

LW TYPE

(MARINE)

ENGINE No.

IMPORTANT

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SUPPLEMENTARY INSTRUCTIONS

for the Operation of

GARDNER

LW MARINE DIESEL ENGINES

To be used in conjunction with LW Type Instruction Book No. 56-6 (or later issue) and No. 2 U.C. Reversing and Reducing Gear Instruction Book No. 44-3 (or later issue).



GARDNER ENGINES (SALES) LTD.

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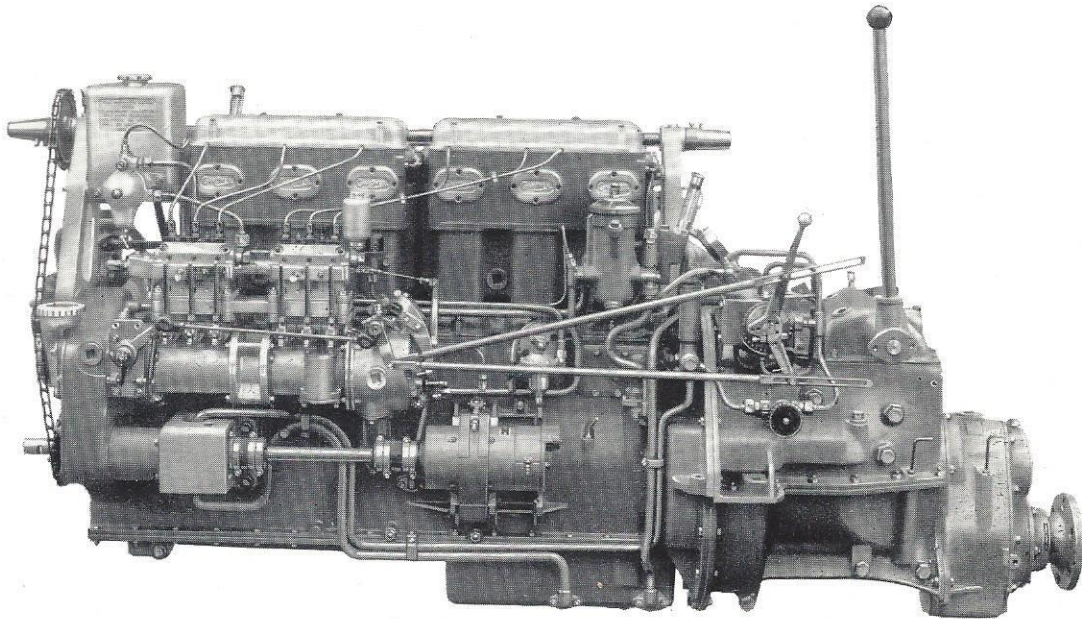
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PRICE 8s. 6d. EACH

GARDNER

LW TYPE MARINE DIESEL ENGINES



6LW Marine Propulsion Unit fitted with Gardner Single Lever Control for engine speed and reverse gear operation.

SUPPLEMENTARY INSTRUCTIONS FOR THE OPERATION OF MARINE ENGINES TO BE USED IN CONJUNCTION WITH LW TYPE INSTRUCTION BOOK NO. 56·6 (or later issue) AND NO. 2 U.C. REVERSING AND REDUCING GEAR INSTRUCTION BOOK NO. 44·3 (or later issue).



DESIGNATION

LW denotes the mark of the engine, the numeral denotes the number of cylinders. 4LW, for example, denotes the LW series engine of four cylinders. Standard Engines have an anti-clockwise rotation looking from aft suitable for a left-hand propeller. When either a 2 : 1 or 3 : 1 reducing gear is fitted the tail shaft rotation is reversed, requiring a right-hand propeller.

Engines can be offered having opposite rotation, as in the case of twin screw installations or other special applications, but this must be clearly specified and for which there is a small extra charge.

GENERAL DATA AND POWER OUTPUT

FOR HEAVY DUTY COMMERCIAL AND SIMILAR CRAFT											
Cast Iron or Aluminium Construction Engine, Reverse Gear and Reducing Gear											
Engine	Swept Volume		B.H.P.	R.P.M.	Approximate Weights (lb.)						Drawing No.
					Direct Drive		2 : 1 Reducing Gear		3 : 1 Reducing Gear		
	Litre	in. ³			Aluminium	Cast Iron	Aluminium	Cast Iron	Aluminium	Cast Iron	
2LW	2.8	170	28	1300	—	1,792	—	1,988	—	2,044	12800
3LW	4.2	255	42	1300	1,736	2,100	1,876	2,296	1,916	2,352	12801
4LW	5.6	340	56	1300	1,848	2,240	1,988	2,436	2,028	2,492	12802
5LW	7.0	426	70	1300	2,044	2,464	2,184	2,660	2,224	2,716	12803
6LW	8.4	511	84	1300	2,240	2,688	2,380	2,884	2,420	2,940	12804

FOR YACHTS, CRUISERS, AUXILIARY VESSELS and other MARINE use											
as distinct from commercial craft, which may operate continuously at maximum hours per annum.											
Cast Iron or Aluminium Construction Engine, Reverse Gear and Reducing Gear											
Engine	Swept Volume		B.H.P.	R.P.M.	Approximate Weights (lb.)						Drawing No.
					Direct Drive		2 : 1 Reducing Gear		3 : 1 Reducing Gear		
	Litre	in. ³			Aluminium	Cast Iron	Aluminium	Cast Iron	Aluminium	Cast Iron	
2LW	2.8	170	31	1500	—	1,792	—	1,988	—	2,044	12800
3LW	4.2	255	47	1500	1,736	2,100	1,876	2,296	1,916	2,352	12801
4LW	5.6	340	62	1500	1,848	2,240	1,988	2,436	2,028	2,492	12802
5LW	7.0	426	78	1500	2,044	2,464	2,184	2,660	2,224	2,716	12803
6LW	8.4	511	94	1500	2,240	2,688	2,380	2,884	2,420	2,940	12804

FOR HIGH SPEED CRAFT											
Aluminium Construction Engine, Reverse Gear and Reducing Gear											
Engine	Swept Volume		B.H.P.	R.P.M.	Approximate Weights (lb.)						Drawing No.
					Direct Drive		2 : 1 Reducing Gear		3 : 1 Reducing Gear		
	Litre	in. ³			Aluminium	Cast Iron	Aluminium	Cast Iron	Aluminium	Cast Iron	
4LW	5.6	340	71	1700	1,736		1,876		1,916		12802
5LW	7.0	426	89	1700	1,932		2,072		2,112		12803
6LW	8.4	511	107	1700	2,128		2,268		2,308		12804

The above tables give the powers developed at **normal atmospheric temperature and pressure**. They are net values and represent installed performance except for deductions on account of any auxiliaries or inadequate induction or exhaust systems.

For adverse climatic conditions, engines are de-rated in accordance with the engine Instruction Manual.

The weights quoted include:

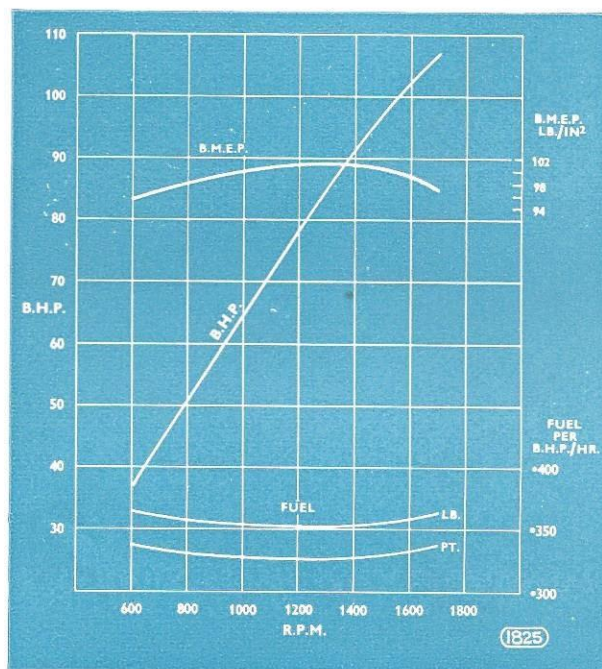
1300 and 1500 r.p.m. units: Hand Starting equipment only and heavy design flywheel.

1700 r.p.m. units: Electric Starting equipment only and light design flywheel.

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LW MARINE DIESEL ENGINES

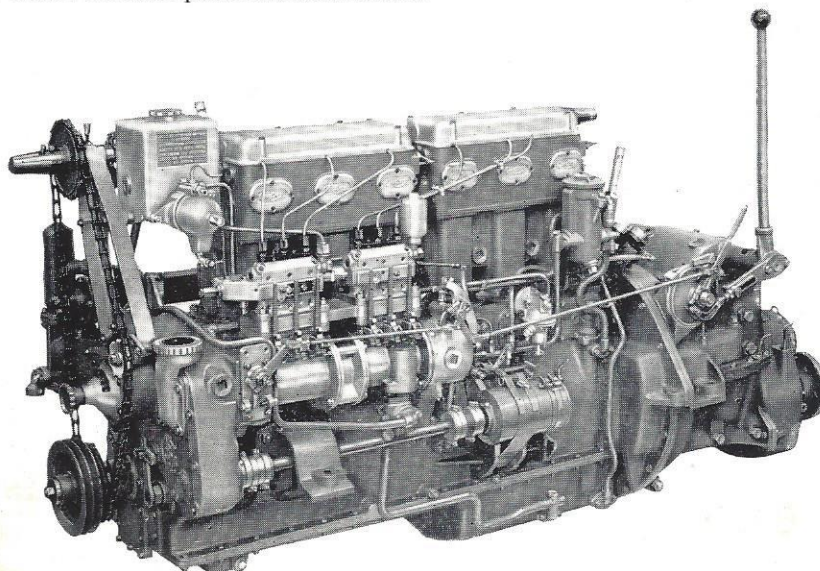
PERFORMANCE CURVES



1,700 R.P.M.

The above are the performance curves of the six-cylinder LW engine at 1,700 R.P.M. The power and torque of the other sizes of engines are approximately as above but proportionate to the number of cylinders and the R.P.M. The fuel consumption and mean effective pressure remains sensibly constant for all numbers of cylinders.

These curves are made from figures regularly observed during normal production tests of the engines, and represent the actual installed performance available.



6LW Engine with No. 2 U.C. Reversing and 2:1 Reducing Gears.