologies employed by Kubota resulted in a robust design for the N3.21.

The industrial engine base is proven in the most difficult conditions of usage.

## Reliability and Comfort

This engine has a proven reliability record and the new marinization has even added to its quality level.

The latest generation heat exchanger improves the temperature regulation, which quality can particularly be appreciated when a boiler is installed. This system further increases the reliability and longevity of the N3.21.

A special coating of the pistons with molybdenum lowers friction and reduces engine vibrations resulting in supplementary comfort concerning the sound levels.

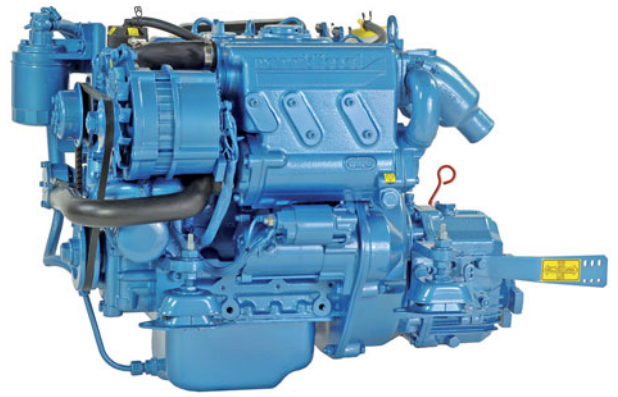
## Ease of installation

The N3.21 offers several onboard installation options making it suitable for a vast variety of boats.

Repowering your boat is a breeze with our installation kits which are specifically designed to eliminate the need to modify the frame of your existing engine compartment.

## Clean power supply

The N3.21 does not need electronic equipment to comply with the latest environmental requirements on raw materials. The emission regulations EU-RCD, US-EPA and BSO are easily complied with as the result of the improved combustion and injection system E-TVCS (Environmental-Tri Vortex Combustion System). The particulate emission and smoke have been significantly reduced and the fuel consumption has been dramatically improved.



## Main characteristics

- Kubota base engine
- Optimized cooling system
- E-TVCS injection system
- Wide range of equipment
- Ease of repowering

## Available transmissions

- TMC40 (mechanical)
- TTMC35A (mechanical) 7°
- Sail Drive SP60 ratio. 2.38:1

## Applications

- Sailing boat
- Displacement hulls

## Technical specifications

<b>Engine base</b>	Kubota
<b>Rated power (kW/hp)*</b>	15.4 / 21
<b>Rated rpm (rpm)*</b>	3600
<b>Displacement (cm<sup>3</sup>/in<sup>3</sup>)</b>	719 / 46.86
<b>Number of cylinders</b>	3 in line
<b>Bore and stroke (mm/in)</b>	67 x 68 / 2,64 x 2.68
<b>Compression ratio</b>	23:1
<b>Combustion system</b>	Indirect (E-TVCS)
<b>Intake</b>	Naturally aspirated
<b>Cooling</b>	Closed cooling with heat exchanger
<b>El. equipment / Alternator</b>	12V / 70A
<b>Instrument panel</b>	A4
<b>Transmission</b>	Mechanical gearbox Sail Drive SP60 ratio. 2.38:1
<b>Engine Max. Install. Angle</b>	15° (dynamic)
<b>Certifications</b>	EPA, BSO, SAV, EU-RCD
<b>Dry weight with TMC40 (kg/lb)</b>	106 / 233
<b>Dry weight with Sail Drive (kg/lb)</b>	144 / 311
<b>Connections diameter</b>	
<b>Exhaust (mm/in)</b>	40 / 1.57
<b>Fuel (mm/in)</b>	8 / 0.31
<b>Sea Water (mm/in)</b>	20 / 0.79

\* At engine flywheel, according to ISO 8665-1



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## Standard equipment

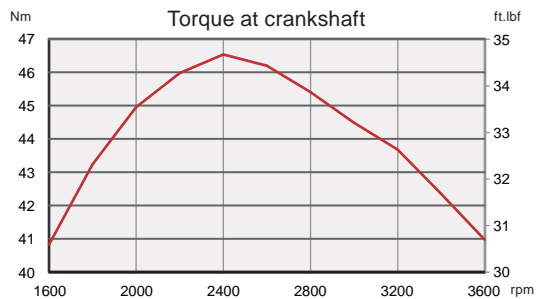
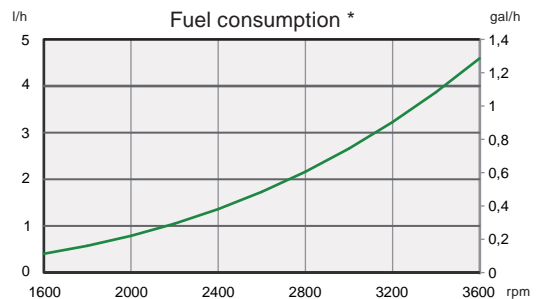
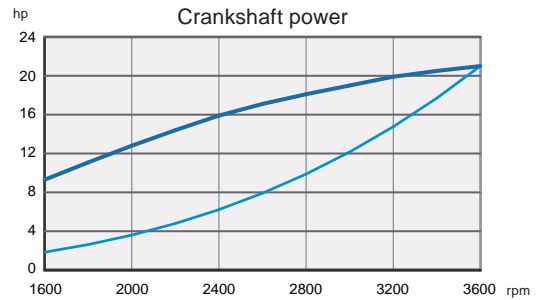
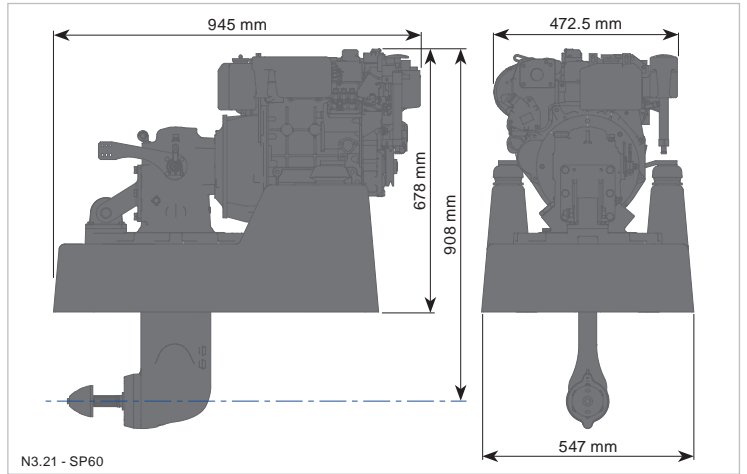
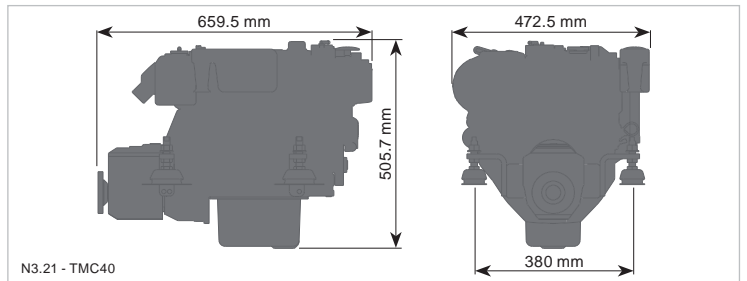
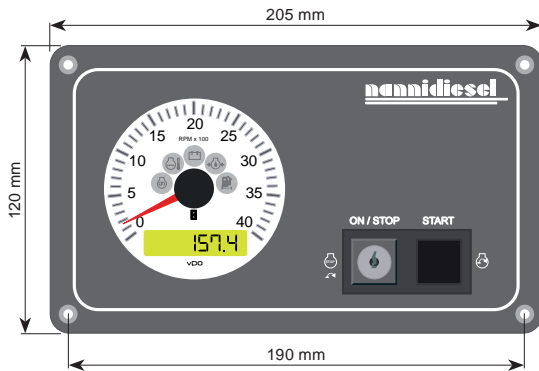
- Polyester frame (for Sail Drive version)
- Warranty certificate
- Fresh Water Cooled Exhaust Manifold
- Exhaust elbow
- Closed cooling with heat exchanger
- 4 meter electrical harness
- Fuel filter
- Oil filter
- Mechanical gearbox or Sail Drive
- Owner's manual
- Sea water pump
- Coolant circulating pump
- In line injection pump
- Fuel feed pump
- Oil extraction pump
- Control cables mounting points
- Flexible engine mounts
- Electrical system 12V
- Thermostat

## Optional equipment

- Keel Cooling
- Two pole electrical system
- PTO Pulley
- Remote control
- Sea water hoses
- Fuel hoses
- Sea water filter
- Flexible coupling
- Exhaust system

## A4 panel

- Tachometer and hour meter / Voltmeter
- Ignition key / Start button
- Battery charge warning light
- Engine oil pressure warning light
- Water in fuel filter warning light
- Coolant temperature warning light
- Preheating warning light



— Crankshaft power (hp)  
 — Power calculated at propeller exp 3  
 \*Fuel consumption calculated at propeller load exp 3

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