

# VOLVO PENTA

## AQUAMATIC 105/100



The Aquamatic 105/100 is a further development of the world-renowned Volvo Penta inboard/outboard power unit and is a marine engine with more practical use behind it than any other. The experience acquired has provided valuable results in the form of even greater running reliability and performance.

The 105 engine with its high tractive effort has exceptionally low fuel consumption and is particularly suitable for installation in fast and light-weight boats.

The engine is dimensioned for the utilization of full output and has stellite-flashed exhaust valves and hardened intake valves of the self-rotating type which seal against replaceable seats. The crankshaft is of the five-bearing type with induction-hardened journals and lead-bronze bearings. The complete engine is covered with clear enamel to provide extra protection against corrosion. The ignition coil and the cables between the engine and the instrument panel are specially insulated against moisture. The generator is specially designed and constructed for marine use. The risk of bilge-water damage is considerably decreased since both the flywheel and the starter motor are completely encased. An oil filter of hyper-effective full-flow type contributes to ensuring a long life for the engine.

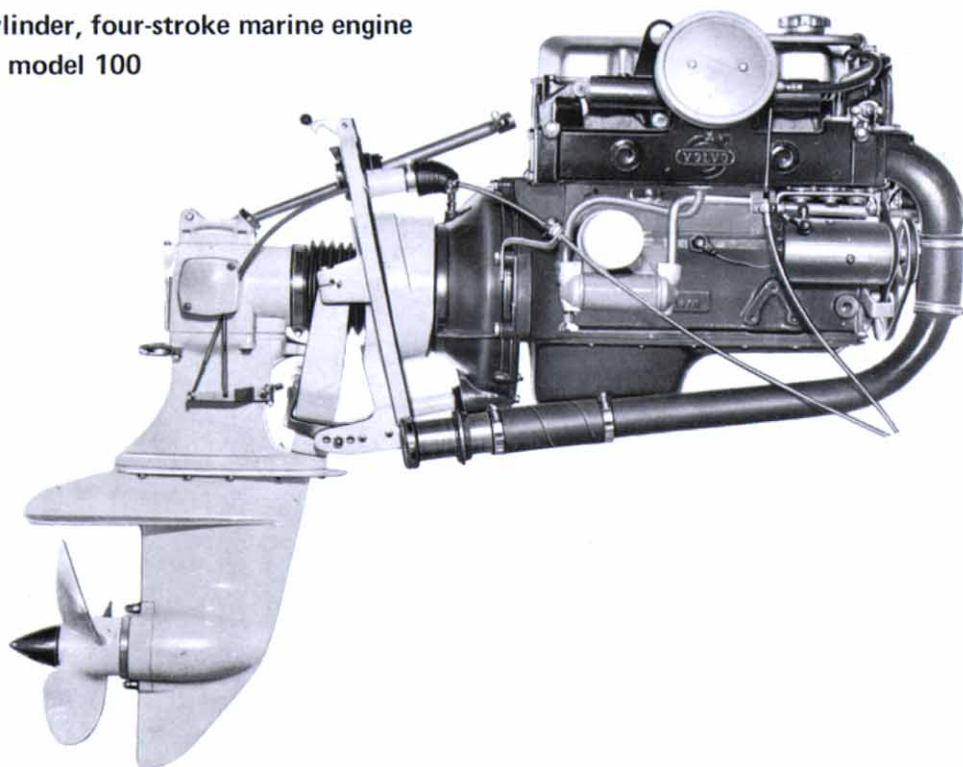
Together with the Volvo Penta model 100 drive — the best tested and most highly developed in the world — the Aquamatic 105/100 makes up an extremely dependable marine power unit.

### DATA

Type of operation	Four-stroke carburetor engine with overhead valves
Type designation	AQ 105A/100
Max. output (SAE)	105 h.p.
Max. operating speed, r.p.m.	5100
Number of cylinders	4 in line
Capacity, litres(cu.in.)	1.986 (121)
Bore/stroke, mm(in.)	88.9/80(3.50/3.15)
Compression ratio	9.5:1
Outboard drive, type designation/ratio	100/1.66:1
Total weight, kg(lb.), approx	210(460)

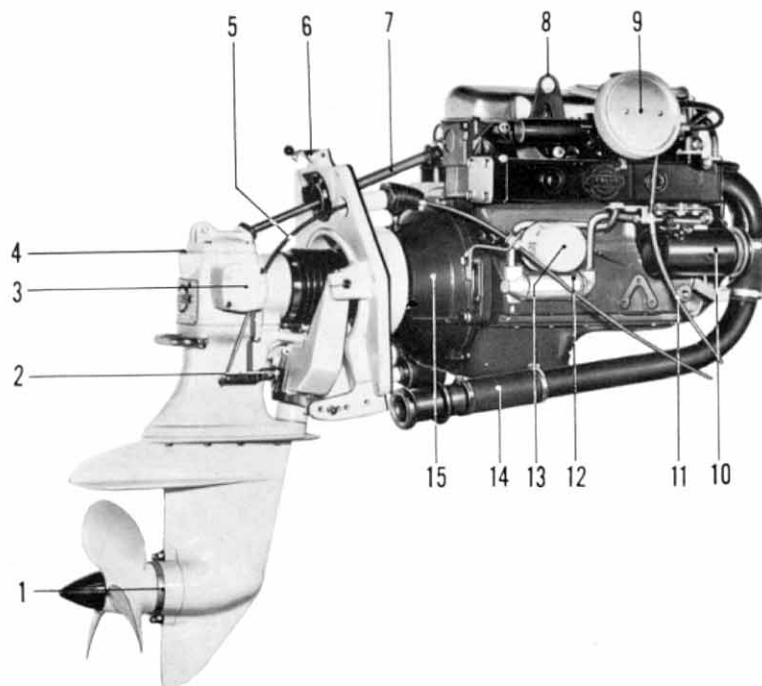
Volvo Penta four-cylinder, four-stroke marine engine with outboard drive model 100

105 h.p.



## AQUAMATIC 105/100

1. Anti-corrosion zinc ring
2. Retaining pawl
3. "Silent Shift" cone clutch
4. Oil dipstick and oil filler
5. Gear control cable
6. Locking device for drive in tipped-up position
7. Steering rod
8. Lifting eyelet
9. Zenith-Stromberg carburetor fitted with flame arrester
10. D.C. generator, 12 V
11. Control cable
12. Tubular oil cooler
13. Spin-on full-flow oil filter
14. Exhaust pipe
15. Completely enclosed flywheel



## THE AQUAMATIC MODEL 100 OUTBOARD DRIVE

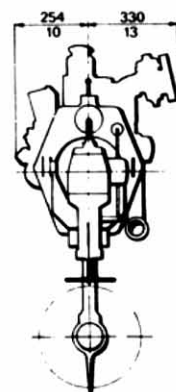
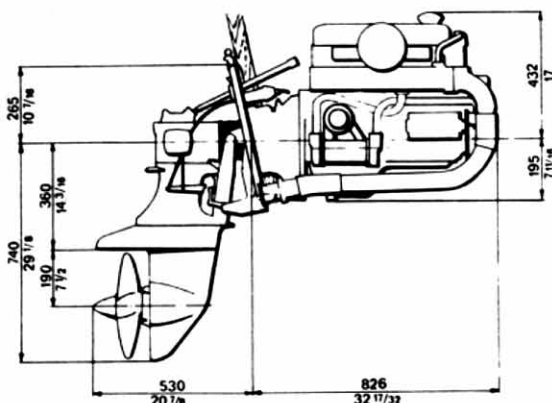
The Volvo Penta model 100 outboard drive is one of the most tested units in the world and is used not only in pleasure boats all over the world but has also been subjected to severe practical testing in various types of work boats. All the gears between the engine and the propeller are spirally cut for exceptionally quiet operation. The drive is fitted with the "Silent Shift" unit — the patented Volvo Penta clutch which operates almost soundlessly and without snatching between forward, reverse and neutral positions. The location of the oil dipstick is so high that in most cases it permits the drive oil level to be checked and filled up without it being necessary to take the boat out of the water. The drive can be tilted up to an angle of 60° and can

be fitted with an electro-hydraulic lift device. The drive and mounting collar are designed and built for use in salt water, manufactured of corrosion-resistant light-alloy of the highest quality and given unexcelled surface treatment. All the external steel parts are made of stainless, acid-resistant steel. There is a zinc ring located between the propeller and the underwater housing which effectively prevents corrosion. The model 100 drive is one of the best developed drives in the world and, at the same time, the most tested under widely varying conditions. Satisfied boat-owners all over the world bear witness to its renowned running reliability and outstanding durability.

## DIMENSION DRAWING



Standard equipment includes: Instrument panel with electric revolution counter, electric temperature gauge, warning lamps for charging and oil pressure. All the electric cables are collected into one single harness between the engine and the instrument panel with a connector about 1.5 m (5 ft.) from the engine. This facilitates installation considerably.



We reserve the right to carry out modifications



## AB VOLVO PENTA

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