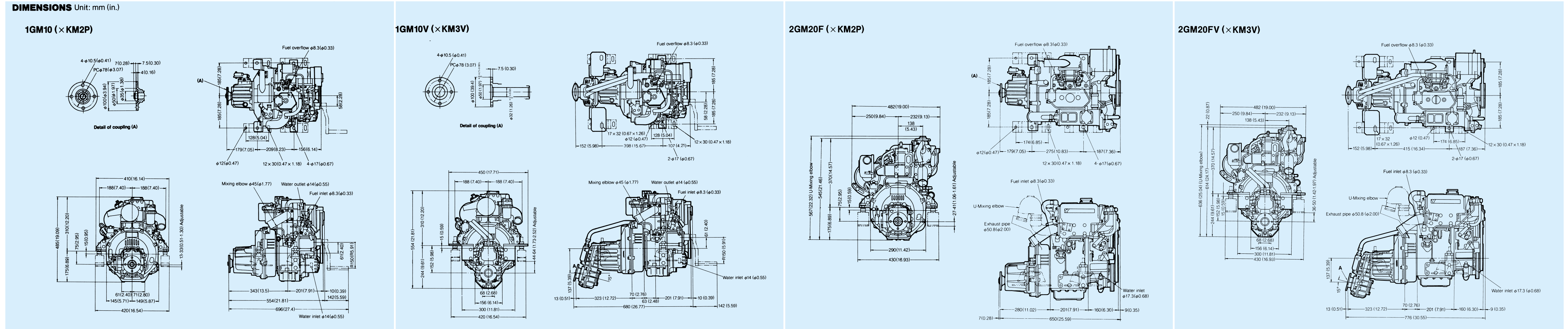


# SPECIFICATIONS

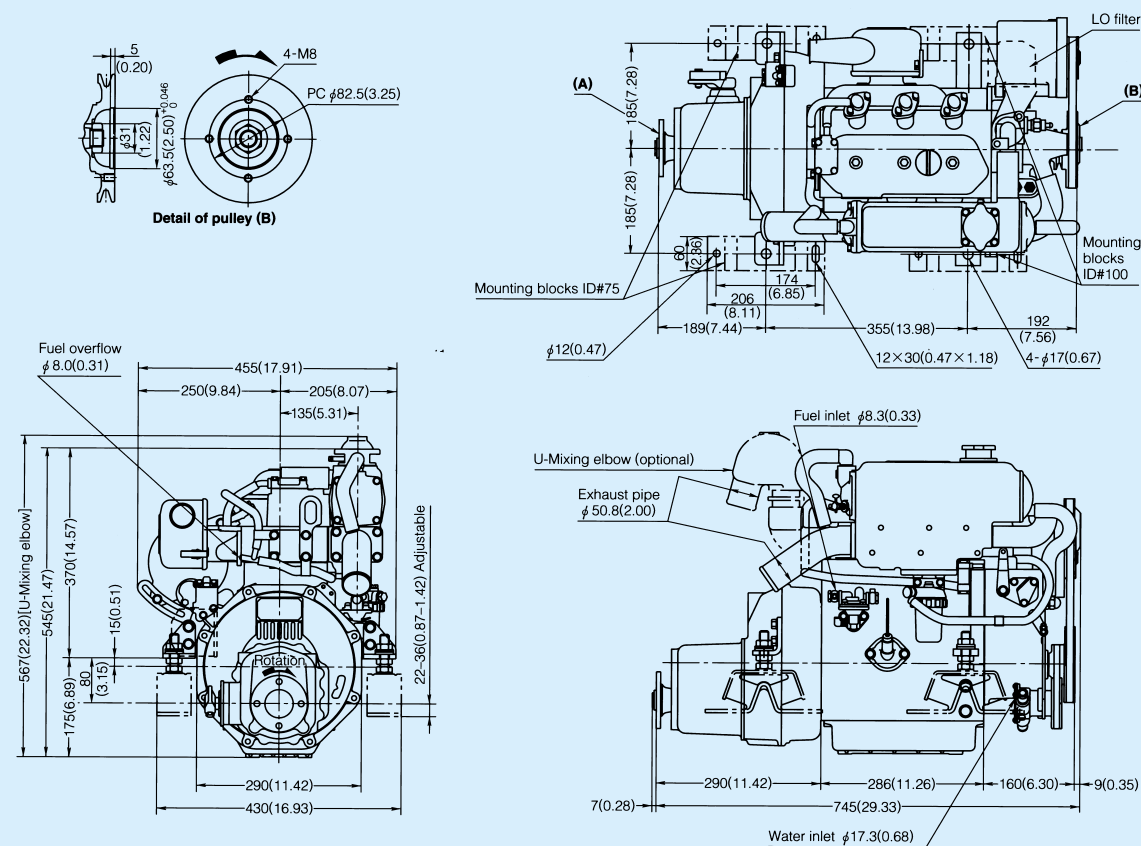
Model		1GM10	1GM10V	2GM20F	2GM20FV	3GM30F	3GM30FV														
Configuration		4-stroke, vertical, water cooled diesel engine			4-stroke, vertical, water cooled diesel engine		4-stroke, in-line, water cooled diesel engine														
Number of cylinders		1			2		3														
Bore x Stroke		75 x 72 (2.95 x 2.83)			75 x 72 (2.95 x 2.83)		75 x 72 (2.95 x 2.83)														
Displacement		0.318 (19.41)			0.636 (38.81)		0.954 (58.22)														
Continuous rating output at crankshaft		6.0/3400 (8.0/3400)			12/3400 (16.0/3400)		18/3400 (24/3400)														
Maximum output at crankshaft		7/3600 (9/3600)			13/3600 (18/3600)		20/3600 (27/3600)														
Combustion system		Special swirl type pre-combustion chamber			Special swirl type pre-combustion chamber		Special swirl type pre-combustion chamber														
Starting System		Electrical with manual combination (D.C. 12V-1.0kW starting motor, 12V-35A Alternator)			Electrical (D.C. 12V-1.0kW starting motor, 12V-55A Alternator)		Electric with manual combination (D.C. 12V-1.0kW starting motor, 12V-55A Alternator)														
Cooling System		Direct seawater cooling by rubber impeller seawater pump			Fresh water cooling with heat exchanger		Freshwater cooling with heat exchanger														
Reduction and reversing gear	Model	KM2P			KM3V (V-drive)			KM2P			KM3P (Option)			KM3V (V-drive)							
	Type	Constant mesh gear with servo-cone clutch																			
	Reduction ratio (Ahead/Astern)	2.21/3.06	2.62/3.06	3.22/3.06	2.36/3.16	2.61/3.16	3.20/3.16	2.21/3.06	2.62/3.06	3.22/3.06	2.36/3.16	2.61/3.16	3.20/3.16	2.21/3.06	2.62/3.06	3.26/3.16	2.61/3.16	3.20/3.16	2.36/3.16	2.61/3.16	3.20/3.16
	Propeller speed at continuous rating (Ahead) rpm	1540	1298	1055	1441	1303	1063	1540	1298	1055	1441	1303	1063	1540	1298	1441	1303	1063	1441	1303	1063
Direction of rotation	Crankshaft	Counterclockwise, viewed from stern			Clockwise, viewed from stern			Counterclockwise, viewed from stern		Clockwise, viewed from stern		Counterclockwise, viewed from stern			Clockwise, viewed from stern						
	Propeller shaft	Clockwise, viewed from stern																			
Dry Weight		76 (167)			90 (198)			114 (251)		125 (278)		137 (302)			138 (304)			147 (323)			

Rating condition: ISO-3046/1 [Note]: hp ≈ 0.7355kW

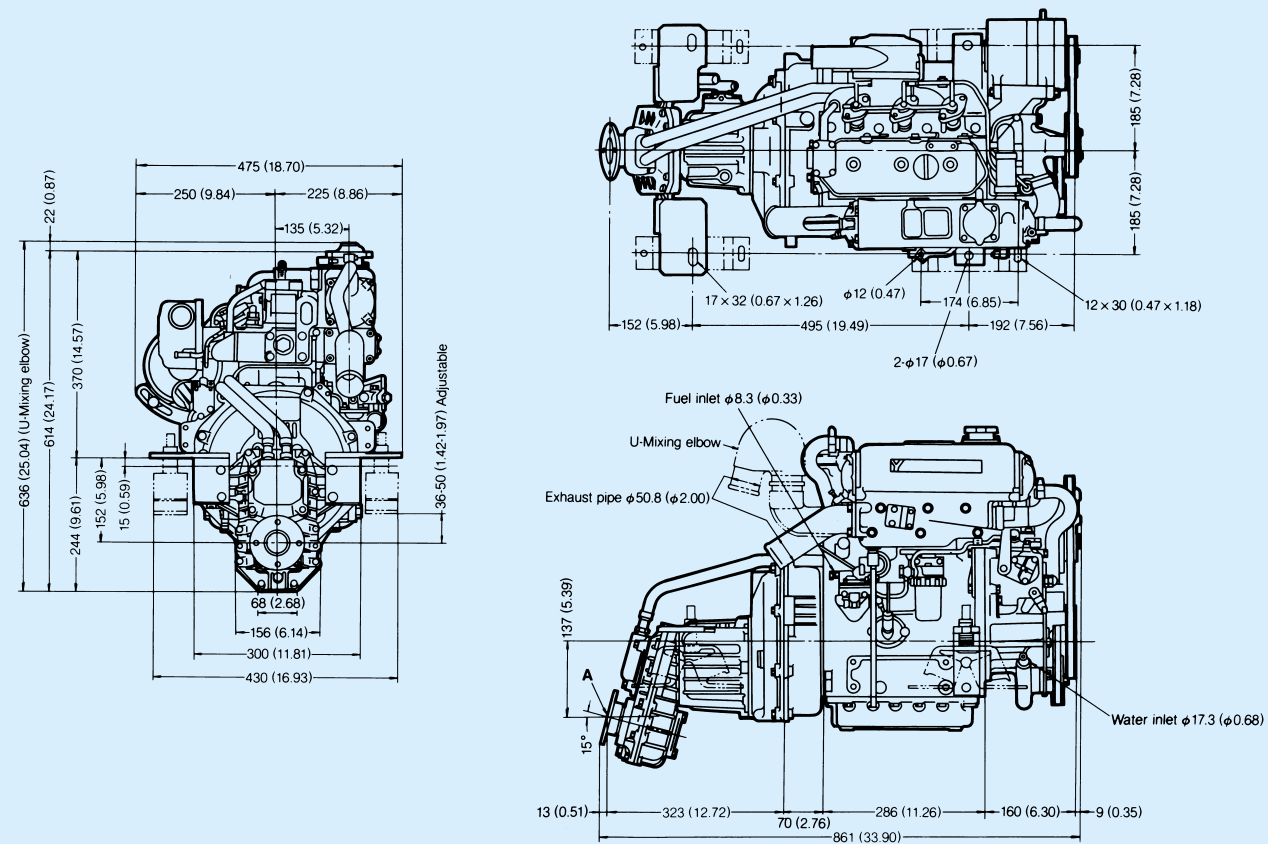




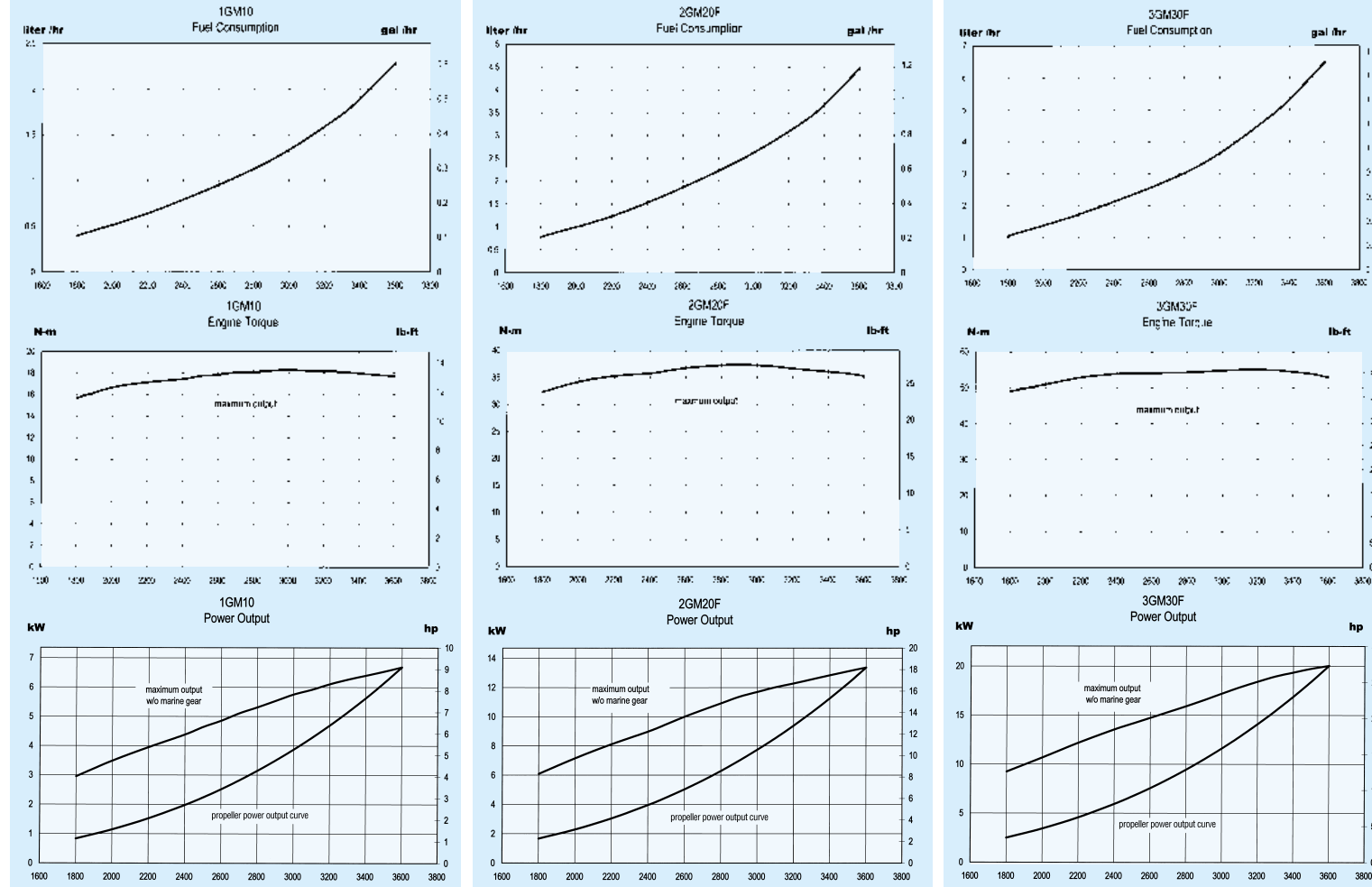
### 3GM30F(×KM3P)



### 3GM30FV(×KM3V)



### PERFORMANCE CURVES

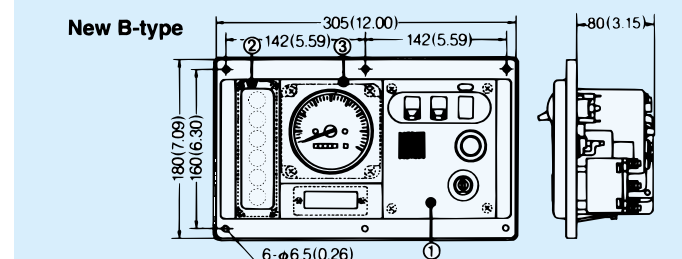
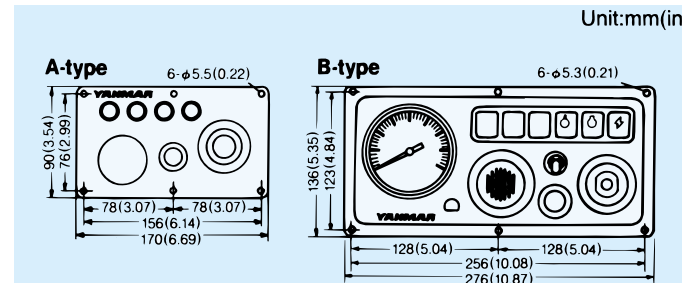


Load factor calculation based on an exponent of 3.0.

### INSTRUMENT PANEL

		Available: ● Not available: —	
		A-type	B-type
Compatible with entire GM series			
1.	Key switch	●	●
2.	Push button switch for starting	●	●
3.	Alarm buzzer	●	●
	C.W. temp., L.O. pressure	●	●
	Battery not charging	●	●
4.	Alarm lamps	●	●
	C.W. high temperature	●	●
	L.O. low pressure	●	●
5.	Tachometer	—	●
6.	Tachometer illumination switch	—	●

		New B-type	
Compatible with 3GM model only			
①	Switch unit	Key switch for ON/OFF/START	●
		Alarm buzzer	●
		Alarm buzzer stop switch	●
		Illumination switch for meter	●
②	Alarm unit	Battery not charging	●
		Cooling water high temperature	●
		Lube oil low pressure	●
③	Tachometer unit	Tachometer with hour meter	●



Note: All data subject to alteration without notice.

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 www.yanmar.com  
 60A123GM-4/01 10M Printed in the USA

# MARINE DIESEL ENGINES

PLEASURE-CRAFT POWER

1GM10(V)  
7kW(9hp)

2GM20F(V)  
13kW(18hp)

3GM30F(V)  
20kW(27hp)

# YANMAR

### The Auxiliary Engine of Choice

Yanmar's one, two and three cylinder marine diesels claim the majority of sailor's approval when powering their inboard sailboats under 35'. Reliability is the most important concern of our customers and the reputation of the GM series is second to none. Yachtsmen looking for extra power without extra size and weight can find it in Yanmar's GM series. Weight savings, due to the compact design can help provide faster cruising speed and also allow easier access for service. The 2GM and 3GM can be ordered with a freshwater cooling system, for long-life in corrosive waters.

### Smooth, Clean and Quiet

Comparative tests and actual user reports prove the GM series is the auxiliary engine of choice. The greater piston bore of the GM series delivers more power yet still excels in quiet and smooth running from idling levels to top RPM's. Emission levels became lower thanks to the better matching of: fuel system, injection pump, nozzles and combustion chamber, etc. Every boat owner will appreciate its low smoke and soot-free emissions, coupled with some of the quietest, smoothest running ever to come from a diesel.

### V-Drive Gear

Where fore-aft space is limited, the V-drive marine gear KM3V compactly and neatly solves the problem. Combined with the compact design of the GM, the KM3V has a drive angle of 15 degrees and the following gear reduction ratios: 2.36, 2.61 and 3.20.

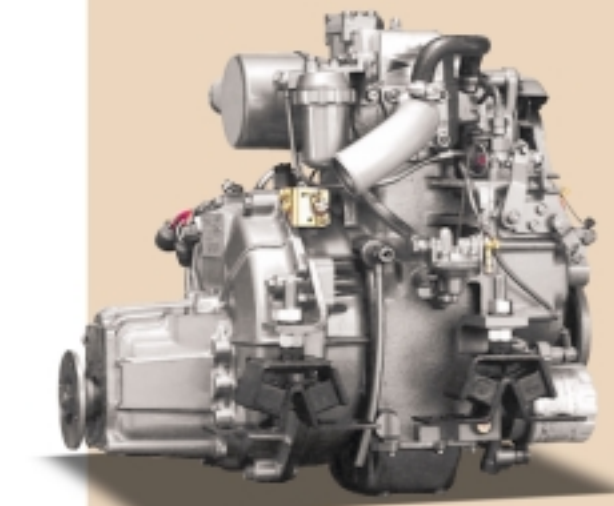


Photo may show optional equipment