

Before ordering parts, be sure to verify the identification of the Engine and/or Drive from the information on the identification plate which is attached to the Engine, as shown.

PLEASURECRAFT AND SEA MAXX SERIAL TAG DEFINITION

| | | | |
|---|--|--|--|
| PLEASURECRAFT MARINE ENGINE CO. MODEL PXLP PRR12 M SERIAL 390039 FIRING ORDER 13726548 4Y44301 58L 77 THIS ENGINE CONFORMS TO ALL APPLICABLE U.S. GOVERNMENT STANDARDS AND INTERNATIONAL BODENSEE SHIPPING COMMISSION STANDARD CERTIFICATION NO. 112 11 1 94 03 FOR MARINE ENGINES AT THE DATE OF MANUFACTURE. LITTLE MOUNTAIN SC 29075 | | SEA MAXX MARINE ENGINES MODEL SLA WFL15 E SERIAL 170358 FIRING ORDER 18436572 THIS ENGINE CONFORMS TO ALL APPLICABLE U.S. GOVERNMENT STANDARDS FOR MARINE ENGINES IN EFFECT AT DATE OF MANUFACTURE. V07227MK LITTLE MOUNTAIN, SOUTH CAROLINA 29075 | |
|---|--|--|--|

P - PLEASURECRAFT MARINE ENGINE
X - FRESHWATER COOLED (NO LETTER or SPACE ON SEA WATER COOLED ENGINES)
L - ENGINE ROTATION (Viewed from rear)
P - HORSEPOWER AND TYPE
P - DRIVE MANUFACTURER
R - DRIVE TYPE
R - PROPELLER ROTATION (Viewed from rear)
12 - DRIVE REDUCTION
M - IGNITION/FUEL TYPE USED

390039 - ENGINE SERIAL NUMBER

The example shown indicates that the power package is a Pleasurecraft Marine, left-hand rotation, 5.8 Liter (351 CID) Ford engine with a reverse or reduction gear drive, right-hand propeller rotation, with 1:1.23 reduction gear. Engine serial number is 390039. The complete breakdown of the code is as follows:

1st Space P or S - Manufacturer -
Pleasurecraft Marine or Sea Maxx

2nd Space X - Factory Freshwater Cooling

3rd Space L - Engine Rotation
R - Rotation, Right-Hand from Rear
L - Rotation, Left-Hand from Rear

4th Space D - Engine Type
A = 5.7 Liter (350CID HO) (GM)
D = 5.8 Liter (351 CID Std) (Ford)
K = 7.4 Liter (454CID Std) (GM)
N = 7.4 Liter (454 CID HO) (GM)
P = 5.8 Liter (351 CID HO) (Ford)
Y = 8.2 Liter (502 CID HO) (GM)

5th Space P - Drive Manufacturer -
P = Pleasurecraft
W = Borg-Warner/ Velvet Drive
H = Hurth

6th Space R - Drive Type-
R = Reverse or Reduction Gear
V = Vee Drive

7th Space R - Propeller Shaft Rotation (from rear)
L - Left-hand Propeller
R = Right-hand Propeller
B = BiRotational Propeller

8th - 9th Spaces 12 - Drive Gear Ratio/
Reduction
10 - Direct Drive (1:1)
12 - Reduction (1.23:1)
15 - Reduction (1.50:1)
19 - Reduction (1.88:1)

10th Space M - Ignition/Fuel Type Used
D - Distributor (Carb)
E - 98 GM Throttle Body Injection
M - Multi-Port Fuel Injection

1st Space P - Manufacturer- Pleasurecraft Marine
S - Sea Maxx

2nd Space X - Factory Fresh Water Cooling

3rd Space L - Rotation, Left-hand from Rear
R - Rotation, Right-hand from Rear

4th Space Engine Type* -

| | |
|-------------------------------|-------------------------------|
| A = 302 CID {5.0L} - 155 h.p. | H = 350 CID {5.7L} - 260 h.p. |
| B = 302 CID {5.0L} - 200 h.p. | I = 305 CID {5.0L} - 230 h.p. |
| C = 302 CID {5.0L} - 215 h.p. | J = 350 CID {5.7L} - 260 h.p. |
| D = 351 CID {5.8L} - 240 h.p. | K = 454 CID {7.4L} - 330 h.p. |
| E = 302 CID {5.0L} - 165 h.p. | L = 350 CID {5.7L} - 280 h.p. |
| F = 460 CID {7.6L} - 350 h.p. | M = 302 CID {5.0L} - 175 h.p. |
| G = 305 CID {5.0L} - 230 h.p. | N = 454 CID {7.4L} - 390 h.p. |

5th Space Drive Manufacturer-

W = Warner
D = Dana
J = Jacuzzi
B = Berkley
P = Pleasurecraft

6th Space - Drive Type
S = Stern Drive (I/O)
R = Reverse or Reduction Gear
V = Vee Drive
J = Jet Drive

7th Space - Propeller shaft Rotation
FromRear

L = Left-hand Propeller
R = Right-hand Propeller
B = Birotational Propeller

8th Space - DriveGearRatio/Reduction

10 = Direct Drive (1:1)
12 = Reduction (1.23)
15 = Reduction (1.52:1)
16 = Reduction (1.6:1)
18 = Reduction (1.89:1)
19 = Reduction (1.91:1)
21 = Reduction (2.15:1)
25 = Reduction (2.57:1)
30 = Reduction (2.91:1)

9th Space - P = PowerPlus

10th Space - T = Protec EMS

*NOTE 302,351 & 460 CID engines are Ford Blocks and 305, 350 & 454 Cid engines are GM Blocks

Therefore, a 350 CID GM. right hand engine, with Warner Velvet Drive, reverse and reduction in 2.0:1 ratio, would carry a model designation of PRA WRR20 -

- A 351 CID Ford right hand engine, with Warner Vee Drive, 1.5:1 reduction, would be PRD WVR15 -
- A model identification which appears - PRD 00000- indicates that the engine was shipped as a right hand, 351 CID Ford engine with no drive gear installed (Bobtail).

CAUTION

The Warner Velvet Drive, 1.88:1 reduction gear, reverses input rotation. Engines combined with this particular gear will have engine rotation opposite of propeller rotation; For example - PLA WRR19.

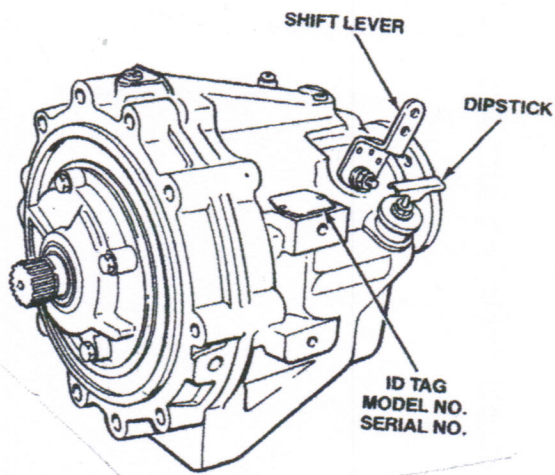
Warner Vee Drives are available in two (2) configurations; one type maintains the same rotation in both engine and propeller shaft, the other reverses the input rotation. Therefore, it is essential that engine parts are ordered for the rotation of the engine, as indicated by the second digit of the model designation.

REDUCTIONS. Gear reductions may be verified by examination of the identification tags of the drive unit. Warner Velvet Drives will have the reduction stamped on the tag.

FIRING ORDER. The firing order of each engine is stamped in the engine identification plate. For Ford engines, cylinders are numbered as follows, front to rear - Right side - 1-2-3-4 -Left side - 5-6-7-8. Right and left sides are determined as viewed from the rear (flywheel) end of the engine. On Chevrolet engines cylinders are numbered right side -2-4-6-8 - left side - 1-3-5-7.

ROTATION. Engine rotation is viewed from the rear of the engine. L = CounterClockwise R = Clockwise.

Shaft or propeller rotation is viewed from behind the boat. L = CounterClockwise R = Clockwise.



| Transmission Assembly Number | Previous Trans. Assembly Number | Transmission Ratio | |
|---------------------------------|------------------------------------|--------------------|---------|
| | | Forward | Reverse |
| 10-17-000-001 | AS1-71C | 1:1 | 1:1 |
| 10-17-000-002 | AS1-71CR | 1:1 | 1:1 |
| 10-17-000-003 | AS1-71CB | 1:1 | 1:1 |
| 10-17-000-004 | AS1-71CBR | 1:1 | 1:1 |
| 10-17-000-005 | AS2-71C | 1.52:1 | 1.52:1 |
| 10-17-000-006 | AS2-71CR | 1.52:1 | 1.52:1 |
| 10-17-000-007 | AS7-71C | 1.91:1 | 1.91:1 |
| 10-17-000-008 | AS7-71CR | 1.91:1 | 1.91:1 |
| 10-17-000-009 | AS3-71C | 2.10:1 | 2.10:1 |
| 10-17-000-010 | AS3-71CR | 2.10:1 | 2.10:1 |
| 10-17-000-011 | AS14-71C | 2.57:1 | 2.57:1 |
| 10-17-000-012 | AS14-71CR | 2.57:1 | 2.57:1 |
| 10-17-000-013 | AS15-71C | 2.91:1 | 2.91:1 |
| 10-17-000-014 | AS15-71CR | 2.91:1 | 2.91:1 |
| 10-17-000-015 | AS20-71C | 1:1 | 1:1 |
| 10-17-000-016 | AS20-71CR | 1:1 | 1:1 |
| 10-17-000-108 | None | 1.88:1 | 1.88:1 |
| 10-18-000-001 | AS11-72C | 1:1 | 1.10:1 |
| 10-18-000-002 | AS11-72CR | 1:1 | 1.10:1 |
| 10-18-000-003 | AS12-72C | 1.52:1 | 1.68:1 |
| 10-18-000-004 | AS12-72CR | 1.52:1 | 1.68:1 |
| 10-18-000-106 | None | 1.88:1 | 2.07:1 |
| 10-18-000-005 | AS17-72C | 1.91:1 | 2.10:1 |
| 10-18-000-006 | AS17-72CR | 1.91:1 | 2.10:1 |
| 10-18-000-007 | AS13-72C | 2.10:1 | 2.31:1 |
| 10-18-000-008 | AS13-72CR | 2.10:1 | 2.31:1 |
| 10-18-000-009 | AS14-72C | 2.57:1 | 2.83:1 |
| 10-18-000-010 | AS14-72CR | 2.57:1 | 2.83:1 |
| 10-18-000-011 | AS15-72C | 2.91:1 | 3.20:1 |
| 10-18-000-012 | AS15-72CR | 2.91:1 | 3.20:1 |
| 10-18-000-013 | AS20-72C | 1:1 | 1.10:1 |
| 10-18-000-014 | AS20-72CR | 1:1 | 1.10:1 |
| 10-18-000-015 | None | 1:1 | 1.10:1 |
| 10-18-000-106 | None | 1:1 | 1.10:1 |
| 10-18-000-017 | None | 1:1 | 1.10:1 |

Model Identification

Note All stern drive system components must be matched for either single or dual engine installations. Failure to properly match engine, transom bracket and vertical drive will result in poor boat performance, and risk damage to engine and drive because of incorrect drive gear ratio.

Model identification is located on the engine valve cover, and **MUST** correspond with the transom bracket and vertical drive numbers as listed in this document.

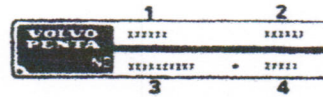
- Engine Model Number **1** **2** **3**
- Transom Bracket Model Number **4**
- Vertical Drive Model Number **5**

VOLVO PENTA ENGINES

DEPENDING ON THE AGE OF ENGINE, THE IDENTIFICATION PLATE IS USUALLY LOCATED IN ONE OF TWO PLACES. ON **OLDER MODELS**, THE IDENTIFICATION PLATE IS LOCATED ON THE REAR LEFT SIDE OF THE ENGINE BLOCK. THESE MODELS INCLUDE MODELS WITH VOLVO BLOCKS.

LATER MODELS THE IDENTIFICATION TAG IS LOCATED ON THE VALVE COVER. ON THE V-6 & V-8 MODELS, THE IDENTIFICATION TAG IS LOCATED ON THE INSIDE OF THE PORT VALVE COVER. ON **FORD MODELS** WITH FUEL INJECTION, THE TAG IS ON THE TFI MODULE BRACKET.

Engine number plate

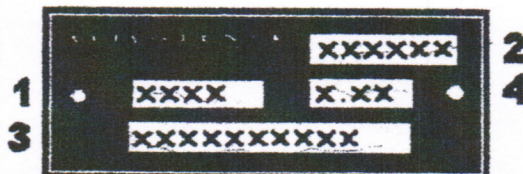


1. Product designation
2. Product No.
3. Serial No.
4. Basic engine, serial No.

OLD STYLE PLATE

VOLVO PENTA

THE IDENTIFICATION PLATE ON VOLVO OUTDRIVE IS LOCATED JUST ABOVE THE U-JOINT



- 1) PRODUCTION DESIGNATION
- 2) MODEL NUMBER
- 3) SERIAL NUMBER
- 4) REDUCTION RATIO

