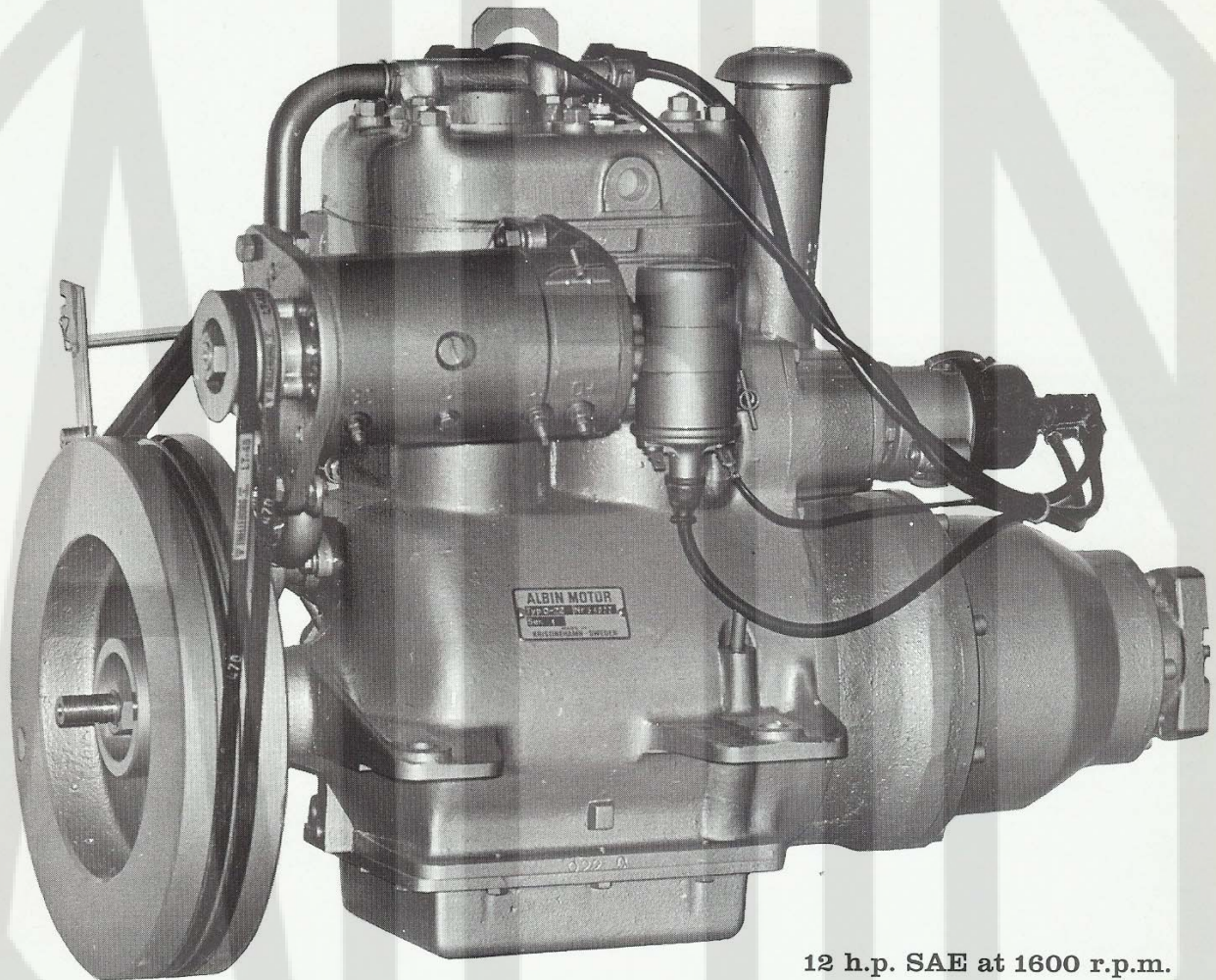


ALBIN O-22

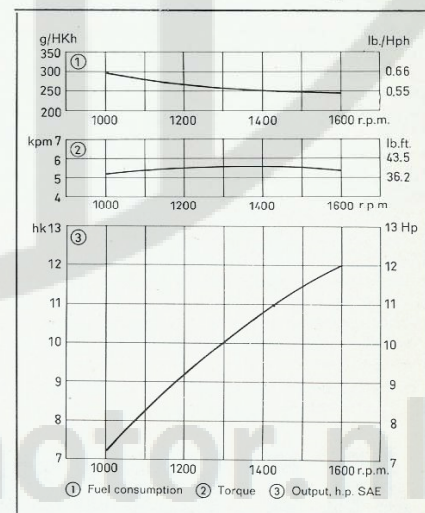


12 h.p. SAE at 1600 r.p.m.

The ALBIN O-22 is a durable and dependable engine which is very easy to manoeuvre. It is of the two-cylinder type and runs on petrol (gasoline) or paraffin (kerosene). The O-22 is very fuel-thrifty and consumption at normal speeds is only 2—2.5 litres 3.5—4.4 Imp. pints per hour. The engine is fitted with a new and compact spring loaded reverse gear and is operated by a single lever remote control. This means that one single control lever is used to operate both the throttle and the reverse gear — a significant simplification as far as control of the boat is concerned.

The ALBIN O-22 has one single lubricating point for both the engine and the reverse gear. If the engine is equipped with the new propeller stern gear from ALBIN, this reduces daily maintenance to a minimum.

The ALBIN O-22 is suitable for boats with lengths up to 9 metres (30'). As auxiliary power in sailboats the engine is available with variable pitch propeller — the so called Combi version (see separate brochure).



ALBIN FOR DEPENDABLE AND ENJOYABLE BOATING

Technical information

ALBIN O-22

Number of cylinders	2
Type of engine	Four-stroke
Bore	78 mm (3.07 ins)
Stroke	92 mm (3.62 ins)
Cylinder capacity	880 c.c. (54 cu.in)
Compression ratio	5.6:1
Output, petrol (gasoline)	12 h.p. SAE
paraffin (kerosene)	10 h.p. SAE
Direction of rotation	Counter-clockwise
Maximum inclination	12°
Fuel consumption, petrol (gasoline)	245 g/hp/hour (0.54 lb/bhp/hr)
paraffin (kerosene)	265 g/hp/hour (0.58 lb/bhp/hr)
Weight, engine with hand starting	107 kg (235 lb)
engine with electric starter	115 kg (250 lb)

The ALBIN O-22 is a compact engine with a length of only 655 mm (25 13/16"). In addition to low height, the side-valve design ensures also a steady high torque, the use of a large diameter propeller and thus the desired thrust.

A low compression ratio, a well-balanced crankshaft with counterweights and light-metal pistons of a new type all contribute towards the smooth and vibrationfree operation which is so important for a marine engine.

The thermostat-controlled cooling system includes a cooling water pump with rubber impeller which needs no lubrication. The ALBIN O-22 has a mechanical fuel pump with a suction lift of 1.5 m (5'). This means that the fuel tank can be located below carburetor float level. There is no risk of leakage from the carburetor when the engine is not running. The carburetor is fitted with a combined flame trap and inlet silencer which considerably reduces the inlet sound level. The engine is fitted with adjustable valve tappets. Main and big end bearings consist of directly replaceable precision bearings of the thin-walled type which do not require any machining when they have been fitted in the bearing supports.

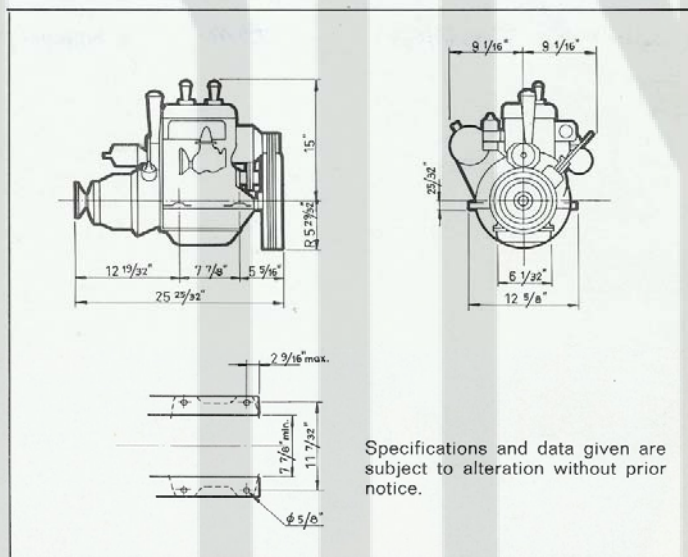
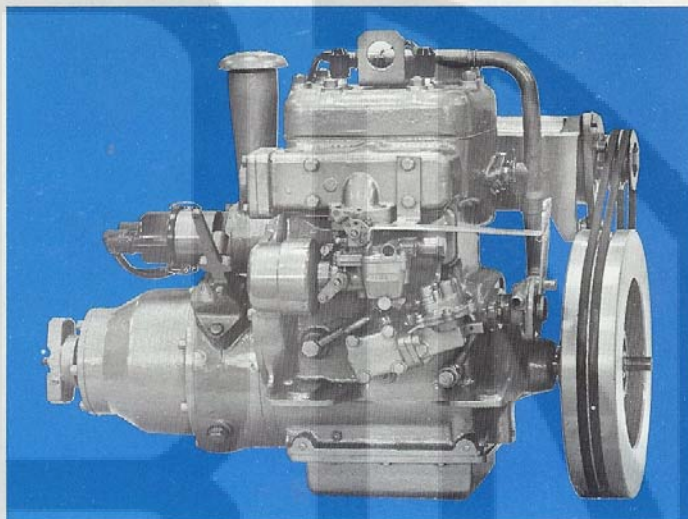
The reverse gear — of patented design — is lubricated from the engine. This reverse gear is fully self-adjusting and requires no special maintenance. It is operated by means of a single lever remote control which is available in three different models: A for top mounting, B for concealed side mounting and C for side mounting.

The ALBIN O-22 is available with hand starting on the flywheel or with electrical starting equipment. When handstarted the engine has magneto ignition with an impulse coupling. The electric starter version has coil ignition with automatic ignition timing and a 12 V dynastart with a starter rating of 0.8 h.p. and a charging rating of 90 W. The instrument panel includes an ignition and starter switch, control lamps for charging and oil pressure, a cooling water thermometer and also switches for instrument lighting and navigation lights.

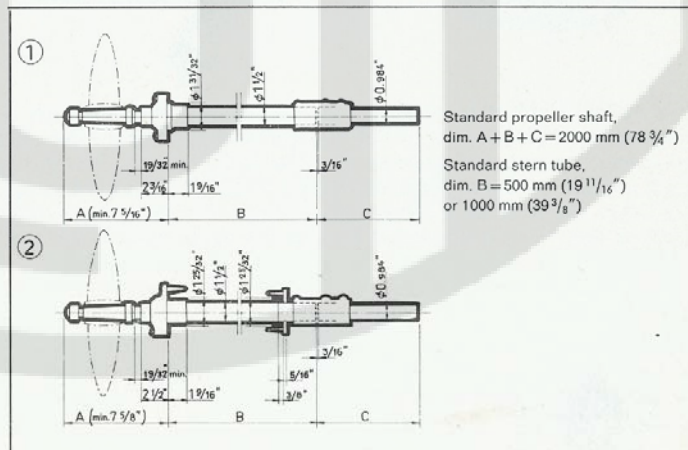
The engine can be supplied with a propeller equipment of a new type which only needs lubricating once each season. The dimension sketch on the right shows the layout for a fibreglass boat (1) and for a wooden boat (2). The forward bearing is lubricated from an oil pocket, the volume of which is sufficient for one season of running. The outer stern bearing is water-lubricated and is fitted with a self-adjusting rubber bushing which eliminates edge loading on the bearing.

Extra engine equipment which is available includes: A bilge pump combined with the cooling water pump, a rubber mounting with a flexible propeller shaft coupling, a water-jacketed exhaust elbow for connection to a rubber exhaust tube, a pre-wired loom including all electric cables between the engine, relay and instrument panel.

For heavy boats the engine is available with 2:1 reduction gear. This is engine lubricated.



Specifications and data given are subject to alteration without prior notice.



Standard propeller shaft, dim. A + B + C = 2000 mm (78 3/4")
Standard stern tube, dim. B = 500 mm (19 11/16") or 1000 mm (39 3/8")

ALBIN

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