

# 6-42 POWERHEAD

<b>A</b>	<b>160 Nm (16 m·kg, 116 ft·lb)</b>
<b>B</b>	<b>1st: 15 Nm (1.5 m·kg, 11 ft·lb)</b> <b>2nd: 30 Nm (3.0 m·kg, 22 ft·lb)</b>
<b>C</b>	<b>1st: 4 Nm (0.4 m·kg, 2.9 ft·lb)</b> <b>2nd: 8 Nm (0.8 m·kg, 5.8 ft·lb)</b>
<b>D</b>	<b>1st: 4 Nm (0.4 m·kg, 2.9 ft·lb)</b> <b>2nd: 8 Nm (0.8 m·kg, 5.8 ft·lb)</b>
<b>E</b>	<b>1st: 17 Nm (1.7 m·kg, 12 ft·lb)</b> <b>2nd: 32 Nm (3.2 m·kg, 23 ft·lb)</b>
<b>F</b>	<b>8 Nm (0.8 m·kg, 5.8 ft·lb)</b>
<b>G</b>	<b>1st: 6 Nm (0.6 m·kg, 4.3 ft·lb)</b> <b>2nd: 12 Nm (1.2 m·kg, 8.7 ft·lb)</b>
<b>H</b>	<b>1st: 20 Nm (2.0 m·kg, 14 ft·lb)</b> <b>2nd: 40 Nm (4.0 m·kg, 29 ft·lb)</b>

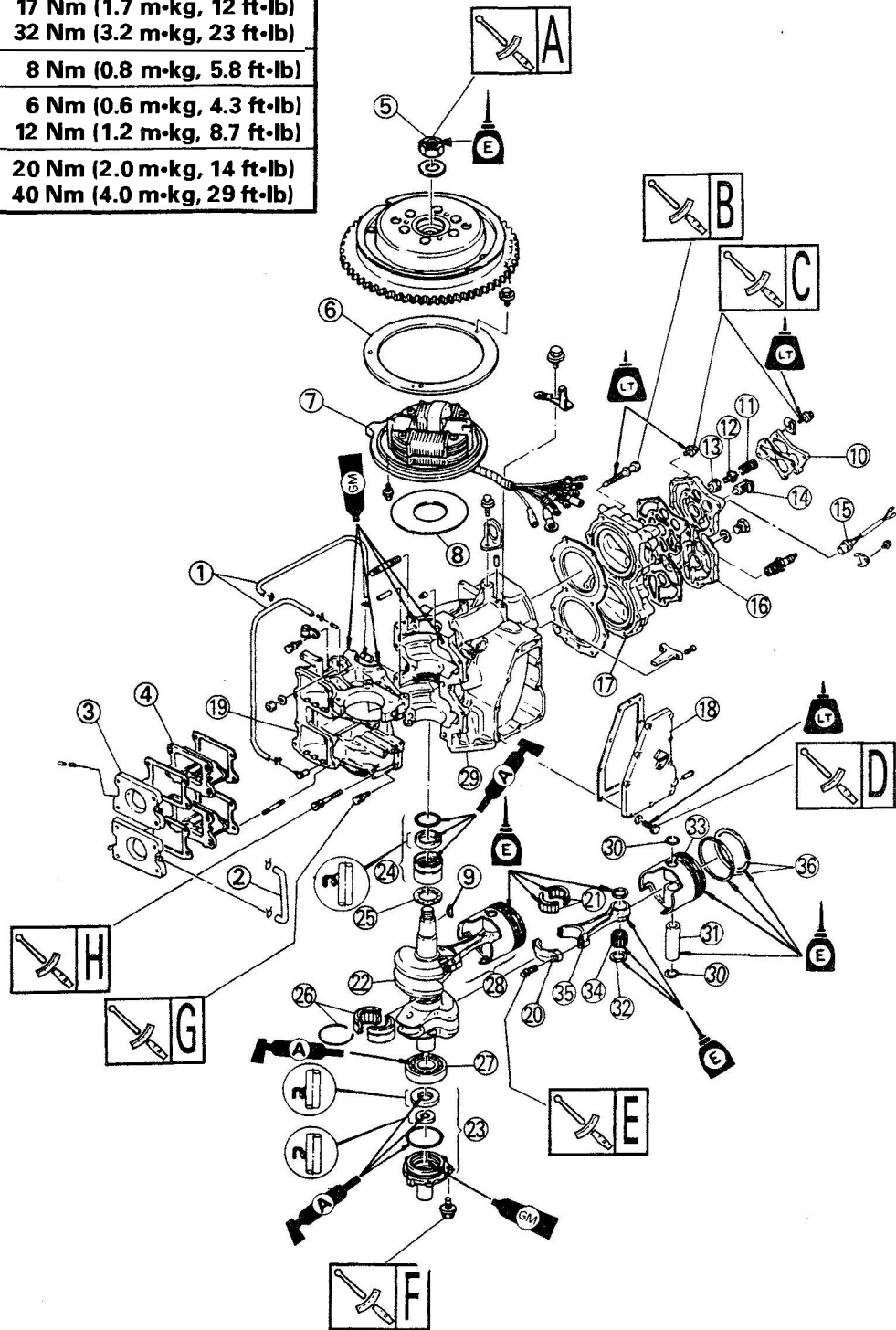


Fig. 172 Exploded view of a typical 40-55 hp 2-cylinder powerhead with major parts identified - 48/55 hp unit shown, others similar