



MERCURY
Diesel

POWERED BY **FPT**

6.7L MERCURY DIESEL

- ✓ **Reliable**
- ✓ **Easy to Maintain**
- ✓ **Integrated Controls**



The mechanically fuel injected 6.7L Mercury Diesel engine sets a new benchmark for durability and reliability. Delivering excellent performance in a robust and functional layout, all components have been designed and engineered to withstand the toughest conditions on the water.

OVERVIEW

- Engine**
- ✓ I-6 Block
 - ✓ Gray Iron high strength block and heads for durability
 - ✓ Ladder frame cylinder block
 - ✓ Fracture split connecting rods
 - ✓ Rear gear train timing system
 - ✓ Functional engine lay out
 - ✓ Oil extraction hand pump

- Lubrication System**
- ✓ Self-draining oil filter for clean filter changes
 - ✓ Oil cooled pistons by J-jets

- Fuel System**
- ✓ Mechanical distributor pump
 - ✓ Mechanical direct fuel injection for precise fuel control

- Cooling System**
- ✓ Thermostat controlled
 - ✓ Closed cooled engine for corrosion resistance
 - ✓ Seawater cooled charge air cooler

- Exhaust System**
- ✓ Closed cooled manifolds
 - ✓ Closed cooled turbocharger
 - ✓ Seawater cooled risers

- Turbocharger**
- ✓ Single turbo
 - ✓ Waste gated
 - ✓ Closed cooled

- Electrical System**
- ✓ 12 V and 24 V system available
 - ✓ 90 A alternator (12 V)
 - ✓ 70 A alternator (24 V)

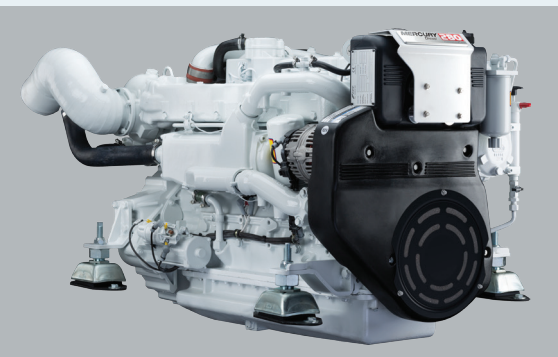
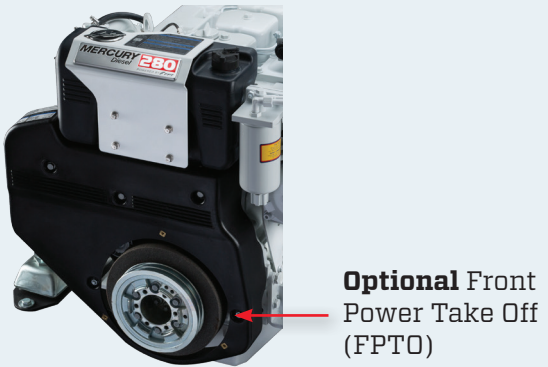
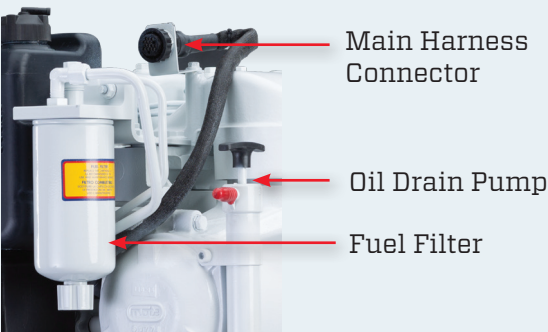
- PTO**
- ✓ Front pulley drive available

- Emissions**
- ✓ IMO Tier 2
 - ✓ IMO Tier 1 (200 HP)

- Certification**
- ✓ CCS / RINA type approval available



FEATURES



INSTRUMENT PANEL



- ✓ Tachometer with hour meter LCD
- ✓ Buzzer
- ✓ Engine Oil Pressure Gauge
- ✓ Coolant Temperature Gauge
- ✓ Voltmeter
- ✓ Ignition Start/Stop Switch
- ✓ Emergency STOP Button
- ✓ Warning Lights:
 - High coolant temperature
 - Low oil pressure with audible alarm
 - Alternator fault
 - Clogged air filter

STERNDRIVE OPTIONS



ENGINE FAMILIES

| Family | Models | Emissions IMO | Configuration | Drive Line Options |
|----------|--|---------------|-------------------------------|-----------------------------------|
| 6.7L 280 | 280 mHP 260 mHP 230 mHP 180 mHP | Tier 2 | Turbo Charged After Cooled | Bobtail Inboard Sterndrive* |
| 6.7L 220 | 200 mHP | Tier 1 | Turbo Charged | Bobtail Inboard Sterndrive |
| 6.7L 150 | 150 mHP 135 mHP | Not Required | Naturally Aspirated | Bobtail Inboard Sterndrive |

*Sterndrive is available for 230 mHP and 180 mHP only.

COMMERCIAL RATINGS

| MM Rating | Name / Application | Description |
|--|---|--|
| LDC Light Duty Commercial | Government, Commercial or any Revenue Producing Craft | Intended for use in variable load applications where <u>full power is limited to one hour out of every eight hours (12.5%) of operation.</u> This rating is government, commercial, or any revenue producing craft that operates less than 1,500 hours per year. |
| IDC Intermittent Duty Commercial | Government, Commercial or any Revenue Producing Craft | Intended for intermittent use in variable load applications where <u>full power is limited to two hours out of every eight hours (25%) of operation.</u> This rating is government, commercial or any revenue producing craft that operates less than 2,000 hours per year. |
| MCD Medium Continuous Duty | Government, Commercial or any Revenue Producing Craft | Intended for moderate use in variable load applications where <u>full power is limited to six hours out of every twelve hours (50%) of operation.</u> This rating is government, commercial or any revenue producing craft that operates less than 3,000 hours per year. |

STERNDRIVE APPLICATIONS

| Bravo 2 / Ratio | 135 mHP | 150 mHP | 180 mHP | 200 mHP | 230 mHP |
|-------------------|----------|----------|----------|----------|----------|
| Bravo 2X, 1.65:1 | Optional | Primary | Primary | N/A | N/A |
| Bravo 2X, 1.81:1 | Primary | Optional | Optional | N/A | N/A |
| Bravo 2X, 1.50:1 | Optional | Optional | Optional | Primary | Primary |
| Bravo 2XR, 1.65:1 | N/A | N/A | Optional | Optional | Optional |

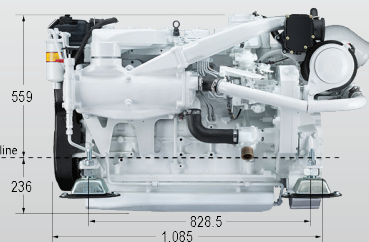
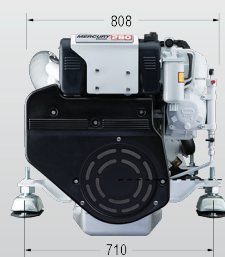
| mHP | 280 | 260 | 230 | 180* | 200* | 150* | 135* |
|---------------------------------|---|--------------|---------------------|--------------------|---------------------|---------------------------------|--------------------|
| Commercial Rating | Light Duty | | Intermittent Duty | Medium Duty | Intermittent Duty | Medium Duty | |
| Emission Certification | IMO Tier 2 | | | | IMO Tier 1 | Not Required | |
| Configuration / Cycle | I6, 4 Stroke Diesel | | | | | | |
| Dry Weight (kgs) | 605 | | | | | 530 | |
| Direction of Rotation | Counter Clockwise | | | | | | |
| Valves per Cylinder | 2 | | | | | | |
| Displacement (L) | 6.7 | | | | | | |
| Bore x Stroke (mm) | 104 x132 | | | | | | |
| Air Handling | Turbo Charged and After Cooled | | | | Turbo | Naturally Aspirated | |
| Rated RPM | 2,800 | | | 2,500 | 2,800 | | |
| Output (mHP / kW) | 280 / 206 | 260 / 191 | 230 / 169 | 180 / 132 | 200 / 147 | 150 / 110 | 135 / 99 |
| Max Torque (N-m) at RPM | 958 at 1,600 | 869 at 1,700 | 746 at 1,700 | 616 at 1,800 | 646 at 1,800 | 418 at 2,000 | 385 at 2,300 |
| Engine Cooling | Closed Cooled | | | | | | |
| Turbo Cooling | Closed Cooled | | | | | N / A | |
| Engine Stop | Fuel Shut Off | | | | | | |
| Flywheel Housing | SAE 3 | | | | | | |
| Bobtail Length (mm) | 1,085 | | | | | | |
| Bobtail Width (mm) | 808 | | | | | 706 | |
| Bobtail Height (mm) | 795 | | | | | 905 | |
| Inboard: ZF 220 [#] | 1.00:1, 1.50:1, 1.96:1, 2.48:1 & 3.00:1 | | | | | | N / A |
| Inboard: ZF 220A [#] | 1.24:1, 1.53:1, 2.04:1 & 3.00:1 | | | | | | N / A |
| Inboard: ZF 280IV [#] | 1.56:1, 2.06:1 & 2.56:1 | | | | | | N / A |
| Inboard: ZF 280-1 [#] | 2.48:1 | | | | | N / A | |
| Inboard: ZF 280-1A [#] | 2.48:1 | | | | | N / A | |
| Inboard: ZF 45A [#] | N / A | | | | | 1.26:1, 1.51:1, 2.03:1 & 2.43:1 | |
| Sterndrive-Primary** | N / A | | Bravo 2X 1.50:1 | Bravo 2X 1.65:1 | Bravo 2X 1.50:1 | Bravo 2X 1.65:1 | Bravo 2X 1.81:1 |
| Sterndrive-Optional** | N / A | | Bravo 2XR 1.65:1 | Bravo 2X 1.81:1 | Bravo 2XR 1.65:1 | Bravo 2X 1.81:1 | Bravo 2X 1.65:1 |

*The application rating for all Sterndrive models is Light Duty Cycle, LDC. The Sterndrive will be coupled to the engine via jackshaft.

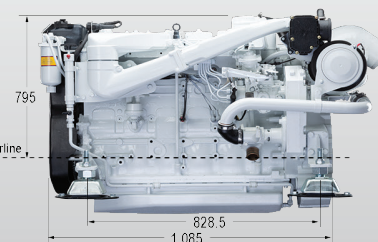
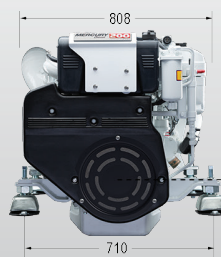
**The rating for Sterndrive and related hardware is 1 year or 500 hours, whichever is earlier.

[#]Transmissions will have similar ratings as engines.

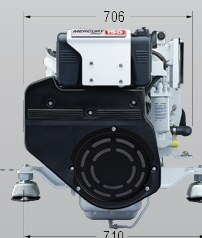
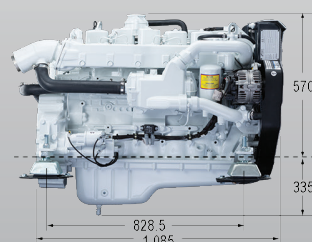
6.7L 280



6.7L 220



6.7L 150



All dimensions are in millimeter (mm). Please refer to the respective installation drawings for exact measurements.

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