

SABB DIESEL



THE FISHMAN'S CHOICE

Fishermen all over the world prefer reliable and economical engines in their boats. Norwegian Fishermen have been preferring SABB marine engines for more than 40 years, and during the last 10 years the SABB Diesel engine has become established in their parts of the world, mainly as the perfect main engine and auxiliary engine, but also as a diesel auxiliary engine for sailing boats and motorfishes.

The SABB engine utilizes the principle of expansion and fire, an advantage in any boat, and transmits the use of cheap fuel and smaller fuel tanks, the latter point being very important in sailing boats.

The manufacturers of the SABB Diesel have not neglected reducing vibration and noise to a minimum, a fact which partly explains the success of the engine.

PERFORMANCE



10 HP

marine
diesel engine

TYPE 10

10 HP 1 CYLINDER DIESEL
1200 RPM 1000 mm x 100
1000 mm x 100 mm

TYPE 10B

10 HP 1 CYLINDER DIESEL
1200 RPM 1000 mm x 100
1000 mm x 100 mm

SPECIFICATIONS:

Single cylinder, water cooled, fourstroke diesel
10 hp or 1000 gpm (24 metric hp)
Cylinder bore/stroke 100/100 mm, 3.94/3.94 in.
Crank capacity 100 mm - 40.2 mm.
Compression ratio 20:1
Maximum rotation per min
Propeller torque 700 gpm - 10.0 N.m.
Fuel consumption 200 gpm, 1000 mm x 100 mm
Lubrication consumption 1 gpm, 100 mm x 100 mm
Weight at engine 100 kg, 400 lb.

Includes the basic engine and it is a diesel engine and
it is a diesel engine and it is a diesel engine and it is a diesel engine

IMPORTANT FEATURES:

The engine is constructed in a lightweight and powerful
casting from aluminum alloy and is a diesel engine and it is a diesel engine and it is a diesel engine

The engine has a special lubricating system

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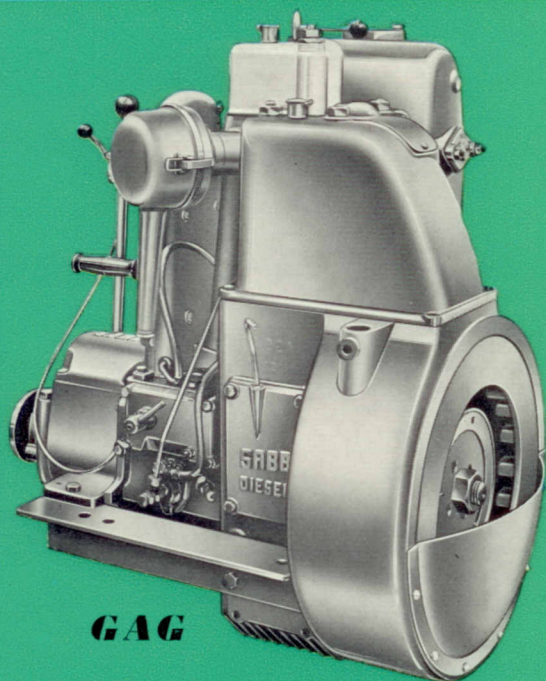
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GAG

TYPE GA

Med frikobling – omstyring og 2-bladet vridbar propell, diam. 450 eller 394 mm.

TYPE GAG

Med SABB reversgear og 3-bladet fast propell, diam. 400 mm.

SPESIFIKASJON:

1-sylindret, 4 takts luftkjølt dieselmotor

12 HK ved 1800 omdr./min.

Reduksjonsgear: 2:1

Sylinderdiam./Slaglengde: 95/120 mm

Sylindervolum: 0,85 liter

Kompresjonsforhold: 1:17

Direkte innsprøyting

Propellmoment: 10 Kpm.

Brennstofforbruk: 190 g/HK-time (2,8 l/t.)

Smøreoljeforbruk 2 g/HK-time

Vekt av motor: 220 kg

SJOSIKKER DRIVKRAFT

12 HK luftkjølt SABB DIESEL er i sin klasse blitt en av verdens ledende livbåtmotorer. Det er den blitt fordi den i praksis har vist seg å ha de egenskaper som teller mest i en livbåt: God startevne og høy driftssikkerhet. – Den lette starten skyldes:

1. Direkte innsprøyting og brennstoff mermengdeanordning ved lave temperaturer.
2. Lett å sveive p. g. a. rullelagre i veiv og ramme, og gunstig plassert sveiv.
3. Oversetning 1:2 mellom sveiv og veivaksel gir høy hastighet på et relativt tungt svinghjul.

Motoren er driftssikker fordi den har en enkel og robust konstruksjon, og er laget av sjøvannsbestandige materialer. Den er enkel å betjene og krever minimalt vedlikehold.

For den som skal kjøpe livbåtmotor er det også av største viktighet at denne motor er godkjent til livbåttbruk av de ledende internasjonale klassifikasjonselskaper (se baksiden).

KONSTRUKSJONSDETALJER:

Motoren har stor drivkraft fordi det innebygde reduksjonsgear gir mulighet for maksimal utnyttelse av motorkraften og det gunstigste turtall på en relativt stor propell eller stor stigning på den vridbare propell.

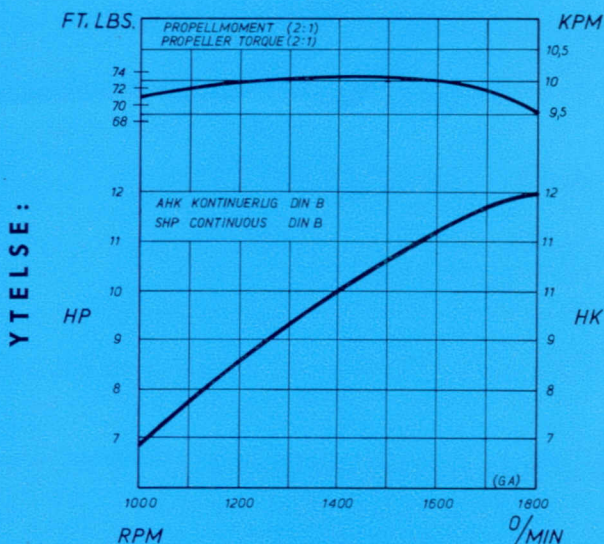
Kobling/omstyring og vridbar propell gir maksimal kraftutnyttelse uavhengig av strøm- og vindforhold.

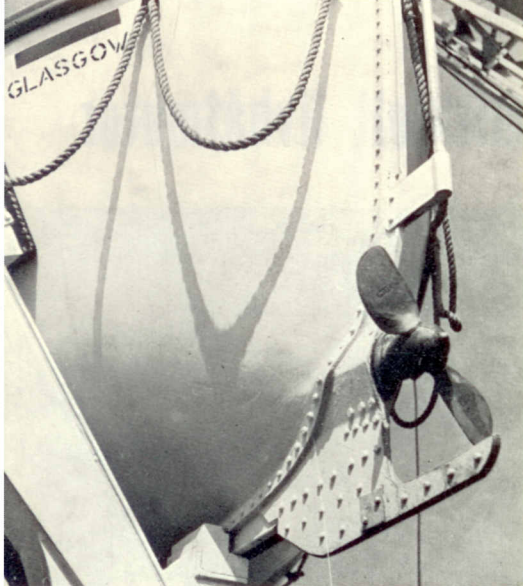
Reversgear og fast propell gir enklest betjening for uvante folk.

Motoren har SKF rullelager i veiv og ramme, det gjør at den alltid er lett å sveive, det forhindrer varmgang og tillater bruk av plasksmøring, det enkleste og sikreste smøresystem.

Med sin praktiske og plassbesparende utforming, er motoren lett å montere, startsveiv og all manøvreringshendler følger i bakkant av motoren og plasseres like utenfor motorkasse.

Moderat motorturtall – stillearbeidende kjølevifte (i svinghjul) – lyddemper påmontert motor og doble vibrasjonsdempere gjør at motoren har en rolig gang og minimale vibrasjoner.



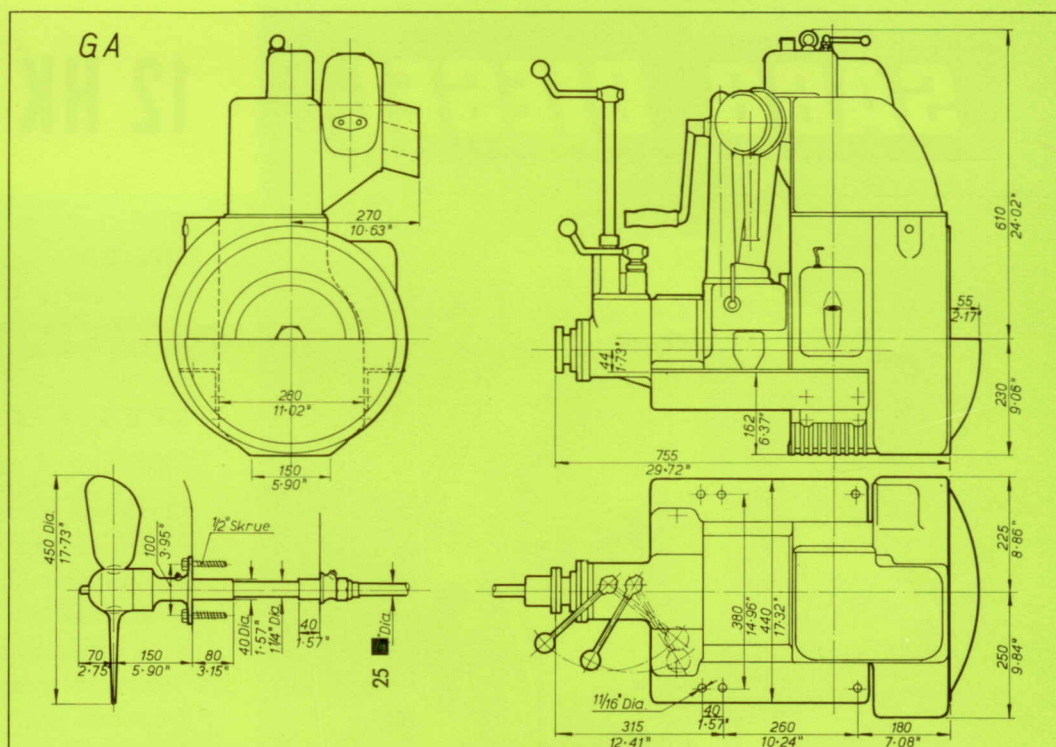


STANDARD UTSTYR

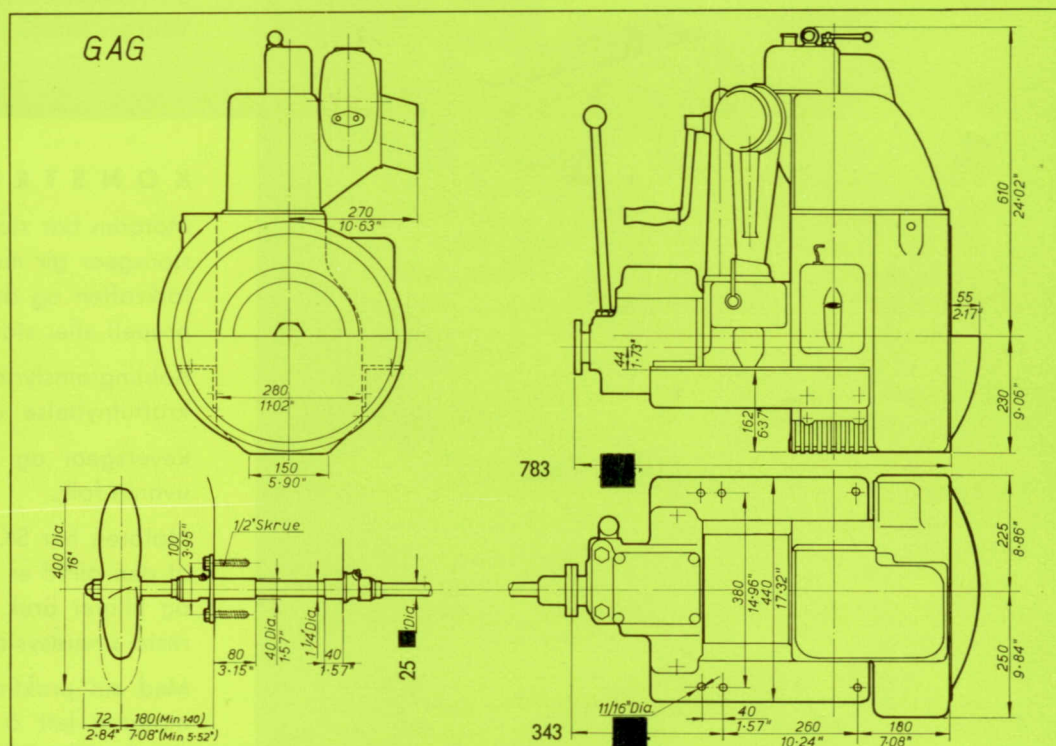
Vridbar propell, 450 mm (eller 394 mm),
m/stevnflens 150 mm (eller 115 mm)
for utv. smøring (eller innv.)
(Fast propell 400 mm for GAG)
175 cm propellaksel, $\blacksquare$ dia. 25 mm
45 cm hylserør
Stevnflensskruer
Hylsepakkboks m/fettnippel
120 cm eksosrør, $1\frac{1}{2}$ "
Flenskobling
Brennoljetank, 42 liter, galv.
Tankrør, 170 cm
Oljekanne
Trakt
Verktøykasse
Bruksanvisning og delliste

EKSTRA UTSTYR

Hylsefettkopp m/rør for utv. smøring
Lensepumpe, kapasitet 30 l/min.
Dynamoarrangement, 12 V – 75 W
Selvstarter 12 V
Fjernbetjeningsutstyr
Gummi eksosrør m/kjølepumpe
Remskiver og drivtapp i forkant
Oljetanker, 50 og 80 liter, galv. eller
rustfritt stål
Brennolje – løftepumpe



MÅLTEGNING 1:15



MÅLTEGNING 1:15

GARANTI OG SERVICE

SABB DIESEL leveres med 2
års skriftlig fabrikkgaranti.
Rimelige reservedeler finnes
på lager til enhver tid og er-
farne folk sørger for omgå-
ende fly-forsendelse, til hav-
nene der skipene anløper –
hvor det måtte være i verden

Motoren er typegodkjent av følgende sjøfartsmyndigheter:

Sjøfartsdirektoratet, Norge – Kungl. Sjöfartsstyrelsen, Sverige – Direktoratet for
Statens Skibstilsyn, Danmark – Board of Trade, Storbritannia – See-Berufsgenos-
senschaft, Tyskland – Inspecteur-Generaal voor de Scheepvaart, Holland – Marine
Marchande, Frankrike

Merk: Til danske livbåter leveres spesialutf. GAD og GAGD. – Til B.O.T.-livbåter nyttes type GAG

Motorene kan på anmodning (pristillegg) leveres med sertifikat og ekstra reserve- deler fra følgende klassifikasjonsselskaper:

Det norske Veritas – Bureau Veritas – Germanischer Lloyd – Lloyds Register

Motoren er produsert av Norges ledende fabrikk for mindre dieselmotorer

SABB MOTOR A/S

TELEX 42559 SABB N

TELEFON (05) 260504 - BOKS 2626 - 5010 BERGEN

FORHANDLER

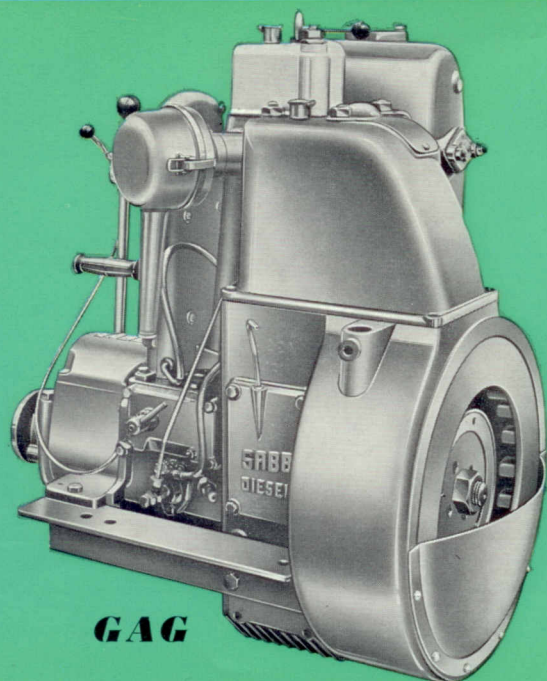
NORDSABB - KAJ KLYN A/S

AABOGADE 3 - 8200 AARHUS N

TELF. 06 - 16 10 11

2M 272 K&L

SABB DIESEL



GAG

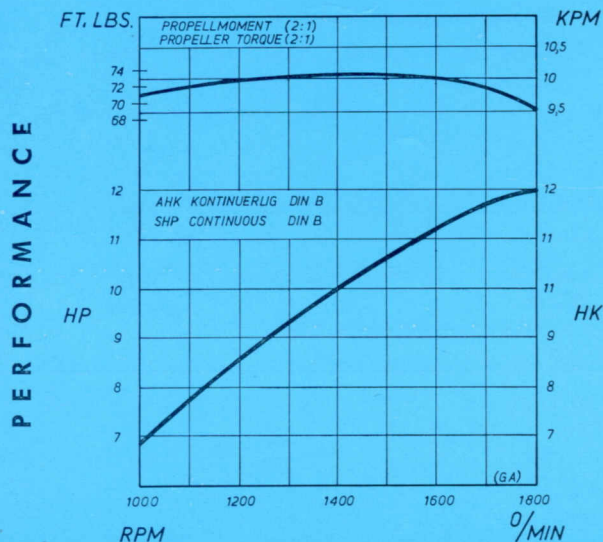
SEA TESTED POWER

The 12 HP aircooled SABB DIESEL engine has become one of the leading lifeboat engines in its class, because it has proved to possess the qualities which are most important in a lifeboat: Excellent starting abilities and dependable operation.

The following factors explain the easy start:

1. Direct injection and excess fuel device for use at low temperatures.
2. Easy cranking due to big-end and main bearings being roller bearings.
3. Stepped-up 1:2 ratio between starting handle and crankshaft ensures higher speed of the heavy flywheel.

The engine has a simple and robust design and salt water resistant materials are used throughout. It is easy to operate and needs minimum of maintenance. It is also essential that the engine is approved by the leading classification societies (see overleaf).



14 HP Aircooled Lifeboat Engine

TYPE GA

With clutch, reversing mechanism and 2-blade controllable pitch propeller with diameter 450 mm, 17³/₄", or 394 mm, 15¹/₂".

TYPE GAG

With SABB reverse gearbox and 3-blade solid propeller - diameter 400 mm, 16". - Rotation: Left hand.

GENERAL DATA:

Vertical, single cyl., aircooled, four-stroke diesel

14 hp at 2000 r.p.m. (10.3 kW/33 r/s)

Cylinder bore/stroke: 100/120 mm (3.94/4.72 in.)

Cubic capacity: 0.94 litre (57.36 cu.in.)

Compression ratio: 17:1

Built-in reduction gear: 2:1

Direct injection: 4-holes nozzle

Propeller torque at 2000 r.p.m.: 10 kpm (73 ft./lbs.)

Fuel consumption: 190 g/hph (0.41 lbs/hph.)

3.2 litres/hour (5.6 pints/hour)

Lub.oil consumption: 3 g/hph (0.006 lbs./hph.)

Weight of engine with stern gear: 240 kilos (529 lbs.)

BRIEF SPECIFICATION:

Roller big-end and main bearings permit the use of splash lubrication which is the simplest and most reliable lubricating system.

The engine is known for its tough power and great propelling force, due mainly to the built-in reduction gear which enables full use of engine power and the most effective RPM of a large propeller.

The controllable pitch propeller is superior under hard weather conditions against wind and current.

The solid propeller and the reverse gearbox is easier to operate by unskilled personnel.

Installation of the engine is easy due to the practical and compact design. Control levers are conveniently located at the rear, outside the engine casing.

Moderate engine speed - silent cooler fan (in flywheel) - exhaust silencer fitted directly on the engine and the twin counter-rotating balancers ensure moderate noise and vibrations.

