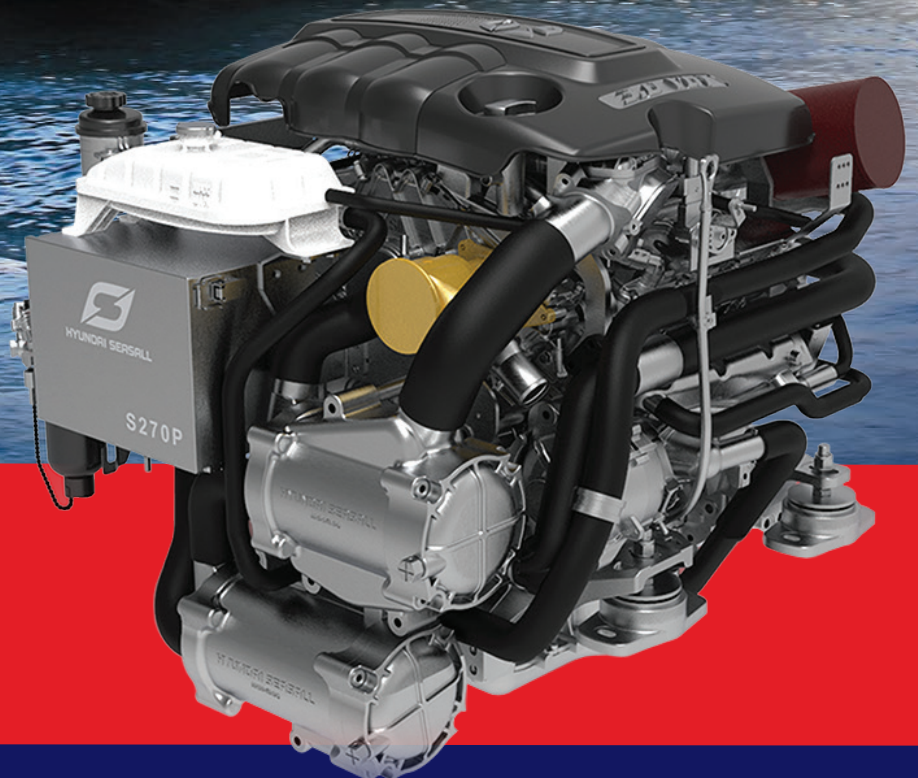


 **HYUNDAI SEASALL**



Marine Engines from 200 to 700bhp



Why should you choose a Hyundai Seasall Engine

Engineered for Reliability and Long-lasting Performance

Power and Acceleration Second to None

Superb power-to-weight ratio

Environmentally Responsible

Cutting Edge Technology

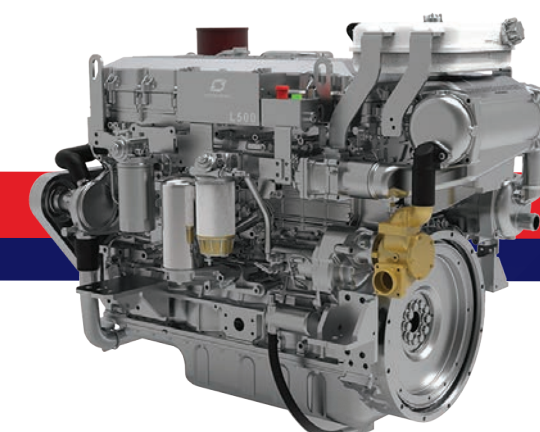
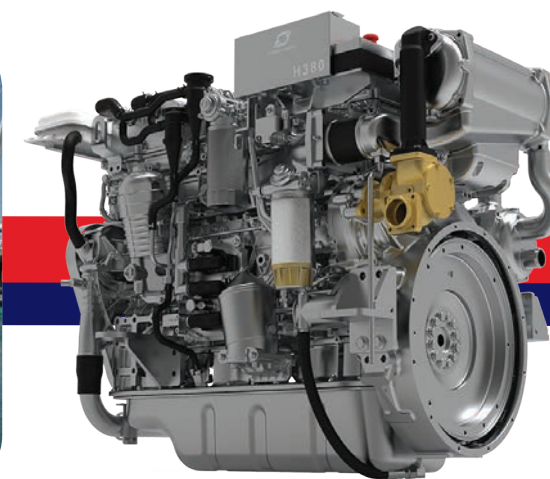
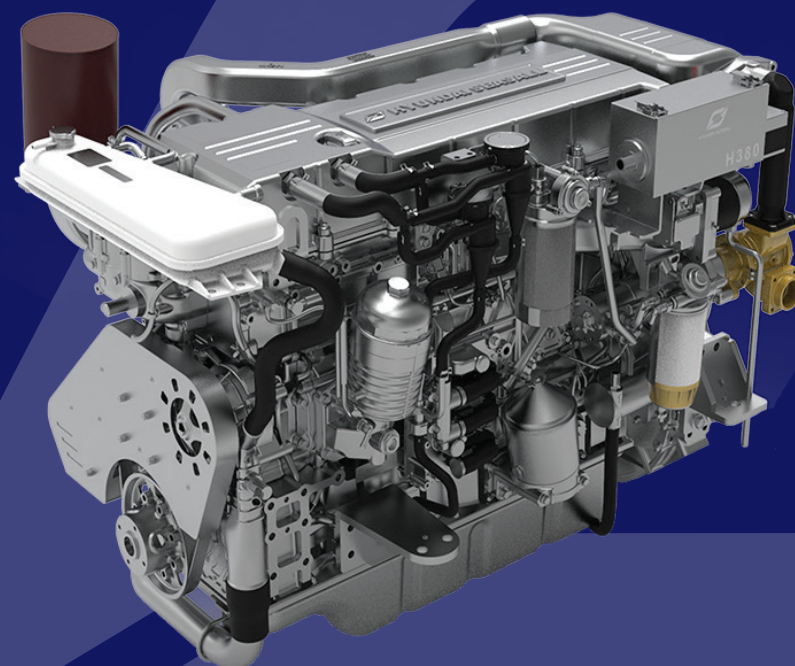
Information at a glance

Better Resale Value

Easy to maintain

More Affordable

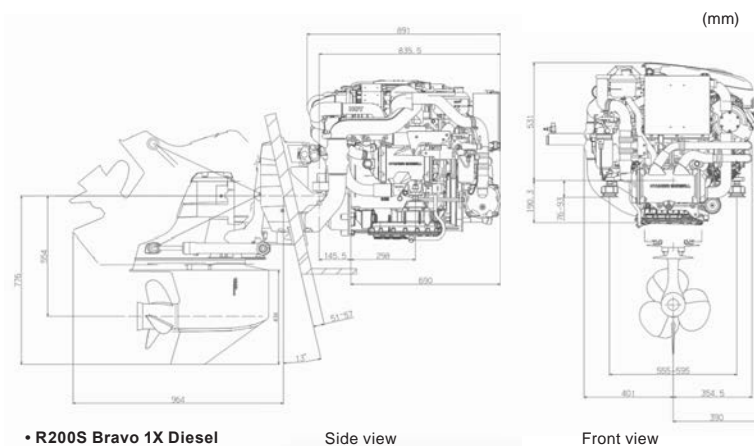
More Economical



R200 Series

Solenoid controlled common rail injection system delivers 200PS and 431.5 Nm torque from the 2.2 litre In-line 4 CRDI engine. The common rail multiple injection features make the In-line 4 A-series more environmentally friendly by minimizing the emissions of particulates and NOx. The designs optimize fuel injection and intake porting to improve combustion performance, particularly low-temperature combustion stability through lean air-fuel rationing. This ensures that R200 satisfies the world's strictest exhaust emission standards while providing the smooth, quiet and efficient power for which Hyundai SeasAll is becoming known.

The R200 comes complete with the Engine operating indicator multi-function display panel with visual and audible alarms for low oil pressure, high temperature and no charge, along with a loose multi-function tachometer and ignition key switch.



• R200S Bravo 1X Diesel

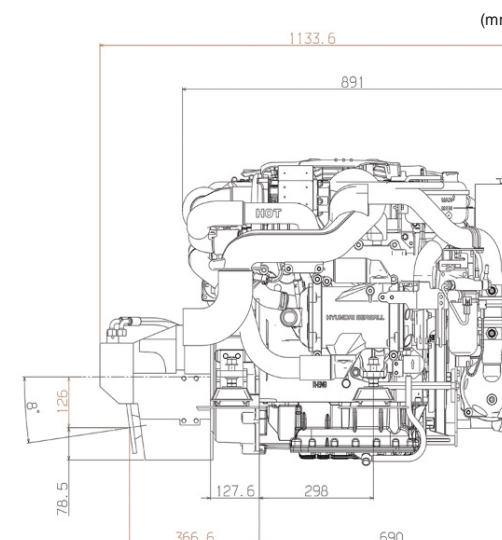
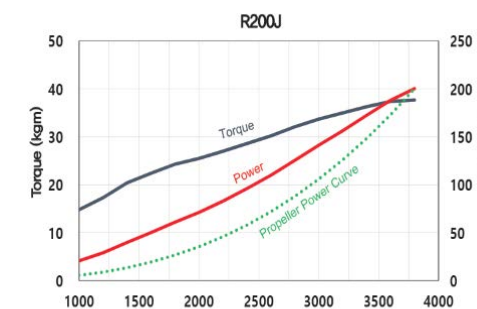
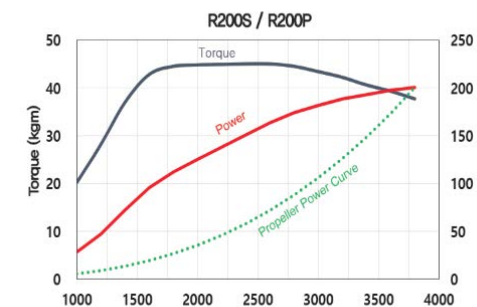
Side view

Front view

(mm)

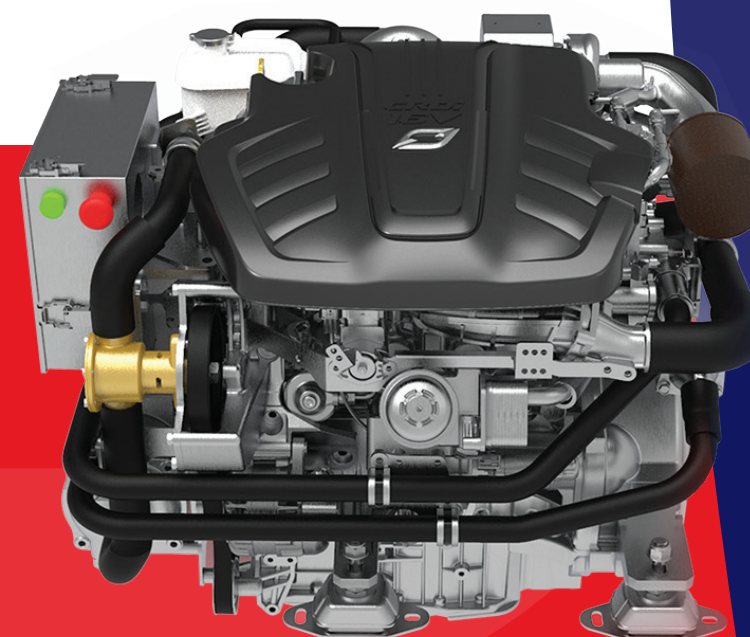
Engine Type	R200S	R200P	R200J
Propulsion System	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	Special Light Commercial (S4)/Pleasure Duty (S5)		
Configuration	4-Stroke, 16-Valve DOHC, E-VGT with Intercooler, Fresh Water Cooling		
Output [PS (kW)]	200 (147)		
Rated RPM	3,800		
Cylinders	In-line 4		
Displacement [cc]	2,199		
Bore X Stroke [mm]	85.4 X 96		
Compression Ratio	16.0		
Max. Torque	431.5 Nm @ 2,000 rpm		372.5 Nm @ 3,600 rpm
Injection System	Common Rail Direct injection (CRDi) - Solenoid Injector		
Alternator	12V-150A		
Engine Diagnosis	YES		
Max Fuel Consump.[l/h]	39.9		
Dry Weight [kg]	280		
Flywheel	Hyundai Unique		
Flywheel Housing	BorgWarner Flange		

Tolerance: ±5%



• R200P ZF 45A

Side view



Technical Description

ENGINE

- Cast Iron engine cylinder block
- Aluminium head
- Nine balance weight crankshaft
- Oil cooled pistons
- In-line 4, 16-valve DOHC
- Balance shaft
- Hydraulic timing chain tensioner

ENGINE MOUNTING

- Adjustable engine mounts

LUBRICATION SYSTEM

- Easily exchangeable oil filter cartridge
- Electric oil extraction pump
- Seawater cooled transmission oil cooler

EMISSIONS

- US EPA Tier-III, IMO Tier-II
- EU/UK RCD 2 compliant

FUEL SYSTEM

- Common rail direct injection (CRDI)
- Fuel filter with sensor detecting water in fuel
- Electric low pressure pump

ELECTRICAL SYSTEM

- 12 volt system and 150A alternator
- Auxiliary engine stop button
- Glow plugs for a trouble-free cold start
- NMEA 2000 Converter (Optional)
- Electronic control system (Optional)

COOLING SYSTEM

- Seawater pump driven from ribbed V-belt for low noise level
- Seawater cooled inter-cooler and heat exchanger
- Auxiliary connection for cabin heating
- Corrosion resistant material for seawater circuit

STEERING SYSTEM

- Hydraulic helm pump and cylinder

ENGINE OPERATING INDICATOR (EOI)

- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps



EXHAUST SYSTEM

- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow

TURBOCHARGER

- E-VGT, Electronic Variable Geometry Turbo

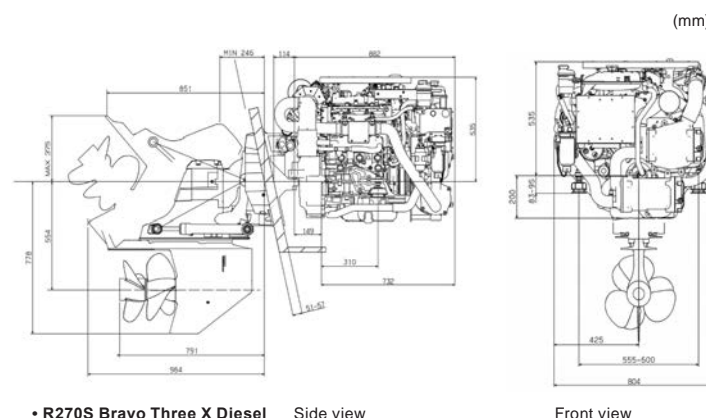
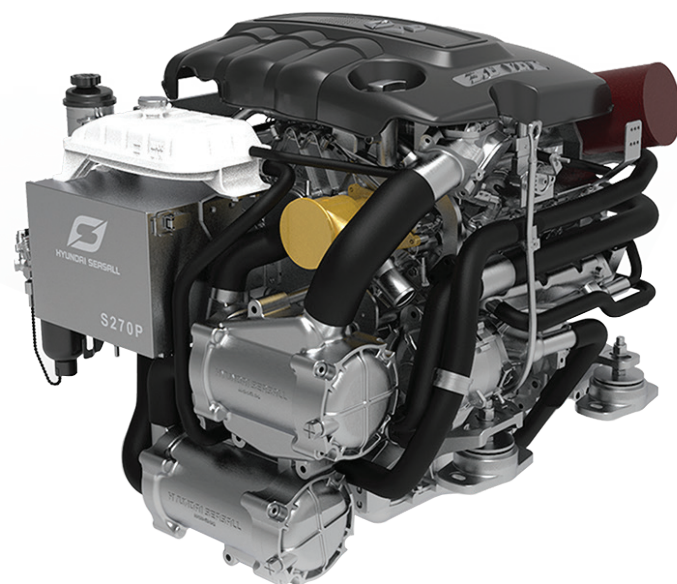
DRIVE SYSTEM

- ZF or Twin Disc Technodrive gearboxes
- Mercruiser Bravo Sterndrive system
- Retrofit to existing Volvo Penta sterndrive (270/280/290/DPS/SX)

S270 Series

Our Piezo controlled common rail injection system delivers 270 PS and 565.0 Nm torque from the 3.0 litre V6 CRDI engine. The advanced design also makes it ultralight, quiet and fuel-efficient with extremely compact dimensions. The use of Compacted Graphite Iron (CGI) for the cylinder block gives Hyundai SeasAll engines several advantages.

The CGI block is lighter and quieter than conventional grey cast iron and demonstrates at least 85 percent higher tensile strength, 45 percent higher stiffness and approximately double the fatigue strength of iron and aluminium. It lasts longer than even we ever expected. This technology is a prime example of the innovation and improvement we bring to the marine engine industry. With Hyundai SeasAll, you are on the cutting edge. The S270 comes complete with the Engine operating indicator multi-function display panel with visual and audible alarms for low oil pressure, high temperature and no charge, along with a loose multi-function tachometer and ignition key switch.

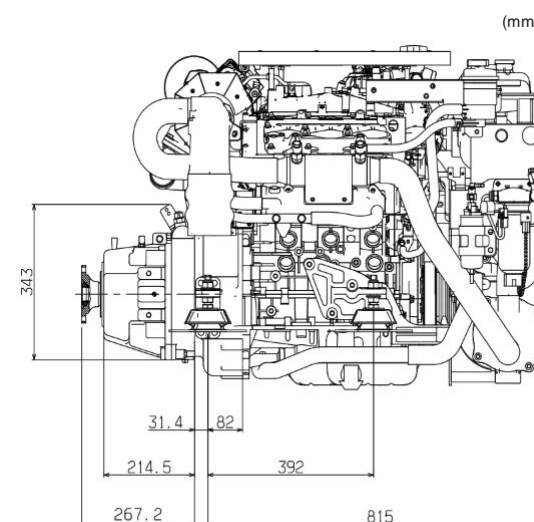
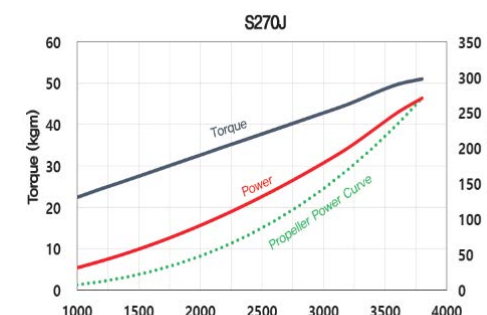
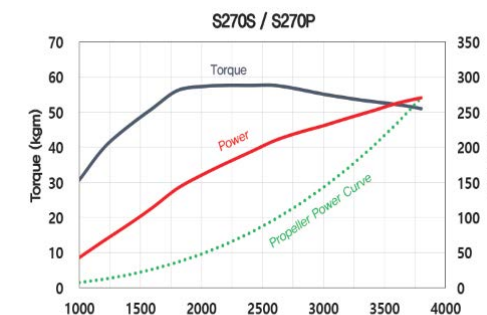


• R270S Bravo Three X Diesel Side view

Front view

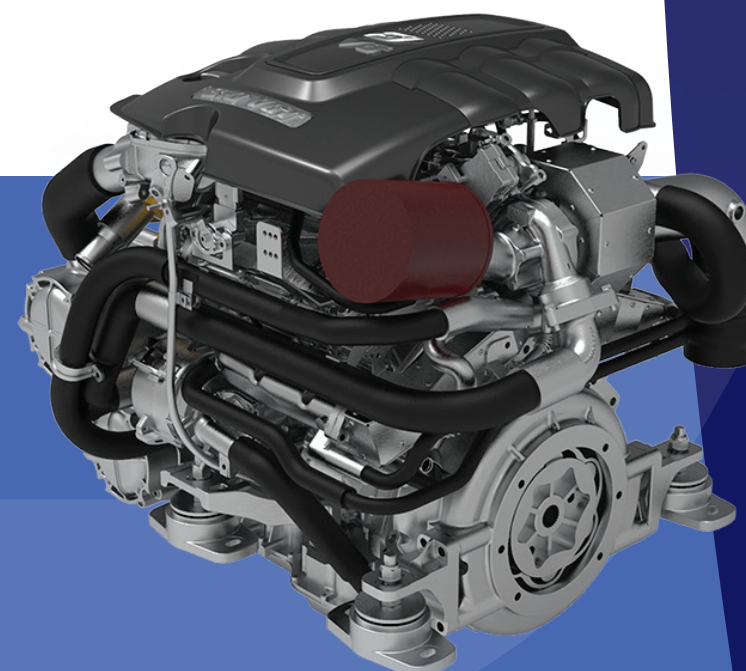
Engine Type	S270S	S270P	S270J
Propulsion System	Sterndrive	Shaftdrive	Waterjet
Engine Duty Rating	Special Light Commercial (S4)/Pleasure Duty (S5)		
Configuration	4-Stroke, 24-Valve DOHC, E-VGT with Intercooler, Fresh Water Cooling		
Output [PS (kW)]	270 (199)		
Rated RPM	3,800		
Cylinders	V6		
Displacement [cc]	2,959		
Bore X Stroke [mm]	84 X 89		
Compression Ratio	17.3		
Max. Torque	565.0 Nm @ 2,000 rpm		550.0 Nm @ 3,800 rpm
Injection System	Common Rail Direct injection (CRDi) - Piezo Injector		
Alternator	12V-150A		
Engine Diagnosis	YES		
Max Fuel Consump. [l/h]	53.8		
Dry Weight [kg]	334		
Flywheel	Hyundai Unique		
Flywheel Housing	BorgWarner Flange		

Tolerance: ±5%



• S270J ZF 63C

Side view



Technical Description

ENGINE

- Compacted Graphite Iron (CGI) cylinder block
- Aluminium head
- Nine balance weight crankshaft
- Oil cooled pistons
- V6, 24-valve DOHC
- Integrated water jacket
- Low noise duplex timing chain
- Hydraulic timing chain tensioner

ENGINE MOUNTING

- Adjustable engine mounts

LUBRICATION SYSTEM

- Easily exchangeable oil filter cartridge
- Electric oil extraction pump
- Seawater cooled transmission oil cooler

EMISSIONS & CERTIFICATES

- US EPA Tier-III, IMO Tier-II compliant
- EU/UK RCD 2 compliant

FUEL SYSTEM

- Common rail direct injection (CRDi)
- Fuel filter with sensor detecting water in fuel
- Electric low pressure pump

ELECTRICAL SYSTEM

- 12 volt system and 150A alternator
- Auxiliary engine stop button
- Glow plugs for a trouble-free cold start
- NMEA 2000 Converter (Optional)
- 2 Pole system (Optional)
- Electronic control system (Optional)

COOLING SYSTEM

- Seawater pump driven directly from the camshaft
- Seawater cooled inter-cooler and heat exchanger
- Auxiliary connection for cabin heating

ENGINE OPERATING INDICATOR (EOI)

- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps



EXHAUST SYSTEM

- Engine coolant cooled exhaust manifold
- Seawater cooled exhaust elbow
- Seawater cooled Hi-Riser (Optional)

TURBOCHARGER

- E-VGT, Electronic Variable Geometry Turbo

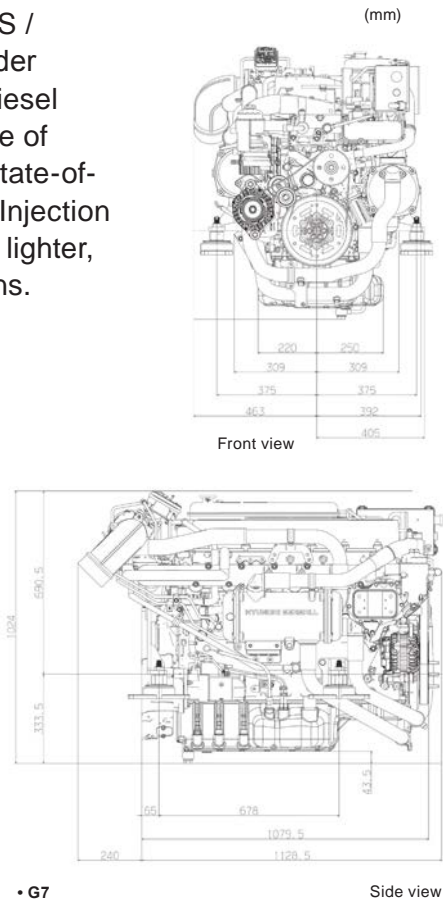
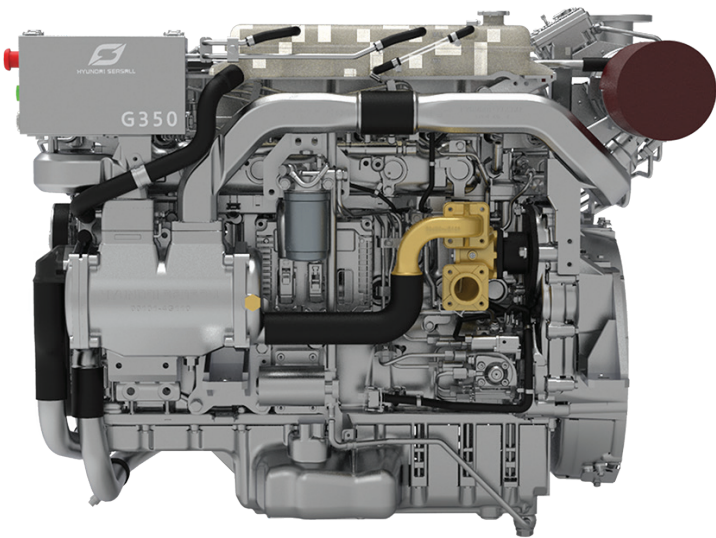
DRIVE SYSTEM

- ZF or Twin Disc Technodrive gearboxes
- Mercruiser Bravo Sterndrive system
- Retrofit to existing Volvo Penta sterndrive (270/280/290)

G7 Series

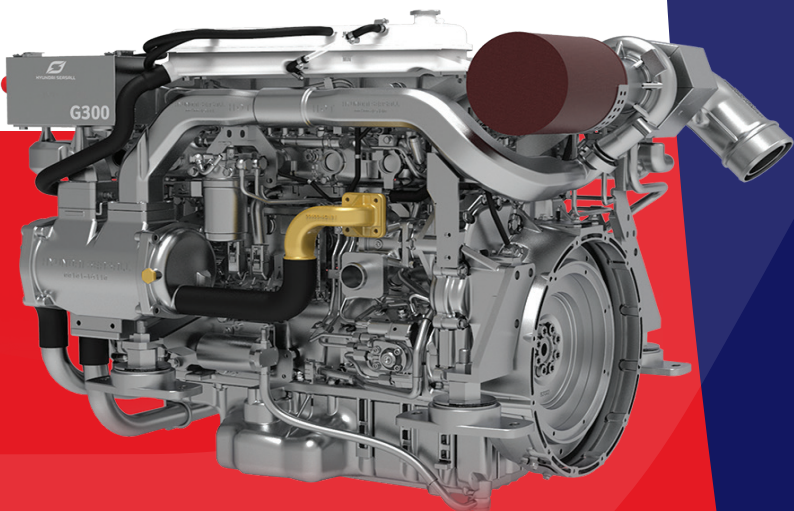
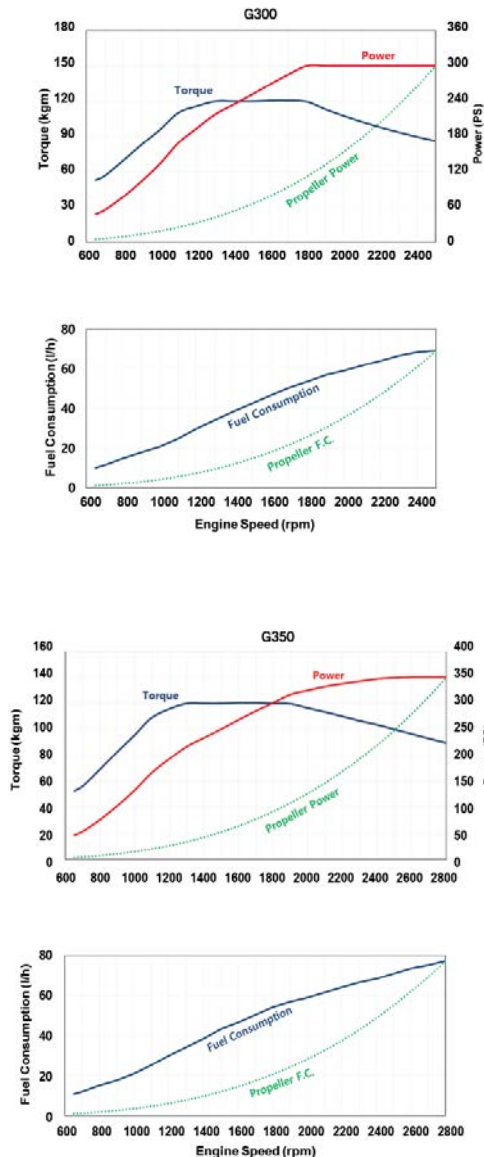
6.8 Litre High Performance Engine

Solenoid controlled common rail injection system delivers 350PS / 300PS and 1180.0 Nm of torque from the 6.8 litre in-line 6 cylinder engine. The broad flat torque curve proves Hyundai SeasAll's diesel development capabilities are world-class and beats performance of competition's comparable models. Economy is assured by the state-of-the-art fuel management system featuring Common Rail Direct Injection (CRDI). The electronic engine control system makes the engine lighter, quieter and more fuel efficient with excellent compact dimensions.



Engine Type	G350	G300	G300A
Propulsion System	Shaftdrive, Waterjet, Surface drive		AUX
Engine Duty Rating	Light Duty (S3)	Heavy Duty (S1)	AUX
Configuration	4-Stroke, 24-Valve OHC, E-WGT with intercooler, Fresh Water Cooling		
Output [PS (kW)]	350 (257)	300 (221)	
Rated RPM	2,800	2,500	
Cylinders	In-line 6		
Displacement [cc]	6,798		
Bore X Stroke [mm]	107 X 126		
Compression Ratio	17.5 : 1		
Max. Torque	1180.0 Nm @ 1,600 rpm		
Injection System	Common Rail Direction Injection (CRDi)-Solenoid Injector		
Alternator	24V-90A		
Engine Diagnosis	YES		
Max Fuel Consump.[l/h]	77.6	69.2	
Dry Weight [kg]	686		
Flywheel	SAE11-1/2		
Flywheel Housing	SAE 2		

Tolerance: ±5%



Technical Description

- ENGINE**
- 6 cylinder in-line, 24 valve OHC
 - Compacted Graphite Iron (CGI) cylinder block & head
 - Gallery oil-cooled long lasting mono steel pistons
 - Integrated water jacket
 - Single serpentine belt system
 - Drive belt auto tensioner

- ENGINE MOUNTING**
- Adjustable engine mounts (Optional)
 - Lubrication System
 - Easily exchangeable oil filter cartridge
 - Integrated oil-cooler in cylinder block
 - Closed system with forced feeding
 - Eco-type oil filter
 - Electric oil extraction pump
 - Gear drive engine oil pump

- EMISSIONS**
- IMO Tier-II compliant
 - UK/EU RCD II

- FUEL SYSTEM**
- Common Rail Direct Injection (CRDI)
 - Gear-driven fuel pump
 - Electronically controlled injection timing
 - Fine fuel filter and water separator

- ELECTRICAL SYSTEM**
- 24 volt - 90A alternator
 - Auxiliary engine stop button
 - Air heating system for a trouble-free cold start

- COOLING SYSTEM**
- Gear-driven seawater pump
 - Seawater-cooled inter-cooler and heat exchanger
 - Auxiliary connector for cabin heating
 - Corrosion resistant material for seawater circuit
 - Easily accessible seawater impeller pump

- EXHAUST SYSTEM**
- Coolant cooled exhaust pipe
 - E-WGT

- ENGINE OPERATING INDICATOR (EOI)**
- Engine self-protection and diagnosis
 - Displays CAN information
 - Displays engine diagnostic error codes
 - Audible alarm and control lamps
 - Idle & PTO rpm adjustable switch

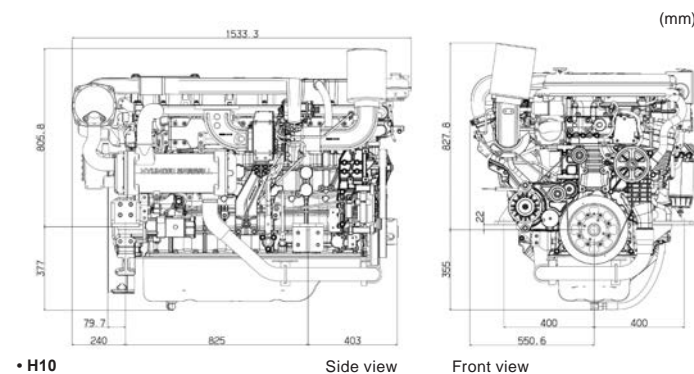
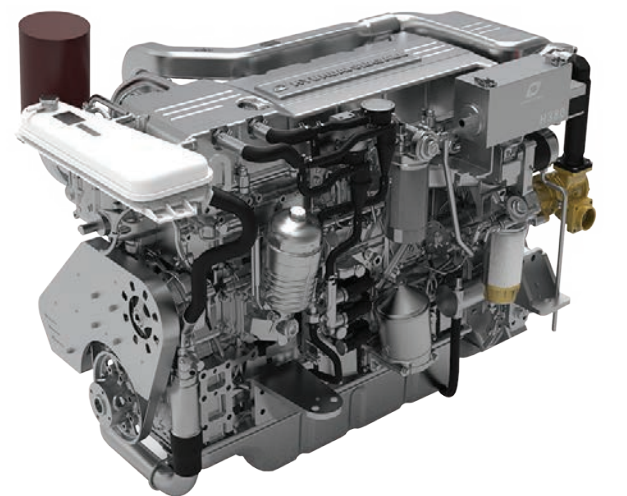


- DRIVE SYSTEM**
- Gearboxes to match your requirements
 - Bobtailed

H10 Series

When it is time for Heavy Duty Commercial

Two versions of this modern, electronically controlled design deliver 380 PS and 170 kg/m of torque and 410 PS and 174 kg/m of torque from the 10 litre in-line 6 cylinder engine. The H engine is rated for Heavy Duty and takes Hyundai Seasall into a new dimension with the ability to serve the professional and commercial markets. The broad flat torque curve proves Hyundai Seasall's diesel development capabilities are world-class and beats the performance of competition's comparable models. Economy is assured by the state-of-the-art fuel management system featuring Electronic Unit Injectors (EUI). The electronic engine control system makes the engine lighter, quieter and more fuel efficient with excellent compact dimensions. The unique one-piece CGI (Compacted Graphite Iron) cylinder head makes the engine lighter and quieter than conventional engines for more comfort onboard. Plus, longevity is assured with close to double the fatigue life of grey iron and aluminium.



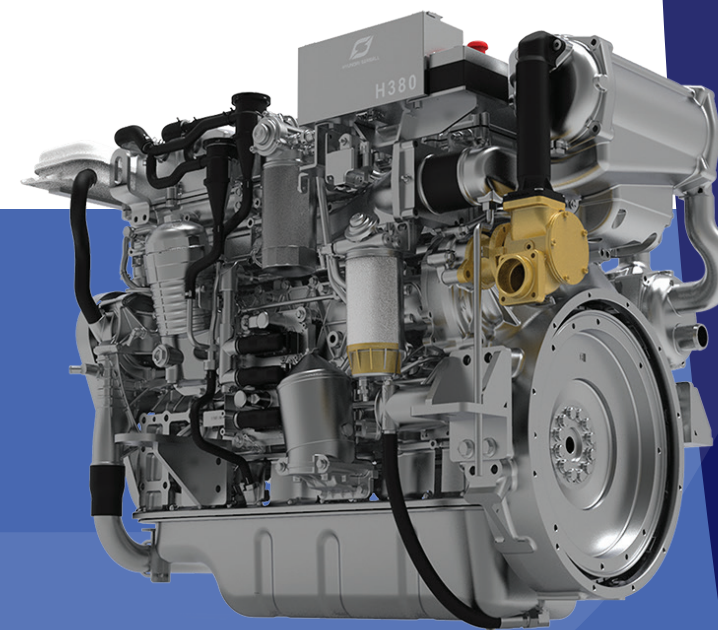
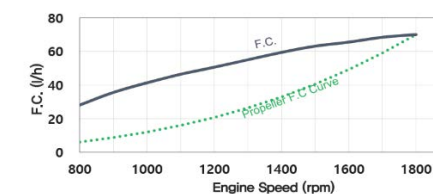
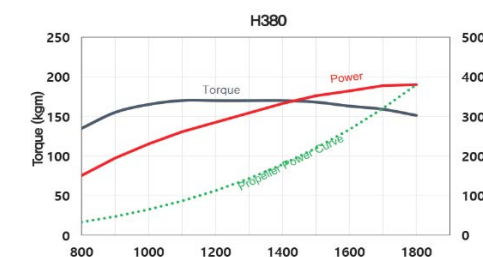
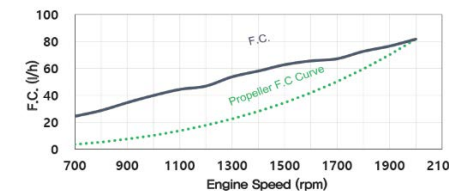
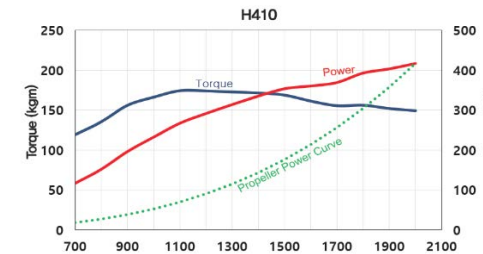
• H10

Side view

Front view

Engine type	H380	H410	H350G5		H380G6	
Propulsion System	Shaftdrive		For Generator			
Engine Duty Rating	Heavy Duty (S1)		Stand-by	Prime	Stand-by	Prime
Configuration	4 - Stroke, 24 - valve OHC E - VGT with Intercooler, Fresh Water Cooling					
Output [PS (kW)]	380 (280)	410 (302)	350 (257)	315 (232)	380 (280)	340 (250)
Rated RPM (Hz)	1,800	2,000	1,500 (50)	1,500 (50)	1,800 (60)	1,800 (60)
Cylinders	In-line 6					
Displacement [cc]	9,960					
Bore X Stroke [mm]	122 X 142					
Compression Ratio	16 : 1					
Max. Torque	170.0kg-m @ 1,100 rpm	174.0kg-m @ 1,100 rpm	-			
Injection System	Electronic Unit Injector (EUI)					
Alternator	24V - 70A					
Engine Diagnosis	Yes					
Max Fuel Consump.[l/h]	70.0	81.8	63.1	56.8	70.0	64.0
Dry Weight [kg]	1,120					
Flywheel	SAE 14					
Flywheel Housing	SAE 1					

Tolerance: ±5%



Technical Description

ENGINE

- Engine
- 6 cylinder in-line, 24 valve OHC
- Compacted Graphite Iron (CGI) cylinder head
- Cast iron cylinder block
- Single serpentine belt system
- Drive belt auto tensioner

ENGINE MOUNTING

- Adjustable engine mounts (Optional)
- Lubrication System
- Easily exchangeable oil filter cartridge
- Closed system with forced feeding
- Eco type oil filter
- Electric oil extraction pump
- Gear-driven engine oil pump

EMISSIONS

- IMO Tier-II (EIAPP) compliant
- UK/EU RCD II

FUEL SYSTEM

- Electronic Unit Injector (EUI)
- Gear-driven fuel pump
- Electronically controlled injection timing
- Fine fuel filter and water separator

ELECTRICAL SYSTEM

- 24 volt system and 70A alternator
- Auxiliary engine stop button
- Air heating system for a trouble-free cold start
- NMEA 2000 Converter (Optional)
- 2 Pole system (Optional)

COOLING SYSTEM

- Gear-driven seawater pump
- Seawater-cooled intercooler, heat exchanger
- Auxiliary connection for cabin heating
- Corrosion resistant material for seawater circuit
- Easily accessible rear mounted sea-water pump

EXHAUST SYSTEM

- Engine coolant cooled exhaust manifold
- Cast iron exhaust elbow

TYPE APPROVAL

- RINA Classification Society

INSTRUMENT BOX ASSEMBLY

- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps
- Idle & PTO rpm adjustable switch



DRIVE SYSTEM

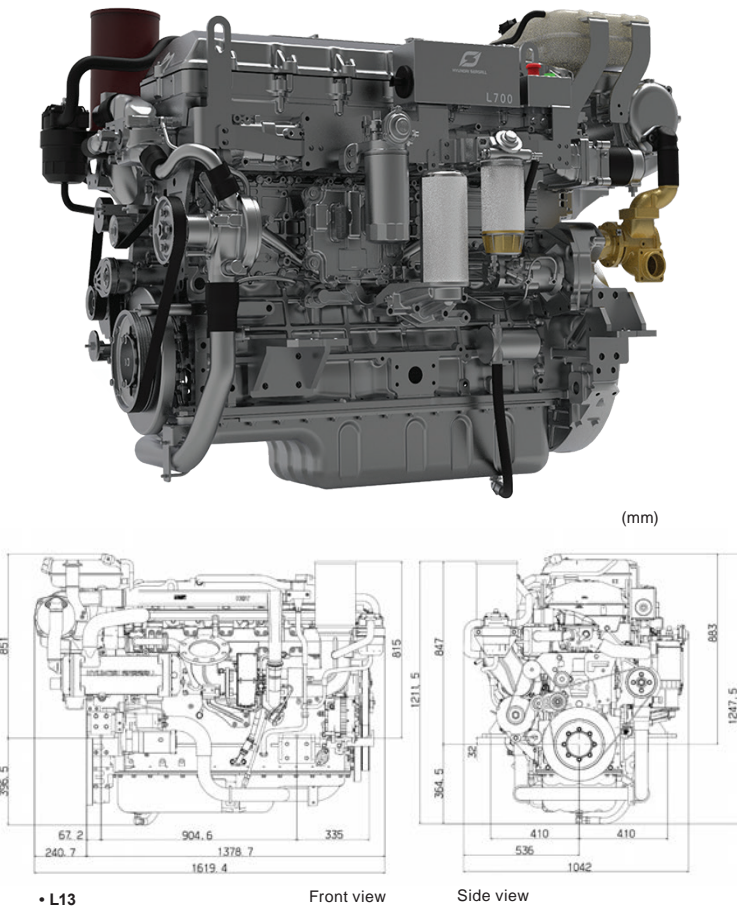
- Gearboxes to match your requirements
- Bobtailed

L13 Series

12.7 Litre Commercial Engine

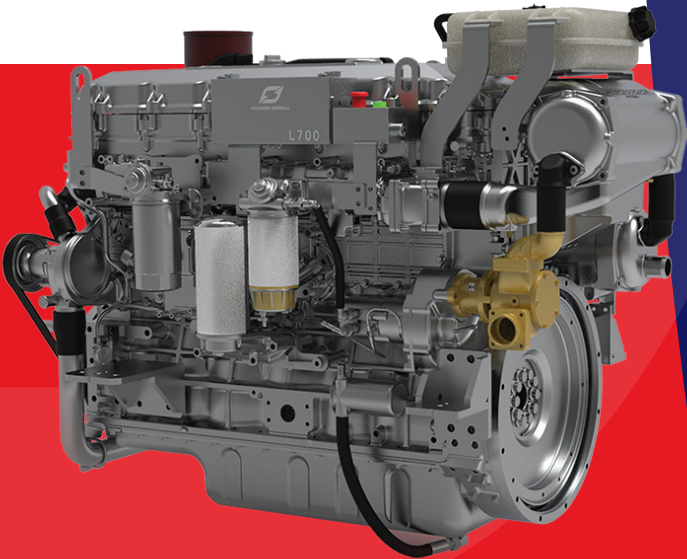
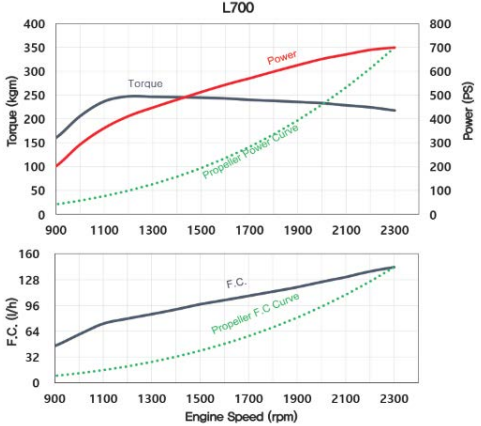
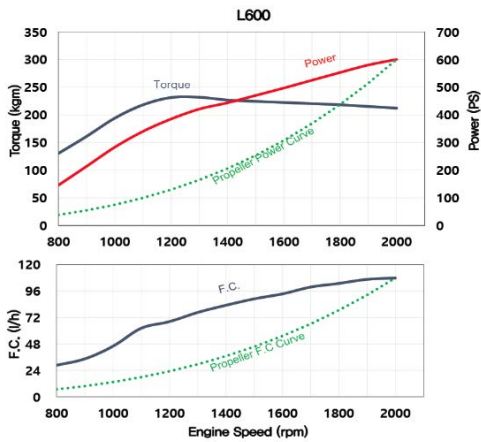
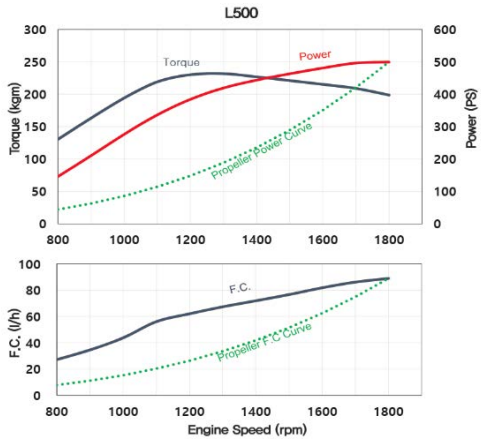
The Electronic Unit Injection system (EUI) delivers 500 - 700 PS and 232kg·m of torque from the 12.7 litre in-line 6 cylinder engine. The robustly-designed unit was specifically conceived as an engine with the ability to serve the professional and commercial markets. It has stable performance at high load and responds well to sudden load changes. Excellent power and torque in a wide rpm range proves Hyundai Seasall's diesel development capabilities are world-class and beats the performance of competition's comparable models.

Economy is assured by the state-of-the-art fuel management system featuring electronic unit injectors (EUI). The electronic engine control system makes it lighter, quieter and more fuel efficient in a surprisingly compact package. The L13 provides excellent value - both at the time of purchase and during operation. It is economical and clean running - both attributes which appeal to the professional mariner.



Engine Type	L500	L600	L700	L460G5		L500G6	
Propulsion System	Shaftdrive / Waterjet			For Generator			
Engine Duty Rating	Heavy Duty(S1)	Medium Duty(S2)	Light Duty(S3)	Stand-by	Prime	Stand-by	Prime
Configuration	4-Stroke, 24-Value OHC, WGT with Intercooler, Fresh Water Cooling						
Output [PS (kW)]	500 (368)	600 (441)	700 (515)	460 (338)	415 (305)	500 (368)	450 (331)
Rated RPM	1,800	2,000	2,300	1,500	1,500	1,800	1,800
Cylinders	In-line 6						
Displacement [cc]	12,736						
Bore X Stroke [mm]	130 X 160						
Compression Ratio	16 : 1						
Max. Torque	232.0kg·m @ 1,200 rpm		247.5kg·m @ 1,200 rpm	-			
Injection System	Electronic Unit Injector (EUI)						
Alternator	24V-90A						
Engine Diagnosis	YES						
Max Fuel Consump.[l/h]	89.2	116.4	143.4	76.6	68.9	88.9	82.5
Dry Weight [kg]	1,310		1,320	1,310			
Flywheel	SAE 14						
Flywheel Housing	SAE 1						

Tolerance: ±5%



Technical Description

- ENGINE**
- 6 cylinder in-line, 24-valve OHC
 - Cast iron cylinder block and cylinder head
 - Single serpentine belt system
 - Drive belt auto-tensioner

- ENGINE MOUNTING**
- Adjustable engine mounts (Optional)
 - Lubrication System
 - Gear-driven engine oil pump
 - Closed system with forced feeding
 - Easily exchangeable oil filter cartridge
 - Eco type oil filter
 - Electric oil extraction pump

- EMISSIONS**
- IMO Tier-II (EIAPP) (L500, L600,L700)

- FUEL SYSTEM**
- Electronic Unit Injector (EUI)
 - Gear-driven fuel pump
 - Electronically controlled injection timing
 - Fine fuel filter and water separator

- ELECTRICAL SYSTEM**
- 24 volt - 90A alternator
 - Auxiliary engine stop button
 - Air heating system for a trouble-free cold start
 - NMEA2000 Converter (Optional)
 - 2 Pole system (Optional)

- COOLING SYSTEM**
- Gear-driven seawater pump
 - Seawater cooled intercooler and heat exchanger
 - Auxiliary connection for cabin heating
 - Corrosion resistant material for seawater circuit
 - Easily accessible rear mounted sea-water pump

- EXHAUST SYSTEM**
- Coolant cooled exhaust manifold
 - Cast iron exhaust pipe

- TYPE APPROVAL**
- RINA Classification Society (L500, L600,L700)

- INSTRUMENT BOX ASSEMBLY**
- Engine self-protection and diagnosis
 - Displays CAN information
 - Displays engine diagnostic error codes
 - Audible alarm and control lamps
 - Idle & PTO rpm adjustable switch



- DRIVE SYSTEM**
- Gearboxes to match your requirements
 - Bobtailed

Global Network

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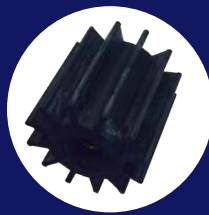
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