

**The BMW D35-1/D35-2  
Marine Engine:  
22 kW (30 bhp).  
Particularly suitable for  
sailing yachts and  
motor sailers  
up to approx  
10.5 metres (34') and  
8 tons –  
and for displacement  
motor boats up to  
approx 3 tons.**

The BMW D35 is a robust and compact 2-cylinder marine diesel with an extremely low power-to-weight ratio. The compensation shaft reduces vibrations when running to an absolute minimum. The special mounts developed for sailing boats incorporate extra-large silent blocks and allow installation of the engine with a low centre of gravity. The lubrication system provides for perfect running conditions with the engine at a permanent angle of heel of up to 30°. Also available with twin-circuit cooling (D35-2).

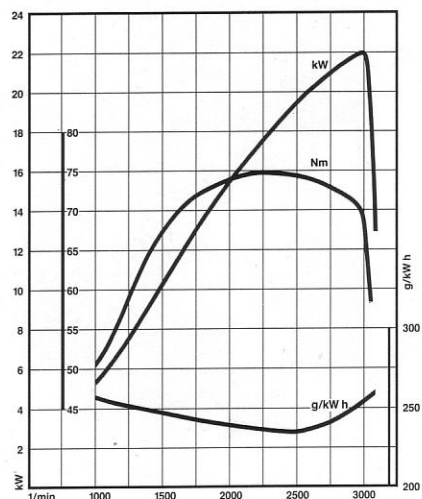
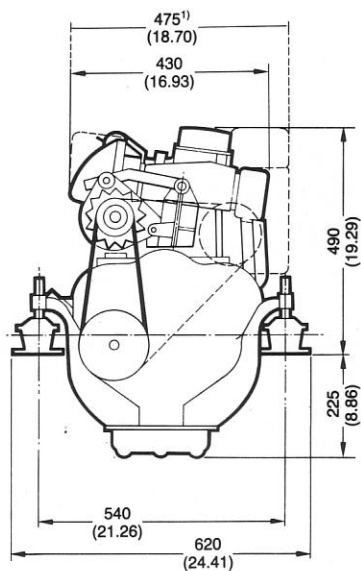
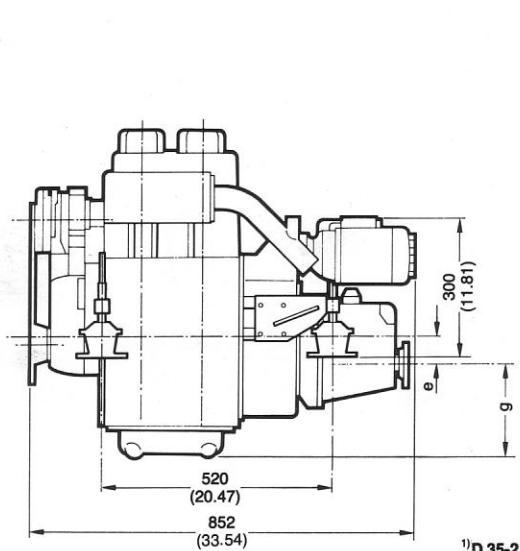
**Special features:**

- Exceptional smooth running due to compensation shaft
- Low power-to-weight ratio
- Thermostat-controlled salt water cooling of the D35-1 to provide a constant operating temperature
- New compact twin-circuit cooling system of the D35-2 with integrated header tank and heat exchanger to provide optimum corrosion-proofing. Warm water supply capability
- Low fuel consumption: 6.8 ltr/1.5 Imp gals per operating hour at maximum output
- Salt water impeller pump driven directly by the camshaft – no need for additional V-belt
- Bosch single-element fuel injection pump with mechanical control and self bleeding, inexpensive maintenance
- Engine runs perfectly even with an angle of heel of up to 30°
- High-output alternator and starter
- Optimum corrosion-proofing through three zinc anodes and

- two-component paintwork
- Electrical wiring complying with the strict US Coast Guard regulations, resettable fuses to provide extra safety against overload
- Wide range of instruments
- Reversing-type gearbox with various reduction ratio gears for all applications
- Engine and gear box prepared by the factory for single-lever remote control of throttle and gear shift
- Fuel filter with water separator
- Electrical engine cut-off switch fitted as standard

**Conclusion:**

The D35 has a wide range of exceptional advantages. This applies not only to the D35 but to all marine engines that bear the symbol of progressive engineering. BMW's complete range of marine engines for sailing boats and motor yachts offers all kinds of options and a wide choice of diesel and petrol units. You can choose from a wide range of optional extras and accessories to meet your personal requirements. And to make sure that you enjoy sheer boating pleasure for a long time to come, BMW Marine's international dealer organization has trained marine technicians at your service as well as a reliable and quick supply of parts.



### Specifications D 35-1 (single-circuit cooling) D 35-2 (twin-circuit cooling)

<b>Displacement and output (DIN 6270 B)</b>	Displacement 1416 cc (86.4 cu in) Stroke 100 mm (3.94"), bore 95 mm (3.74") Max continuous output 22 kW (30 bhp) at 3000 rpm Max torque 75 Nm (53 ft/lb) at 2250 rpm Compression ratio 19:1 Wide open throttle neutral 3200 rpm
<b>Design and installation</b>	Four-stroke diesel engine with direct fuel injection 2-cylinder inline in upright position, forged-steel crankshaft. Additional compensation shaft to prevent engine vibrations Max installation angle 15° Engine supported by four flexible mounts
<b>Weight</b>	Dry weight of the complete engine (including reversing-type gearbox) D 35-1 234 kg (515 lb)      D 35-2 258 kg (568 lb)
<b>Valve drive</b>	Camshaft, tappets, tappet rods and rocker arms located next to engine block; inclined valves in vertical, parallel arrangement
<b>Lubrication</b>	Forced-feed lubrication via gear-type pump, replaceable filters and oil cooler
<b>Fuel supply system</b>	Bosch fuel injection, automatic self bleeding system Ultra-fine filters with water separator, fuel supply pump with additional manual control Air filter with air intake silencer
<b>Engine cooling</b>	D 35-1 Impeller water pump connected directly to the crankshaft D 35-2 Water pump for freshwater circuit and connection for warm water supply through calorifier, if desired
<b>Electrical system</b>	14 V, 75 A alternator 1.9 kW, 12 V starter
<b>Power transmission</b>	Torsion damper between engine and gearbox
<b>Reversing-type gearbox</b>	Reversing-type gearbox with neutral position, forward and reverse, right hand rotation Gear ratios: Standard forwards 2.5:1; reverse 2.4:1 optional gear ratios 2:1 and 3:1 V-drive HBW 150 2.1:1 and 3:1
<b>Standard fittings</b>	Fuel system with automatic self bleeding; zinc anodes; complete wiring and multi-pin plug connection; wiring harness; instrument panel with starter switch, voltmeter, rev counter with hour meter, indicator lights for water temperature, oil pressure and battery charge; rheostat for instrument panel illumination; electrical engine cut-off switch; instrument fuses; tool kit Additional fittings on D 35-2: Water temperature gauge; blank holes for additional instruments; warning buzzer for water temperature and oil pressure
<b>Optional fittings</b>	Single-lever gear shift and throttle control with cables complete stern gear and exhaust system; various additional instruments Subject to change in design and technical features

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