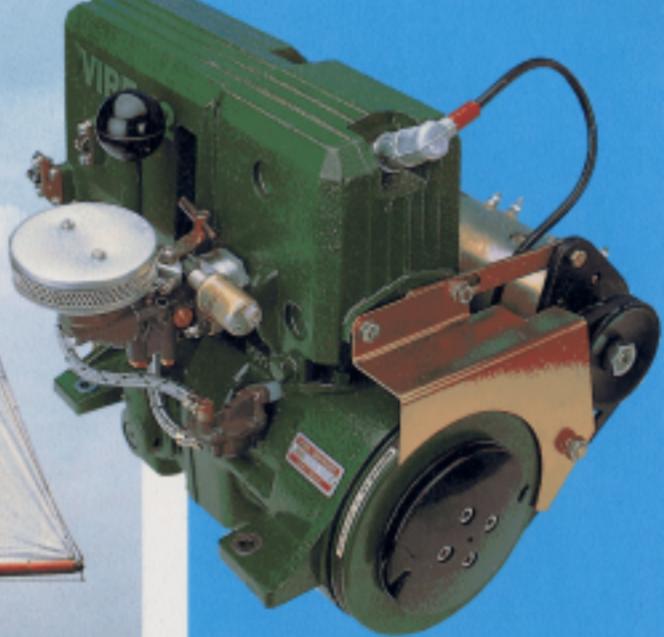


VIRE

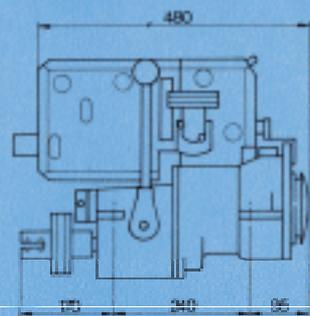
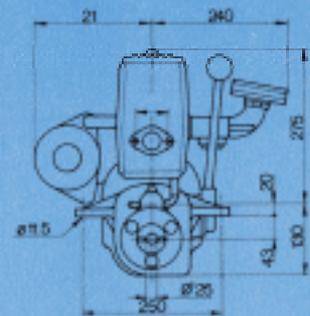
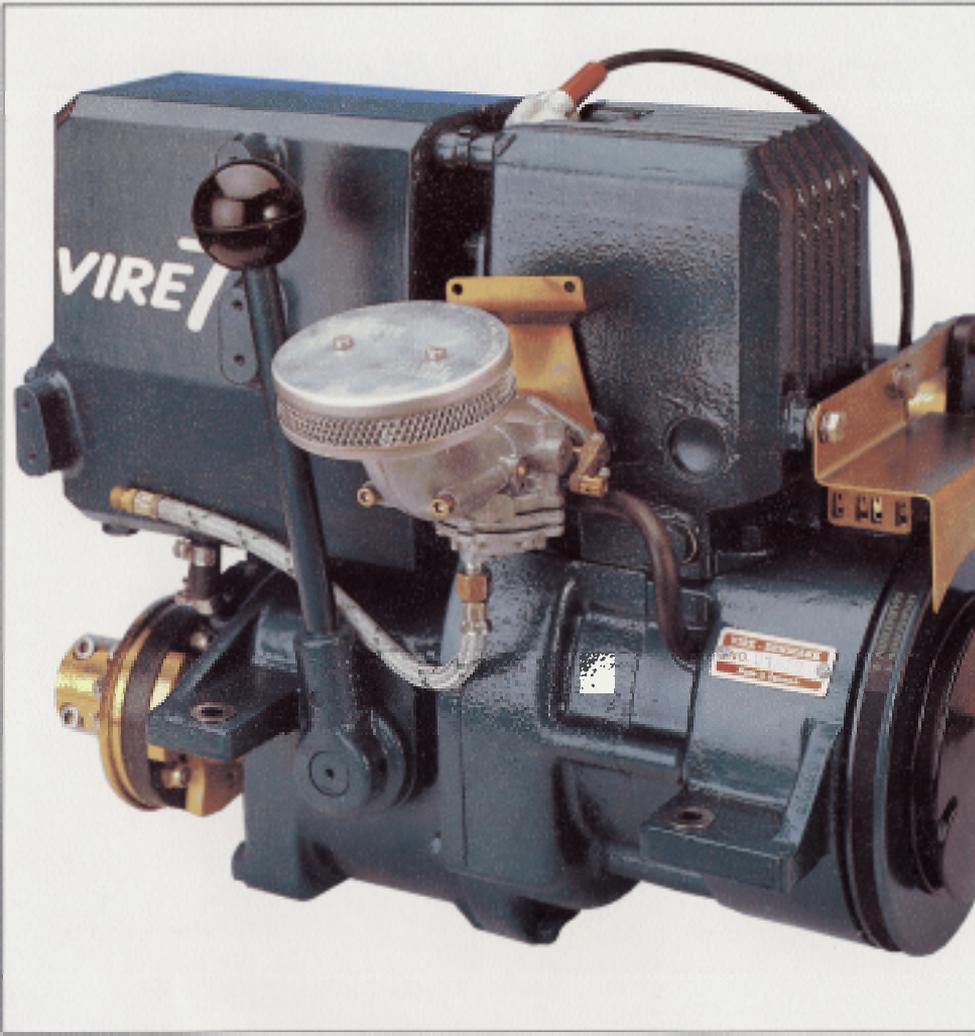


POWERFUL SIMPLICITY
PLEASINGLY QUIET
SAFE & RELIABLE

MARINE ENGINES



THAT'S **VIRE!**



VIRE 7

Light,
small,
quiet and
economical

...COMBINES SAIL POWER
WITH 7 TOUGH HORSEPOWER!

VIRE 7

The VIRE 7, introduced in 1969, is a firm favourite with boat owners throughout the world.

The Scandinavian Vire Marine Engines were designed purely for marine application by the Valmet organisation of Finland and are assembled by the Danish company Masnedo Marine Centre.

Engines are constructed with a cast iron crankcase cylinder block and gearbox, each component assembled with care and finally test run at the works.

The VIRE is a safe, economical source of efficient propulsion power for yachts and other craft. Thanks to its low profile and compact lines it is the right weight and size, easy to install, and allows more free space in your engine compartment.

The simplicity and rugged construction of the VIRE means that very little servicing is required and maintenance costs are therefore reduced to a minimum.

Standard features are: Electric Starting & Charging, Manual Start, Reduction Gearbox, Clamp-type Shaft Coupling complete, Manual or Remote Gear Controls, Switch Panel & Wiring Harness, Installation Guide/Operators Manual & Parts Book.

Engineering simplicity...

BUILT TO THE HIGHEST ENGINEERING
STANDARDS

...MODERN TWO-STROKE
TECHNOLOGY DESIGN

These engines are manufactured with high grade marine materials, the number of moving parts being engineered to a minimum. The two component crankshaft is forged tempered steel, and the die-cast light alloy piston has three rings – the top one chromium plated, main bearings are ball race, and

big ends are needle race type. A constant mesh reduction gearbox with servo cone clutch is fitted which allows free and continuous running of the propeller shaft when sailing. An impeller type water pump with bronze body circulates the cooling water. The ignition system is a flywheel magneto with an independent 6 volt coil

supplying A.C. current for lighting, independent of the starter generator and the battery of the boat.

Both models have a self priming type carburetor fitted with armoured fuel hose.

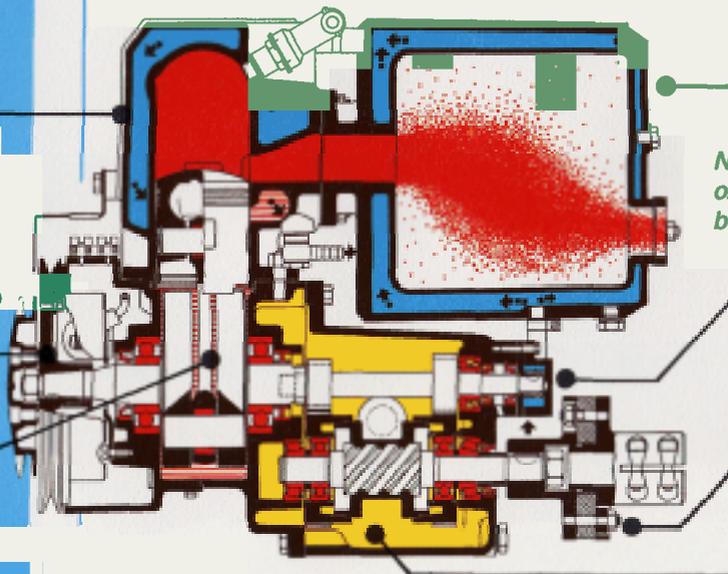
A built-in fuel pump allows the fuel tank to be positioned at any convenient point.

CAST IRON
CYLINDER AND
CRANKCASE

HAND START

IGNITION
SYSTEM

BALANCED
STEEL



WATERCOOLED
SOUND
ABSORBER

*Note: Sound Absorber differs
on VIRE 12 which incorporates
built-in waterlock.*

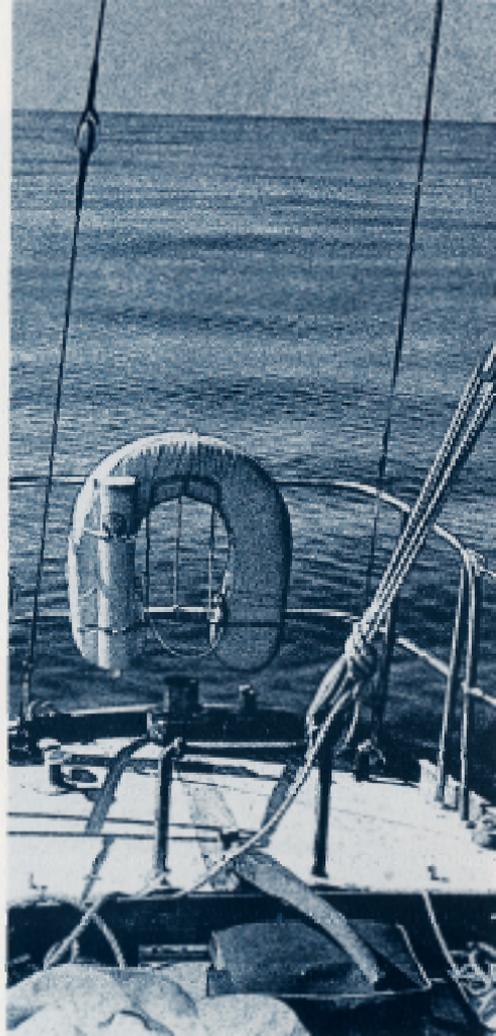
WATER PUMP

CLAMP TYPE
ENGINE/
SHAFT COUPLING

SERVO ASSISTED
CONE CLUTCH
GEARBOX

Technical Specifications

MODEL	VIRE 7	VIRE 12
Type	2 Stroke Engine, Watercooled Piston Ported	
Power/RPM (at propeller shaft)	5.1 kw/3200 RPM	8.8 kw/4500 RPM
Displacement	269 cu.cm.	269 cu.cm
Bore	70mm	70mm
Stroke	70mm	70mm
Compression Ratio	6.5:1	9:1
Carburettor	Tillotson Diaphragm Type	Bing Fuel Bowl Type
Fuel Pump	Diaphragm Type	Diaphragm Type
Fuel	Petrol/Oil 50:1 (2%)	Petrol/Oil 50:1 (2%)
Fuel Consumption	2.5 – 3 litre/hour	3.5 – 4 litre/hour
Ignition System	Flywheel Magneto	Flywheel Magneto
Primary Starting System	Combined Starter Generator Start 0.8 kw Charge 150w	
Secondary Starting System	Hand	Hand
Cooling System	Raw Water Cooling	Raw Water Cooling
Gearbox	Forward 2:1 Reverse 2.5:1	Forward 2.7:1 Reverse 2.5:1
Weight	55 kg. Manual Start 65 kg. Electric Start	— 66 kg. Electric Start
Shipping Container Size	53cm L x 40cm W x 50cm deep	53cm L x 40cm W x 50cm deep



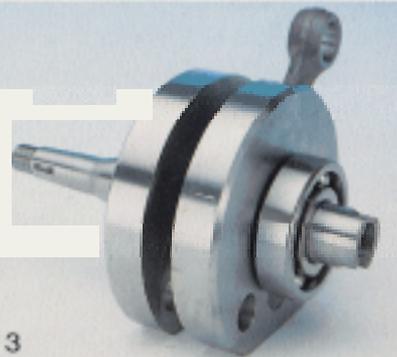
Accessories

An example of just part of a full range of equipment available to suit most installation requirements.



VIRE COMPONENT SIMPLICITY

1. Cast iron Cylinder
2. Light cast metal Silencer
3. Forged tempered steel Crankshaft
4. Simple Cone Clutch assembly
5. Clamp type Shaft Coupling assembly



STOCKIST



FAIRWAYS Marine Engineers

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Tel: Maldon (0621) 852866/859424 Fax: (0621) 850902

DATA SPECIFICATION MAY BE SUBJECT TO ALTERATION WITHOUT NOTICE