

NEANDER
MOTORS



Dtorque
50

Specification Guide

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1 Dual Crankshaft Design

The patented dual crankshaft design provides a roll torque free operation of the engine on the transom. The objective of this is to eliminate mass forces using the two counter rotating crankshafts.

2 Automatic Thermomangement

The Automatic Thermo-Management System manages engine temperatures and further reduces the risk of engine downtime due to overheating.

3 Aluminium Cylinder Block

The cylinder block of the engine is an Aluminum design. A closed deck with pressed-in dry cast iron cylinder sleeves, this feature optimises servcability and protection.

4 Bosch Common Rail Fuel System

The Bosch Common Rail fuel system enables quick and direct injection of fuel into the engine cylinders. The sytem delivers greater power and efficiency whilst minimising generation of noise, vibration and smoke.

5 Optimised Oil Cooling

Our lower unit features a unique oil cooling system. Within the oil pen, we have included internal fins. This helps us optimise the oil cooling process.

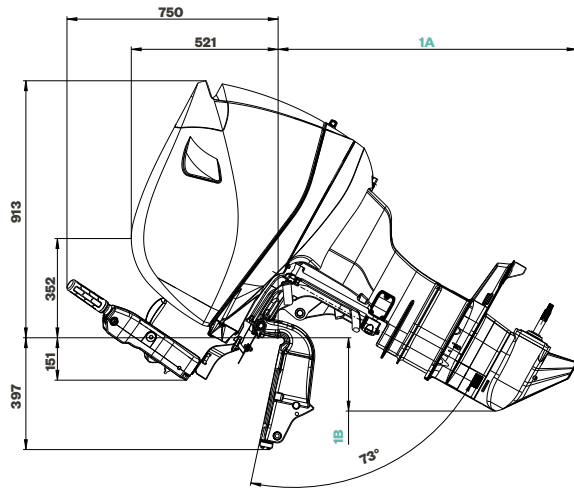


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Technical Specifications

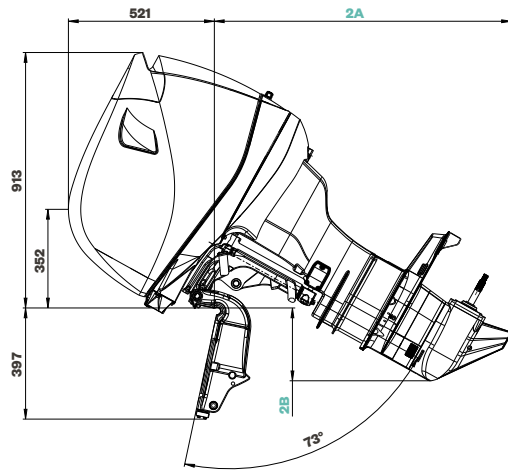
Power	36,8 kW/50 hp at 3.500 - 4.000 min-1
Max. Torque	111 Nm at 2000 - 3000 min-1
Engine Type	Turbo-charged parallel twin diesel engine
Balance	Dual counter-rotating crankshafts
Swept Volume	804 ccm
Bore x Stroke	80 x 80 mm
No. Cylinders	2 In-Line, twin
Intake	Water cooled turbo charger and charge air cooling
Lubrication	Integrated dry sump - pressure lubricated
Fuel	Diesel
Injection	Bosch common rail direct injection
Starting	Electric
Alternator	Standard 12 V/300 W
Cooling	Neander Active Thermo-Management System (ATMS)
Exhaust	Integrated underwater thru-hub propeller
Steering	Tiller / remote control, optional
Suspension	Silent block controlled compression and traction
Trim	Power trim
Shift	Mechanical - dog-clutch gearing
Transmission	Ratio 13/27 (2.07:1)
Available Shaft	Versions 20" (L) and 25" (XL)
Standard Propeller Type	3-blade with built in damper
Weight	175kg (dry)

Technical Drawings



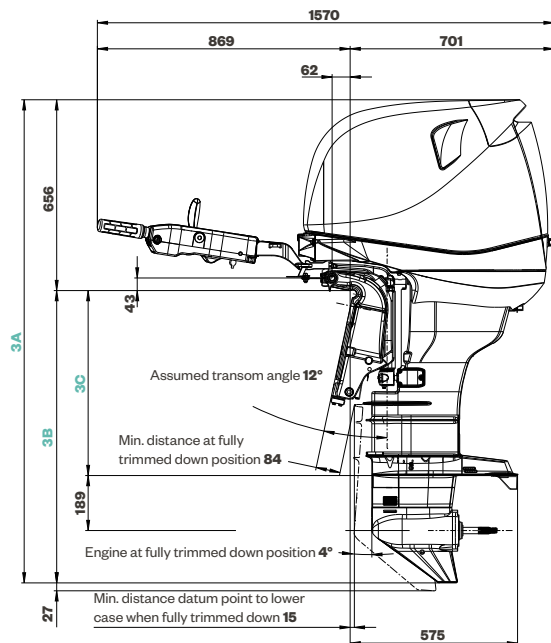
1 Engine fully tilted up with tiller handle

1A 951 (L) / 1062 (XL), 1B 199 (L) / 260 (XL)



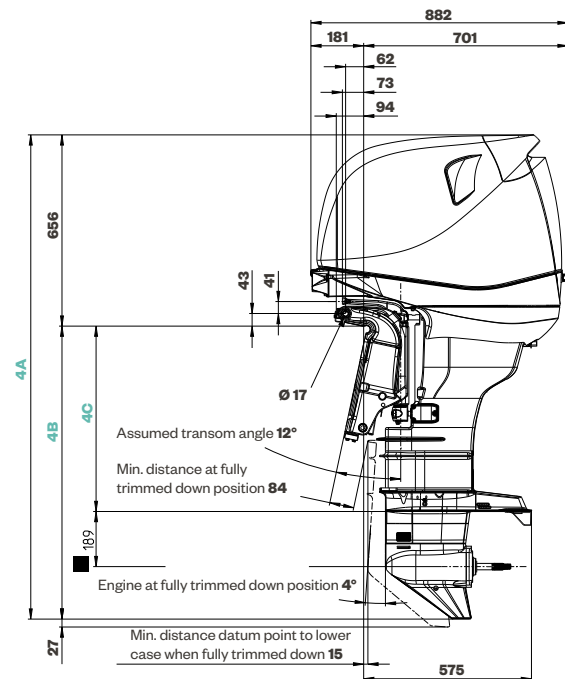
2 Engine fully tilted up without tiller handle

2A 951 (L) / 1062 (XL), 2B 199 (L) / 260 (XL)



3 Engine in vertical position with tiller handle

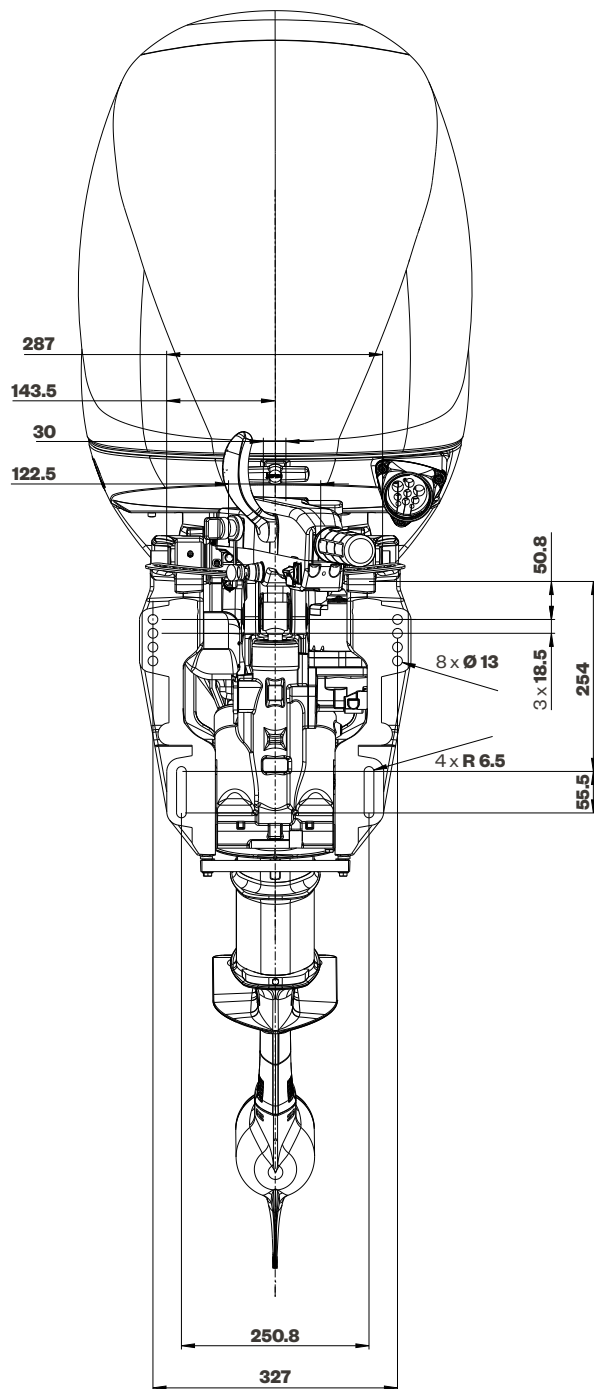
3A 1531 (L) / 1661 (XL), 3B 878 (L) / 1005 (XL), 3C 509 (L) / 636 (XL)



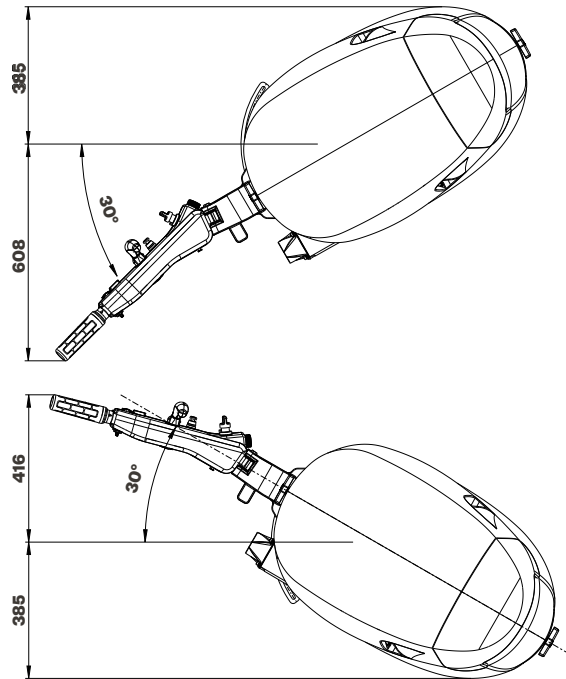
4 Engine in vertical position without tiller handle

3A 1531 (L) / 1661 (XL), 3B 878 (L) / 1005 (XL), 3C 509 (L) / 636 (XL)

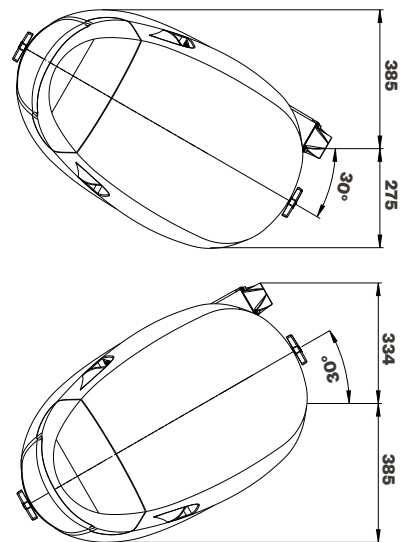
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5 Transom Bracket Dimensions

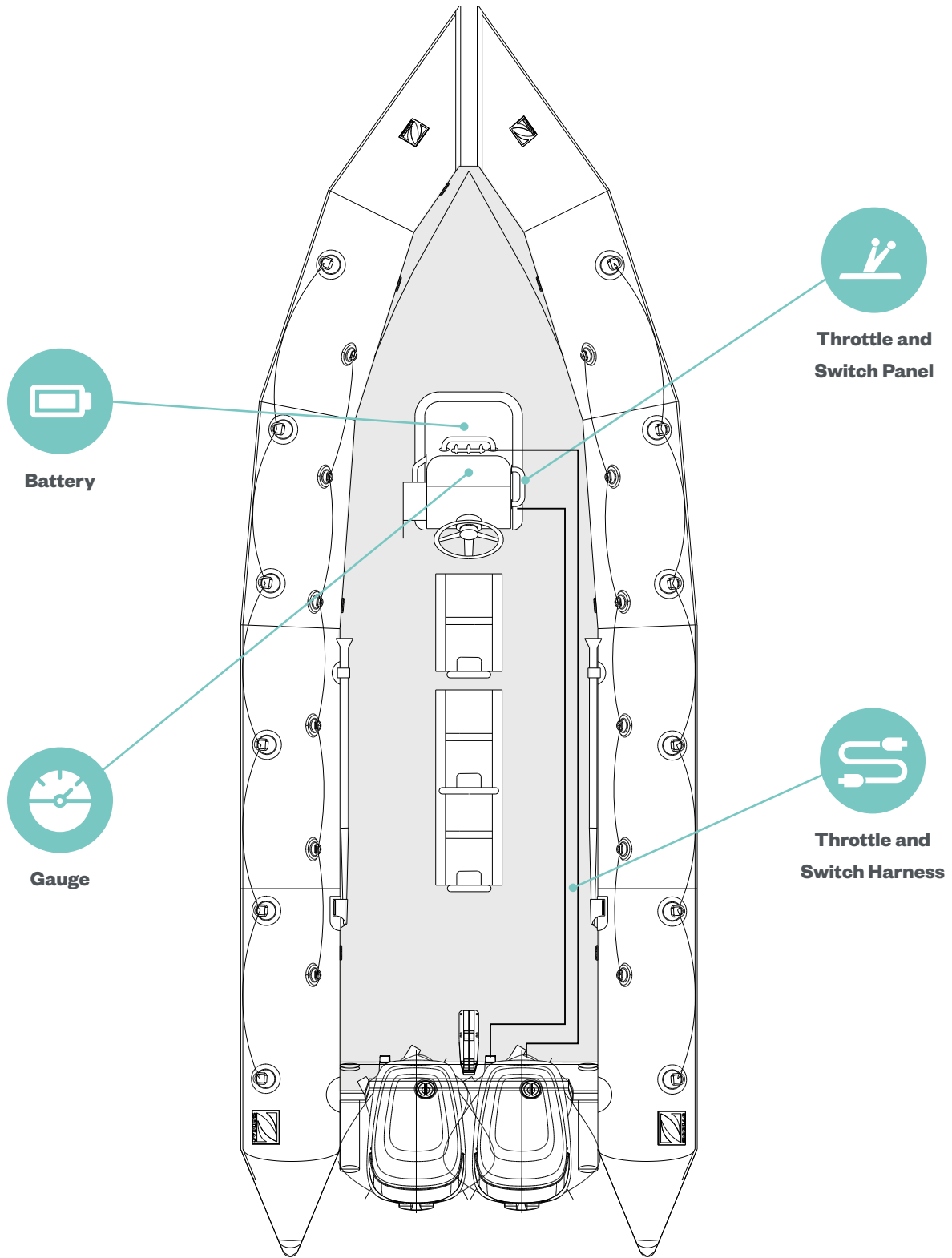


6 Steering angle with tiller handle



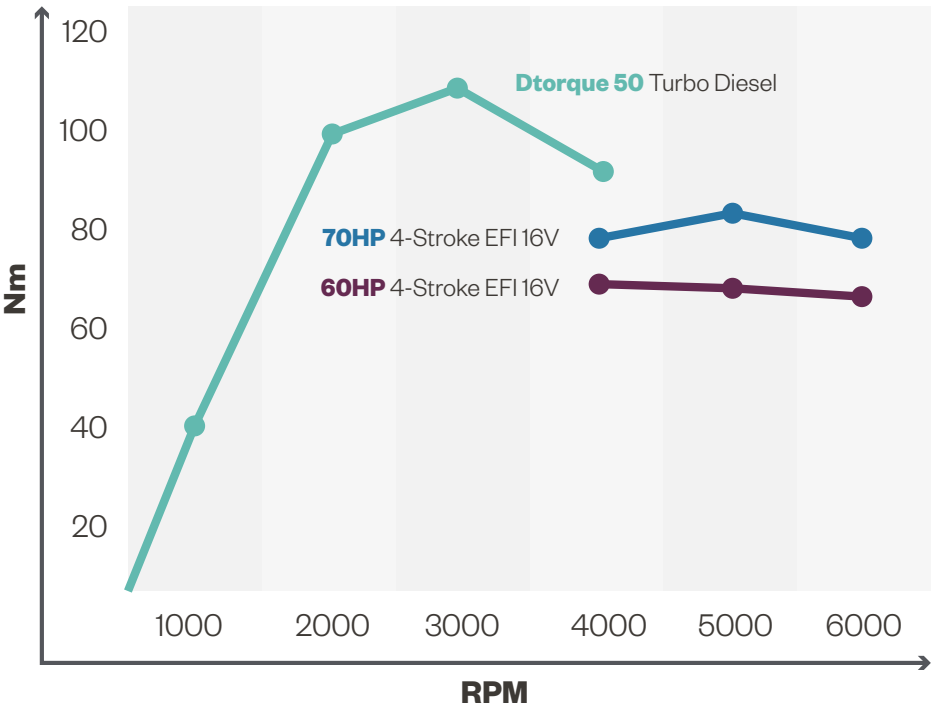
7 Steering angle without tiller handle

Rigging Schematic

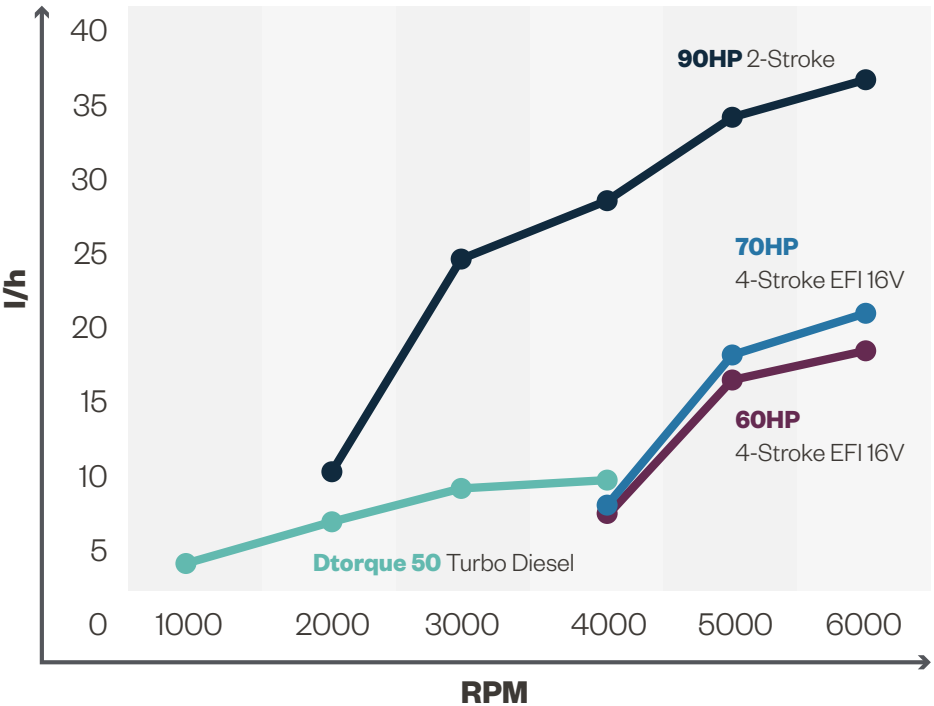


Performance Comparison

Torque Comparison



Fuel Consumption





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