

CURRENT "P" PRODUCTION MODELS

**YANMAR ENGINES
ENGINE SPEED AND PROPELLER MATCHING
"JUDGMENT STANDARD"**

10/15/01

<u>HP</u>	<u>ENGINE MODEL</u>	<u>MAX CONT RPM</u>	<u>MAX OUTPUT RPM</u>	<u>MAX NO-LOAD RPM (APPROX)</u>	<u>IDLING RPM (APPROX)</u>	<u>WOT RPM FOR PROPELLER MATCHING CALC</u>	<u>TACH SETTING</u>
200	4LHA-DTP	3200	3300	3685+/-25	725-775	3425-3525	127
240	4LHA-STP	3200	3300	3685+/-25	725-775	3425-3525	127
260	6LPA-DTP	3600	3800	4200+/-25	725-775	3950-4050	117
315	6LPA-STP	3600	3800	4200+/-25	725-775	3950-4050	117
315	6LYA-UTE	3100	3300	3700+/-25	670-730	3425-3525	129
370	6LYA-STP	3100	3300	3700+/-25	670-730	3425-3525	129
420	6CXM-FTE	2600	2700	3000+/-25	750-775	2800-2850	129
440	6LYZA-STP	3100	3300	3700+/-25	670-730	3425-3525	129
465	6CXM-GTE	2750	2850	3200+/-25	750-775	2950-3025	129
500	6CXM-GTE-2	2800	2900	3250+/-25	750-775	3000-3075	129

When choosing propellers for a vessel, it is important to target the high side of the WOT range. This will ensure that the vessel does not become overloaded as weight and/or bottom growth is added.

Tachometer accuracy and No-Load (wide open throttle in neutral) RPM should be verified before selecting propellers.