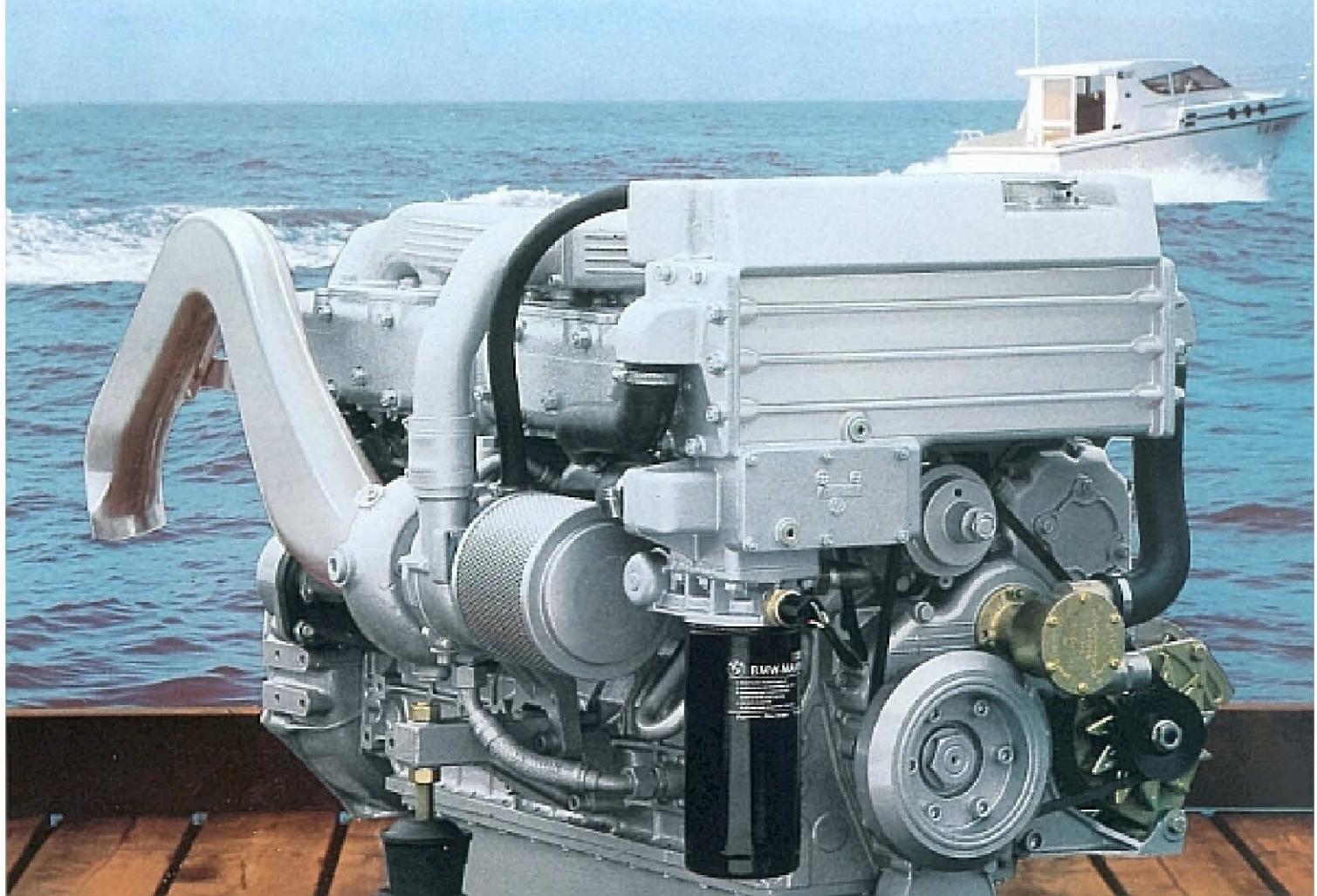
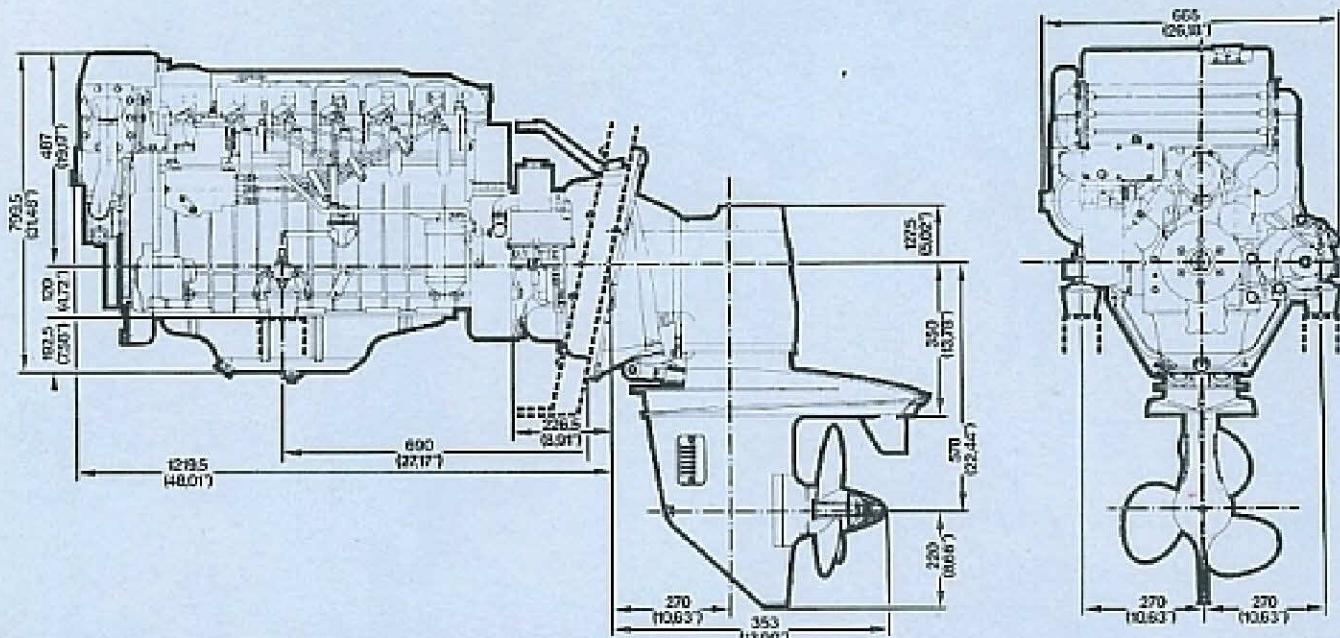


**For the man who wants more  
from his diesel:  
The D150 Turbo Diesel.  
By BMW.**



## Main dimensions



## Technical Data

### Engine Specifications D 150

<b>Weight</b>	Dry weight of engine only 365 kg (800 lb) Weight of stern drive including transom plate 74 kg (163 lb) Weight of complete unit 439 kg (966 lb)
<b>Design and Engine Bearings</b>	6-cylinder inline engine with cylinders in upright position and inclined valves in parallel arrangement Crankshaft made of forged, heat-treated steel
	Dual-circuit cooling system; engine and raw water circuits operate independently
	3-point suspension; adjustable at the front, ring-shaped engine mount at the rear
<b>Cubic Displacement and Engine Output (per DIN 6279 B)</b>	Displacement 3599 cc (219 cu in) Stroke 95 mm (3.74 in) Bore 92 mm (3.62 in) Max output 100 kW (136 hp) at 3800 rpm Max torque 290 Nm (213.7 lb/ft) at 3000 rpm Compression ratio 22:1 Wide open throttle neutral 4000 rpm
<b>Operation</b>	Four-stroke diesel engine with water-cooled exhaust supercharging
<b>Valve Drive</b>	Camshaft tappets and push rods located at the side of the engine block Valves in parallel arrangement
<b>Lubrication</b>	Forced-feed lubrication by Eaton pump, interchangeable oil filter, thermostat-controlled oil cooler
<b>Fuel Supply System</b>	Ultra-fine fuel supply filters with water separator, fuel pump with additional manual control, BOSCH injection pump, fuel injection nozzles, air filters
<b>Engine Cooling</b>	Dual-circuit cooling system with wet exhaust
<b>Electrical System</b>	MOTOROLA Alternator: 1000 W, 14 V, 35 Amps BOSCH Starter: 12 V, 3 kW Electrical engine cut-off Heater plugs with automatic glow time control
<b>Power Transmission</b>	Heavy-duty elastic rubber coupling; double-universal joint
<b>Stern Driver</b>	Gear ratio 1.6:1 Max propeller diameter 16 in (400 mm) Max till angle $\pm 30^\circ$ Trailer position (removed from water) 40° Electro-hydraulic trim/tilt system, trimable up to the max permissible engine speed of 3800 rpm
<b>Design Features</b>	Engine with complete wiring and multiple-plug connections, 6 m wiring harness 2-part instrument panel: 1. Tachometer with hour meter; voltmeter; water temperature gauge; trim indicator with warning light; ignition switch with key starter; charging control light; oil pressure control light; glow control; switch instrument light; electric motor stop switch; buzzer for oil, coolant and trim; 2. Oil pressure gauge; oil temperature gauge; dimensions: 264 x 149 mm Standard-mount oil sump pump Toolkit Raw water filter including connections and hoses
<b>Special Equipment</b>	Single lever gearshift and throttle control Steering systems Various instruments

Subject to change in design and equipment

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BMW Marine GmbH  
Munich, West Germany

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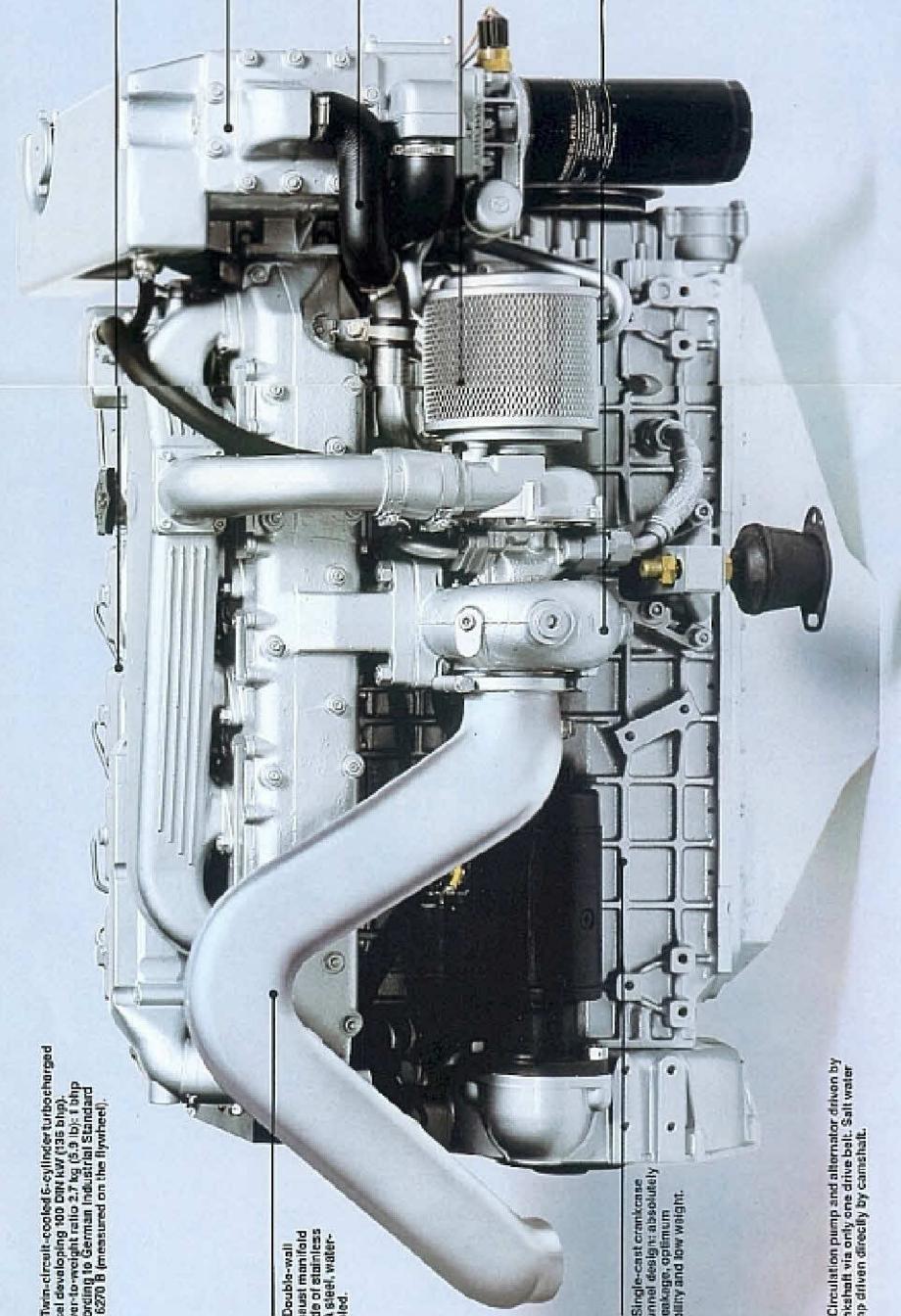
Printed in West Germany

Your BMW Marine Dealer



**Twin-circuit-cooled V6 cylinder turbocharged**  
diesel development 40 DIN kW (53 bhp).  
Power to weight ratio 2.1 kg (5.3 lb) / 1 bhp  
according to German Industrial Standard  
DIN E 270 B (measured on the flywheel).

All fuel pipes made of steel for maximum safety.

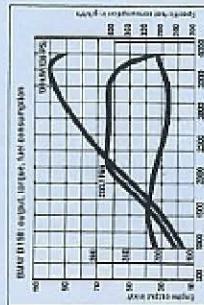
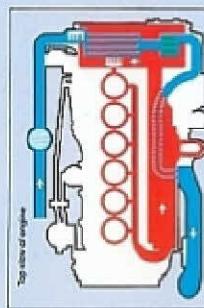


The BMW D150. The most important merits of BMW's big step into the future.

To provide an even higher standard of efficiency and boating pleasure, the D150 offers you a number of outstanding features typical of BMW but unusual with other makes.

More power from smaller dimensions.

Thanks to its concept and design, the D150 Turbo Diesel combines excellent thermal stability with maximum efficiency. Through its soft and smooth combustion process, it avoids the harsh noises of a diesel engine almost completely. The turbocharger with fuel supply geared to the pressure generated (a unique concept used for the first time in marine engineering) increases the engine's efficiency and significantly reduces fuel consumption.



Twin-circuit cooling system with integrated radiator, oil cooler and equalizing reservoir.

BMW combines a compact design with a high standard of reliability. Because less parts mean not only less weight but also less maintenance. And despite the compact design of the D150, all parts and components can be exchanged individually.

Since the compact D150 turbo Diesel requires only very few connecting pipes, leaks are not only unusual but almost impossible. And with the water pump driven directly by the crankshaft as well as the single-belt drive of the circulation pump and alternator (75 Amps/1000 rpm) via the crankshaft, the risk of mechanical deficiencies is also minimized.

BMW's reputation for quality is proven by the extra-light, water-cooled exhaust manifold made of high-quality, stainless V2A steel. Another example of this exceptional quality is the all-round rustproofing provided by the primer and the two-component heat-treated paintwork: Preventive treatment to maintain the value and reliability of your D150 for many years of boating pleasure.

The BMW D150 – the best guarantee you can buy for real economy and years of unrestricted pleasure.

The extremely low fuel consumption of the D150 is unparalleled when the engine is running in the standard speed range – and is just one more example of BMW's efficiency in engine design.

To appreciate how convenient BMW makes after-sales service for the boating enthusiast, consider the long service intervals of the new D150. The fact that thanks to the sophisticated design of the engine an oil change is required only once every 100 hours (and not the usual 50 hours), and that wherever you go, there will be a BMW specialist nearby.

So if you expect a large marine diesel to offer you more than an average standard to the current range of engines, the new standard set by the BMW D150. This will give you not only the advantage of better engineering, but also the benefit of BMW's know-how and a substantial lead over conventional engines.



**The BMW D 150: An outstanding addition to the BMW marine engine range.**

Your boat gives you a new world to experience. And a BMW marine engine makes that world even more enjoyable. Through better engineering that gives you even more reliability and makes you independent of service and supply problems. With a BMW engine, you have the freedom to enjoy the most beautiful places in the world – places that other people are rarely able to reach. Places that can give you unusual excitement – coupled with the reassurance that you can rely on the superior technology of your BMW marine engine.

**The D 150: Turbo Diesel. The diesel principle combined with BMW engineering.**

When choosing a marine engine in the D 150 class, you are making a decision that will have to last for many years. So invest for the future – in engineering that will meet all the demands in the years to come. The D 150 sets a new standard in design and technology because it takes the well-known advantages of the diesel concept and eliminates the inherent disadvantages. By choosing the D 150 today, you can be sure that you will still have the most up-to-date tech-

nology tomorrow. Because the D 150 is a diesel engine developed specifically for marine purposes and perfected in years of thorough testing. Just compare it with other engines and you will see that hardly any other unit is a true match for the D 150.

**The BMW D 150: A combination of optimum engineering and surprisingly low weight.**

So you think that all marine diesels are heavy? Wrong – BMW diesels are usually quite light, especially the D 150: Fitted with stern drive and power/trim as standard, the D 150 weighs about 130 lb less than other engines with the same equipment and features. Naturally, this gives the BMW D 150 a better power-to-weight ratio and makes it far more agile. And it helps you, as the owner of a runabout, for example, to save a lot of money.

With the BMW D 150, you can tow your sports boat on a trailer, even though it's fitted with a diesel engine. And this means that the D 150 helps your pocket even when it's not doing anything else: In winter it saves you not only the high cost of maintenance of comparable engines, but also the substantial expenditure of keeping your boat in a boat-house or at a mooring. At the same time you can add a long list of positive points that will

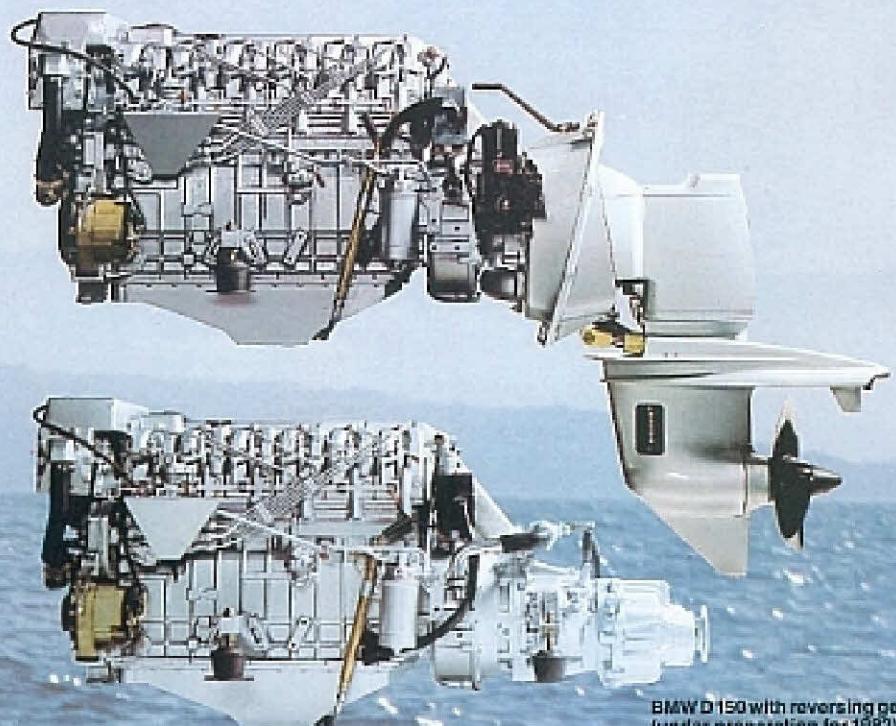
minimize your spending: a long life, a high standard of reliability, minimum noise, simple, low-cost service and maintenance as well as maximum economy.

Above all, the lightweight D 150 makes it a lot easier to forget the usual restraints in the use of a marine diesel. With its low weight and smooth, powerful torque curve, the D 150 offers you great versatility: For a cabin cruiser or a runabout, from long voyages to high-speed water skiing, the D 150 is the ideal engine.

So if you really want to enjoy your boat, your best decision is to choose the economy, performance and all-round versatility of a BMW D 150.

**The BMW D 150: Technical perfection to the very last detail.**

When you choose the D 150 stern drive, you receive a complete, compact unit with everything already fitted ready to go. Because it is BMW's philosophy to supply our marine engines complete. And not to force purchasers to buy numerous accessories before they have the real thing. Looking at the D 150 with stern drive, this means that the power/trim is included in the price. Because BMW engines require BMW drive systems. To make sure that everything is really perfect.



BMW D150 with reversing gear  
(under preparation for 1982)

The D150 is also fitted as standard with a water filter and oil filter, with an oil suction pump, an electrical on/off switch, a complete toolkit and all the necessary cables, hoses and connection pieces.

Naturally, BMW offers you a large range of accessories to turn the fully equipped D150 into your own, individual marine engine.

Perfect handling and a close eye on the engine. In the BMW cockpit.

Once you have chosen a BMW marine engine, you don't have to worry about the range of controls and instruments. Because with BMW these controls and instruments also come as standard equipment: The water and oil temperature gauges, oil pressure

and voltage meters, trim indicator, engine hour meter and rev counter on the two-piece instrument panel as well as a warning signal to make you aware of the correct water/oil temperature and the trim position.

You will also enjoy quality and style with a BMW steering wheel and gear shift. If you have the very best in marine engineering under the hatches you might as well continue this through to all the controls, and at the same time show you are a truly discerning boat owner.

