

Pike 9,9

SELVA
Marine

PIKE 9,9



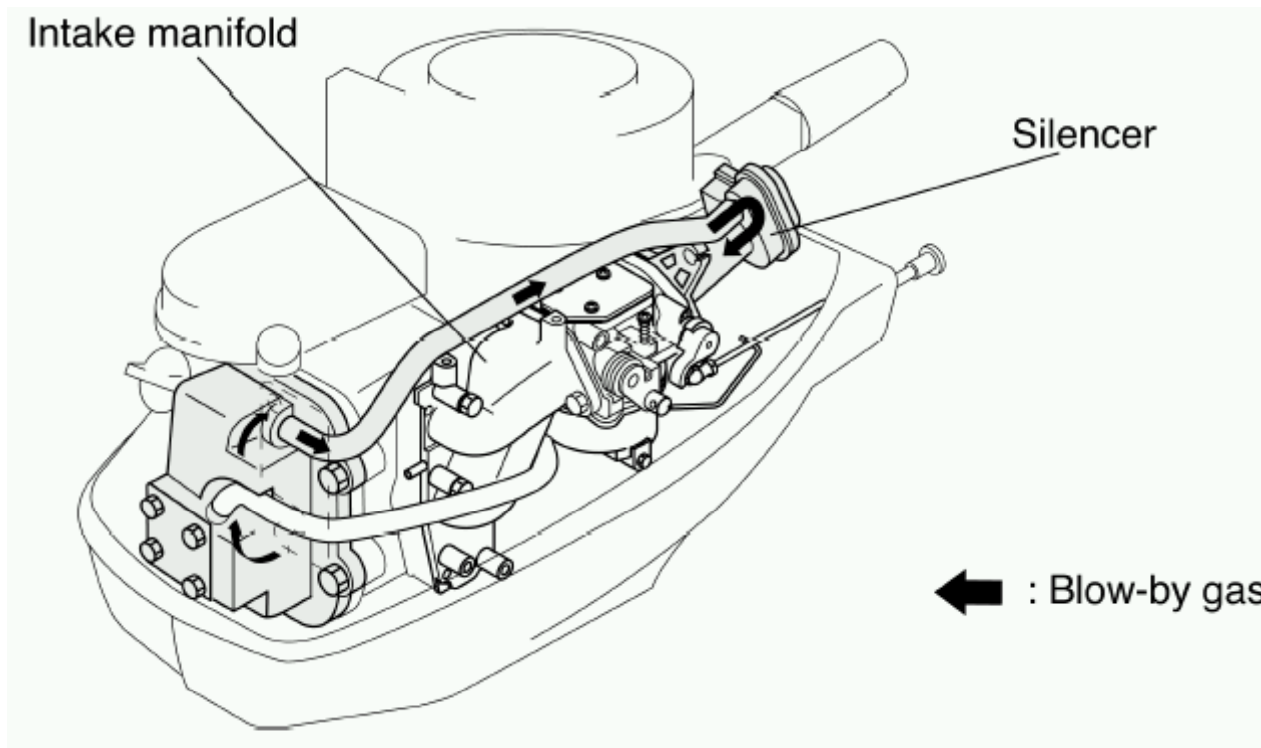
Pike 9,9 vs Ray 8

- Carburetor
- Drive shaft material
- Crankcase
- Crankshaft
- Conrod
- Piston head
- Piston offset



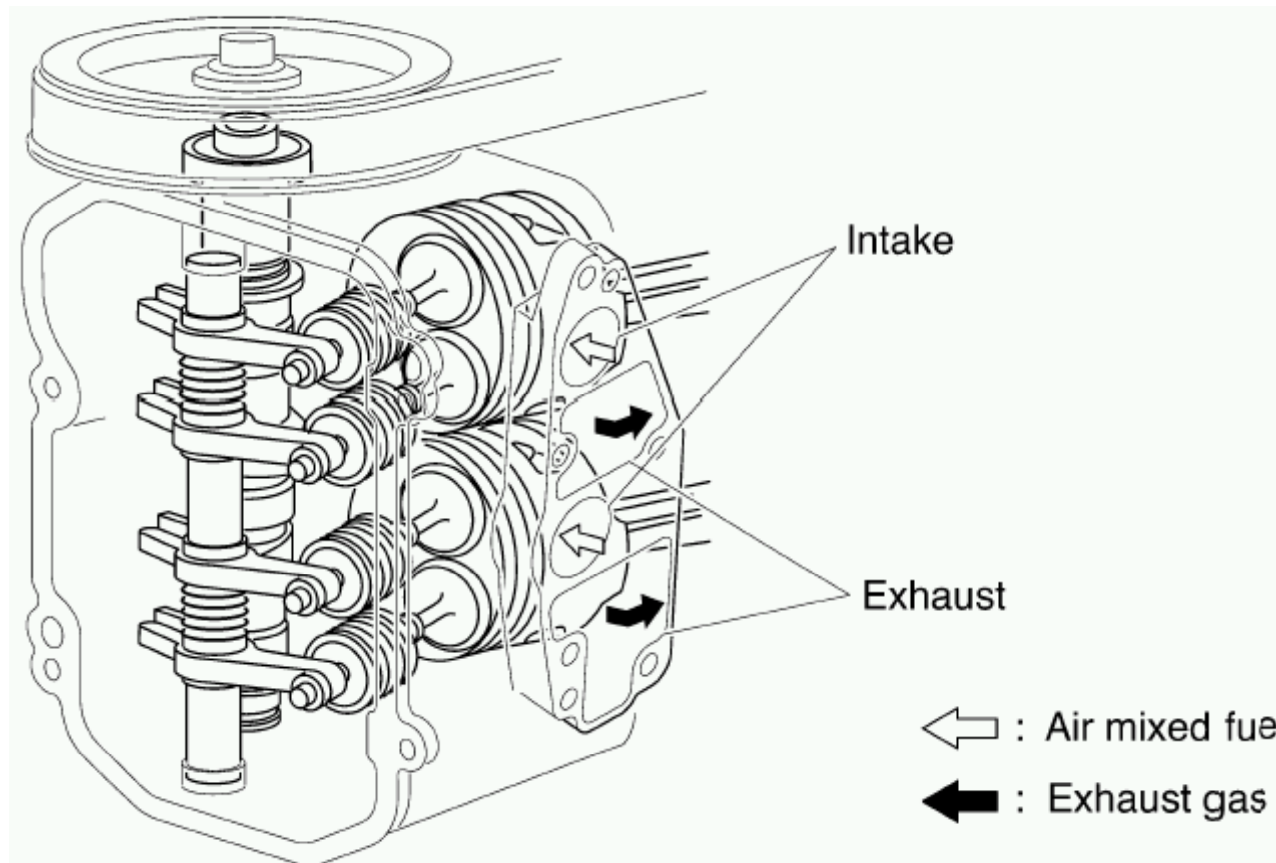
Power unit

Oil and gas in the Blow-by gasses are separated and returned to the intake silencer after which they are mixed and burned.



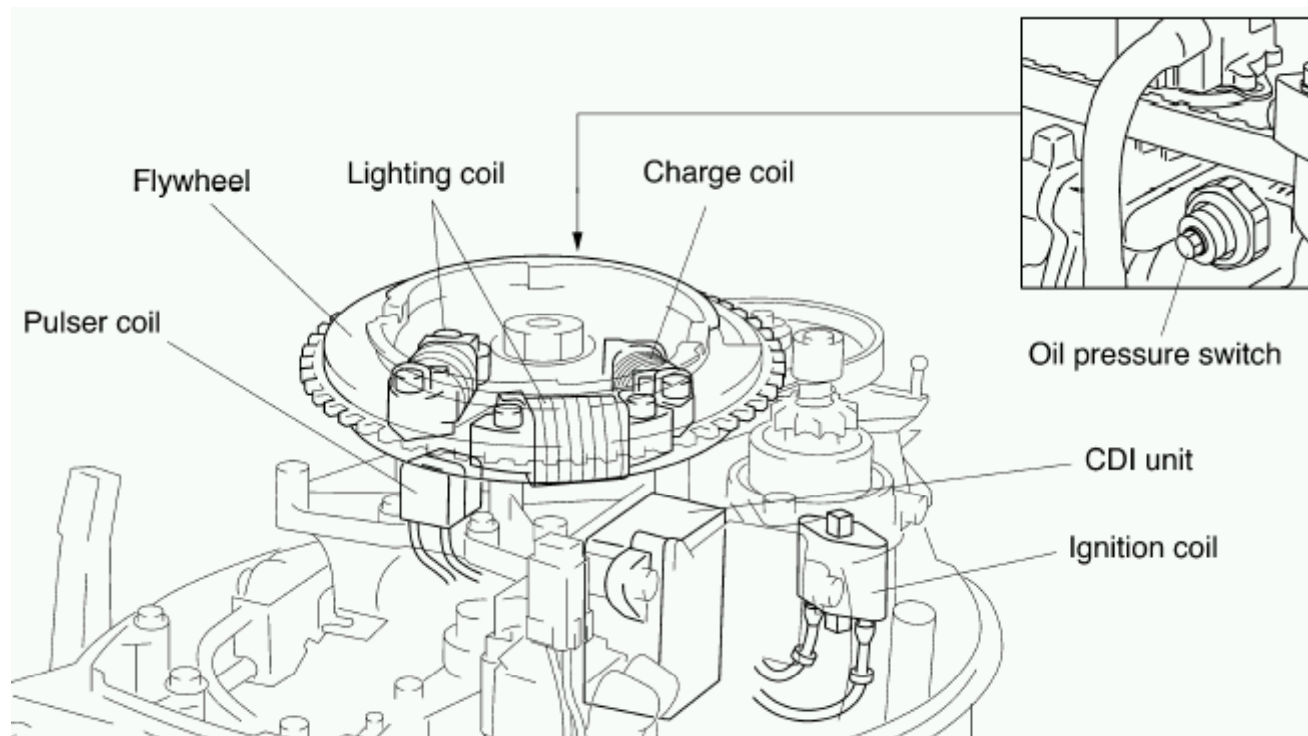
Power unit

Newly designed, lightweight,
compact engines, with
“counterflow” cylinder head



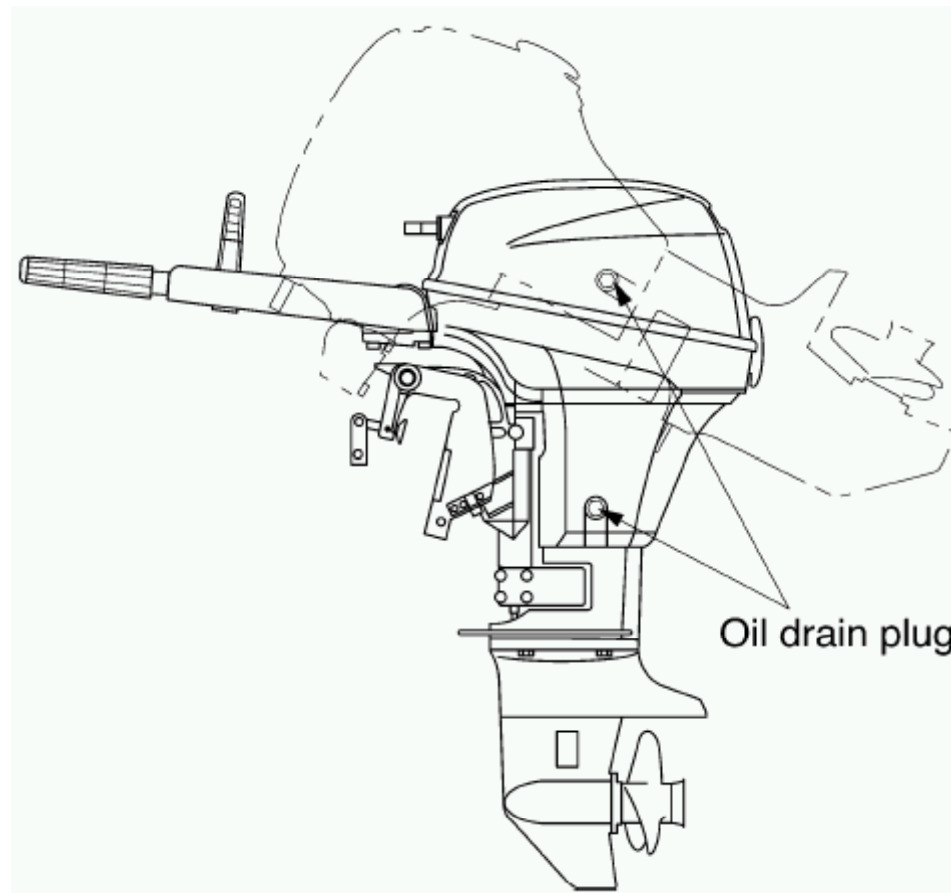
Ignition system

Digital ignition control system with micro computer



Upper case

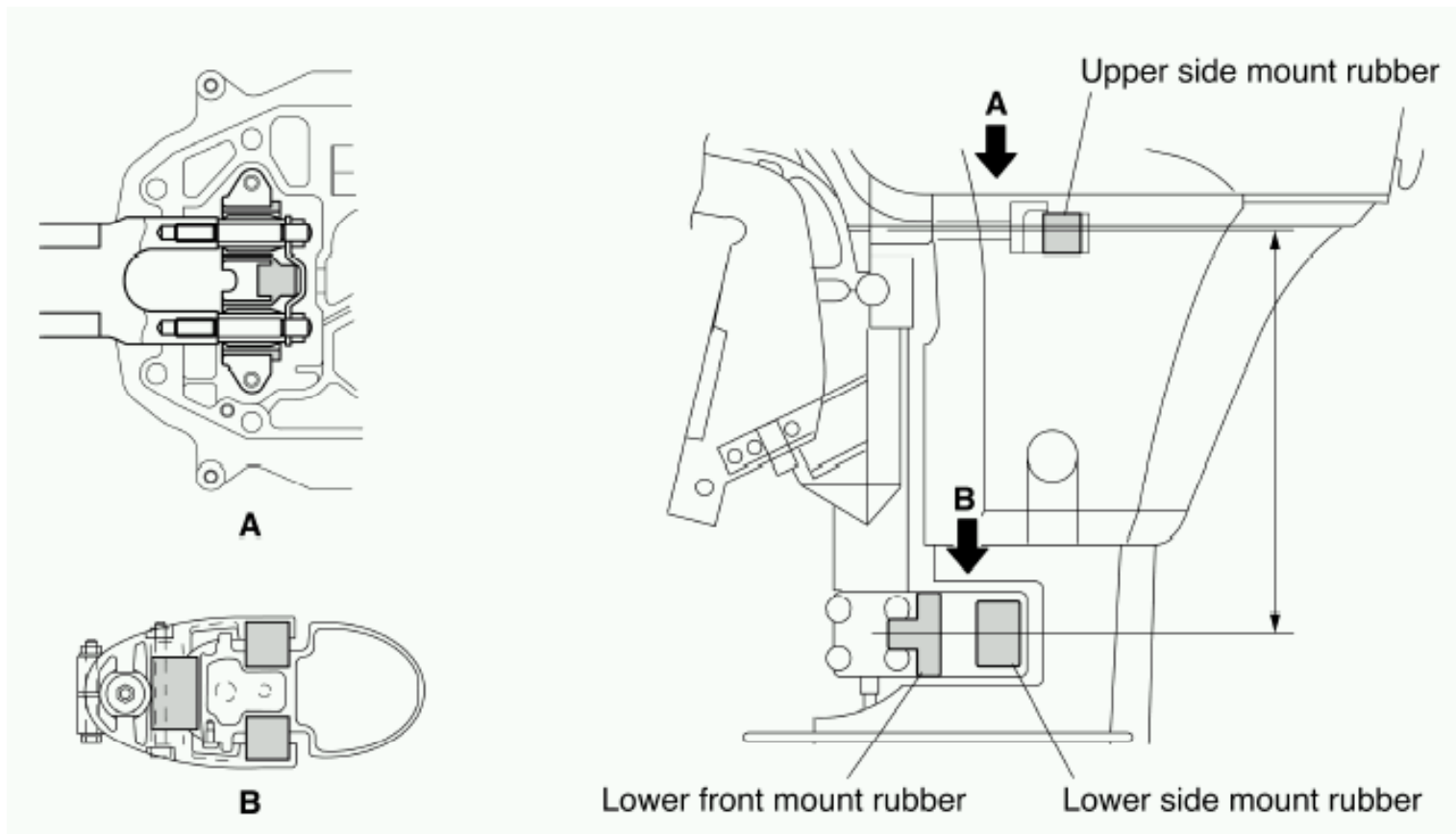
Oil can be drained in both
tilt up & down positions



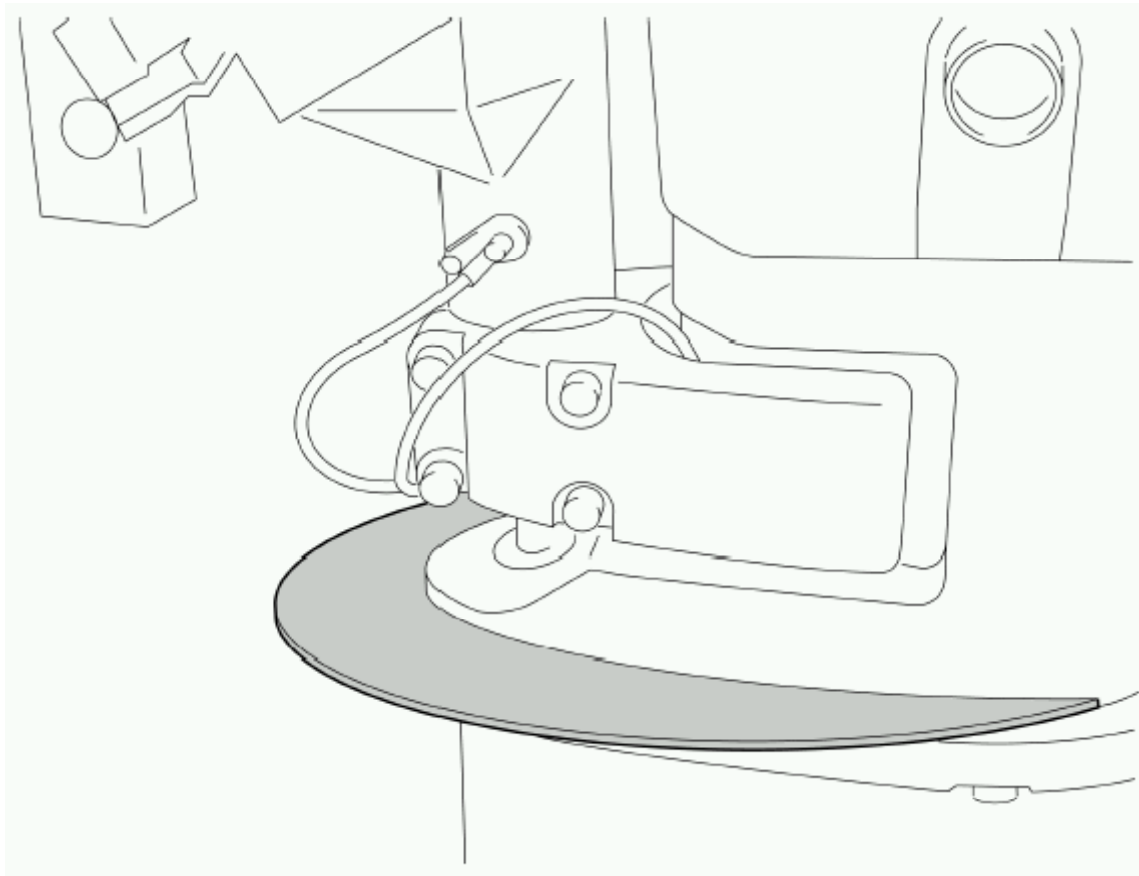
Mount lay-out

Large upper and lower mount.

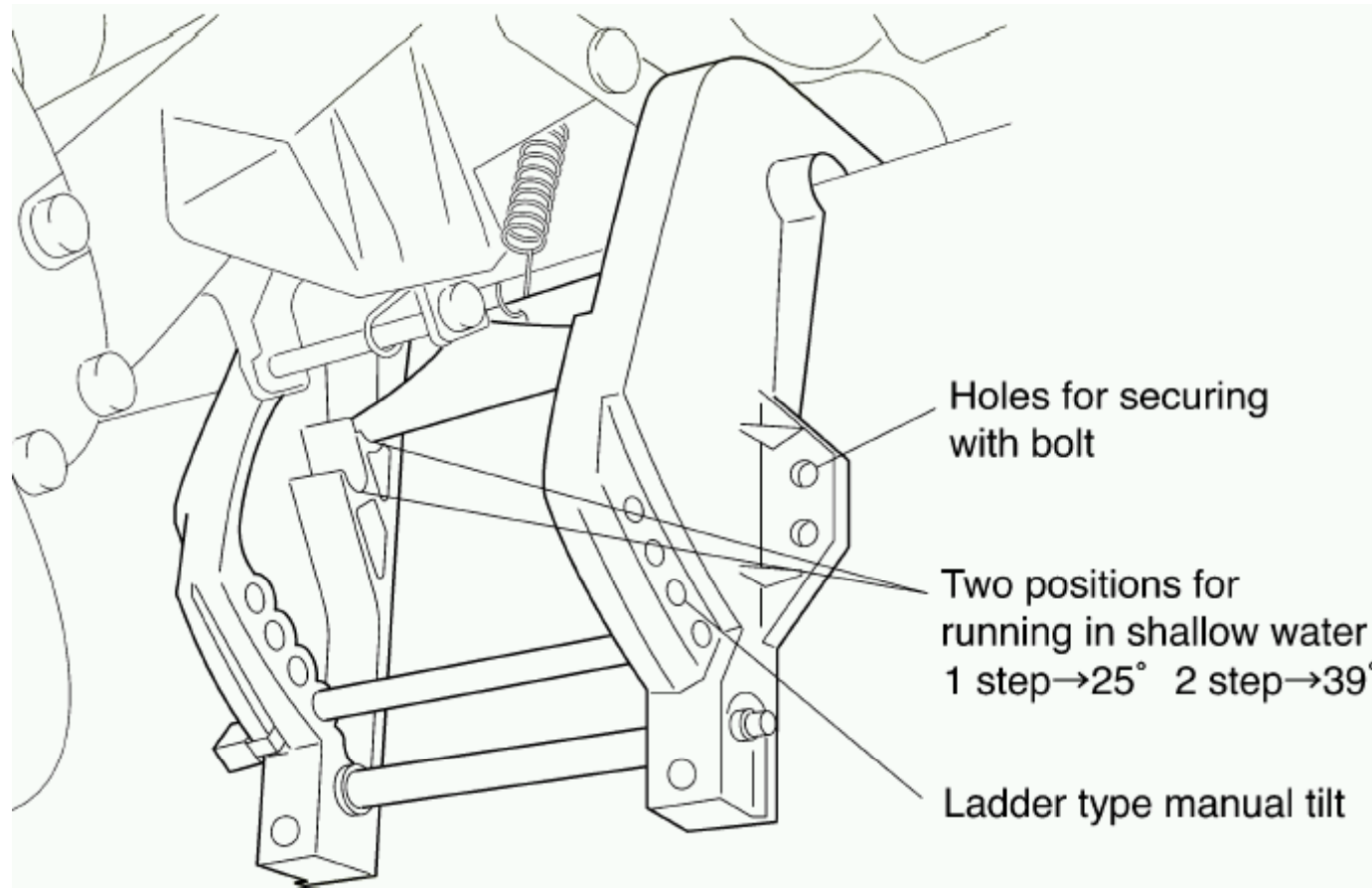
Increased distance reduces vibration



Large Splash Plate, prevents spray



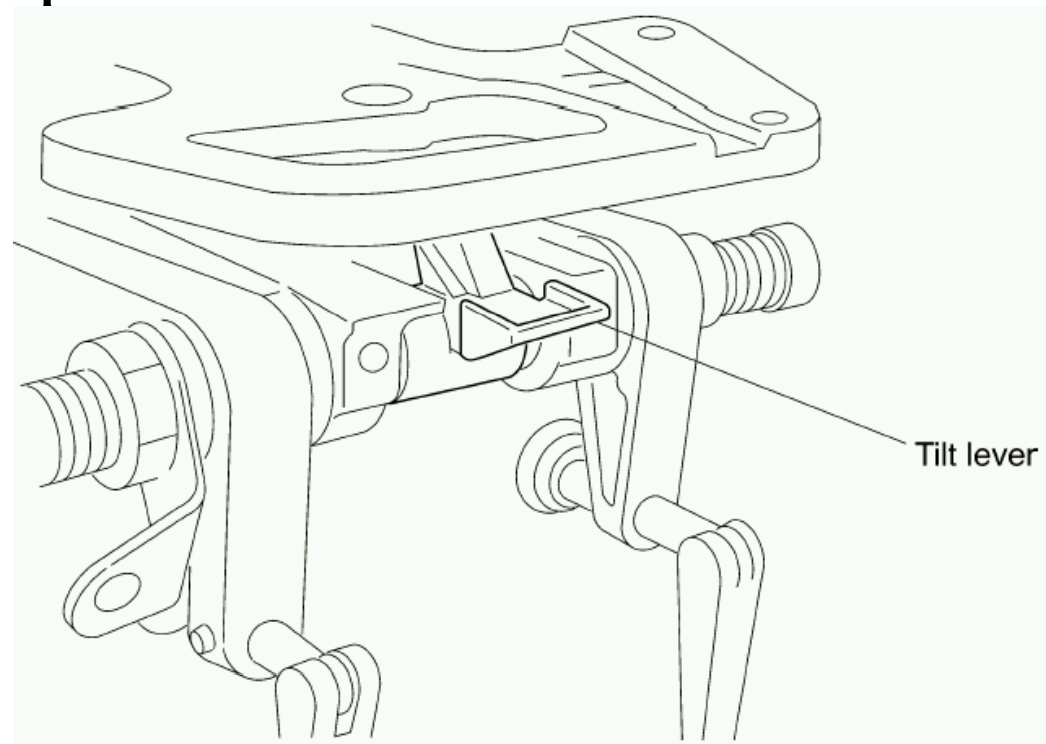
Bracket



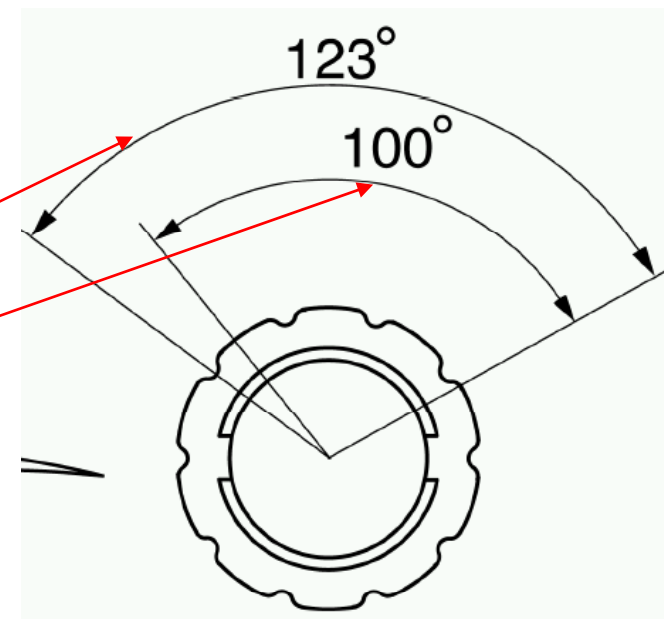
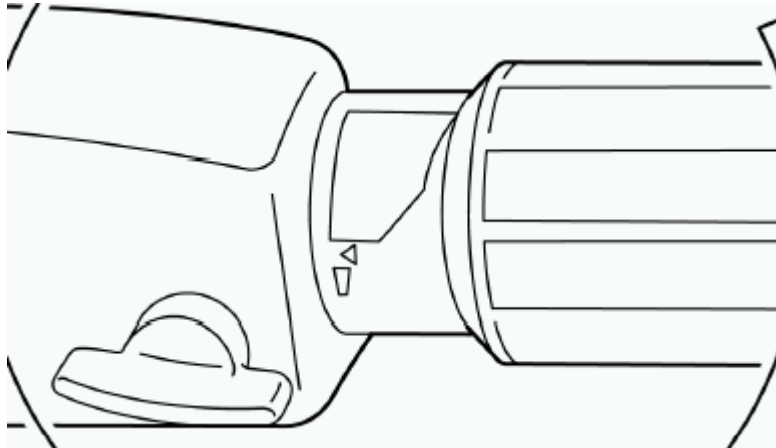
Bracket

2 position shallow water drive with control located at front

- easier operation
- safer operation



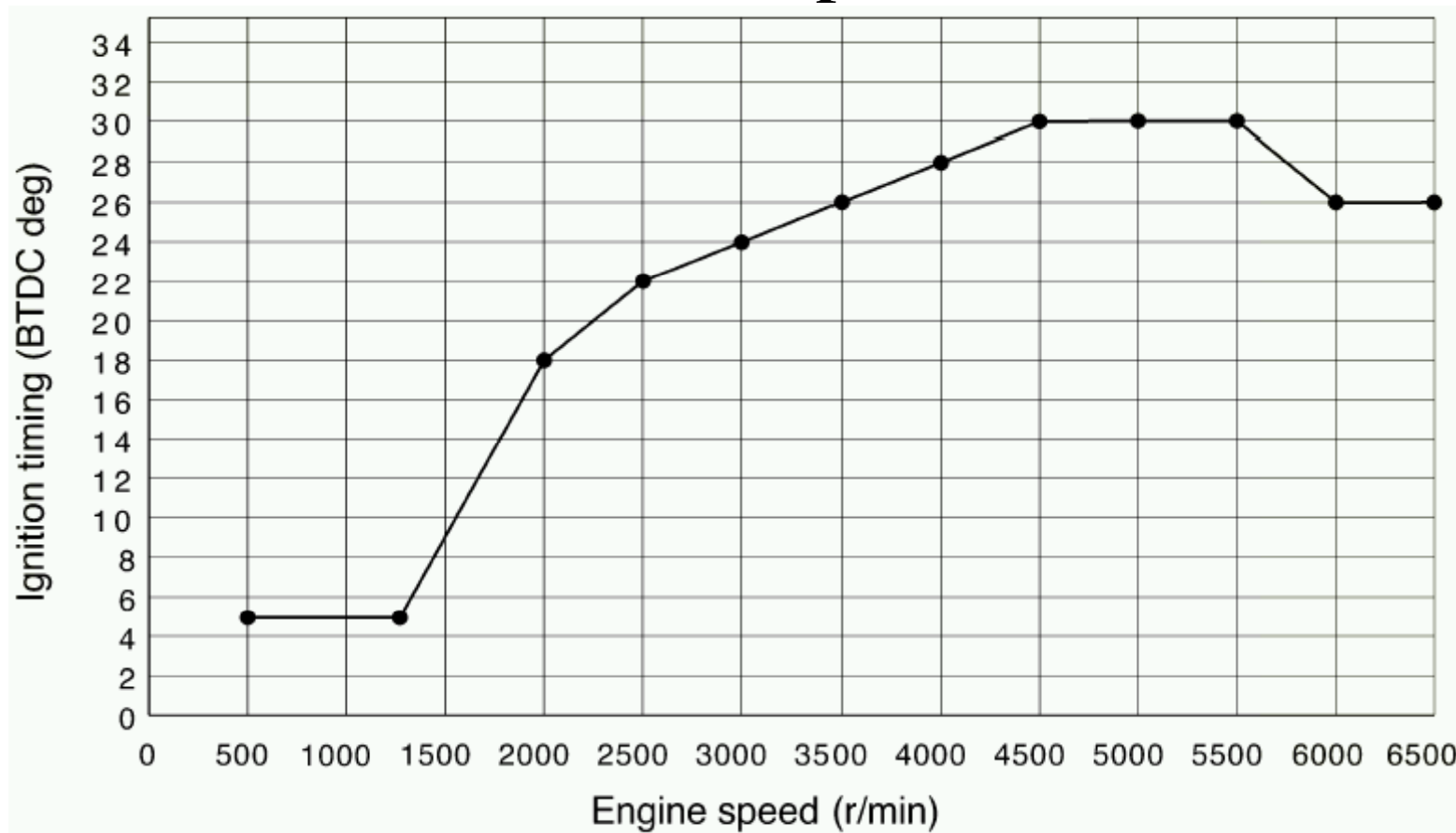
Tiller handle



2
Stroke: 123°
Ray 8: 100°

Ignition System

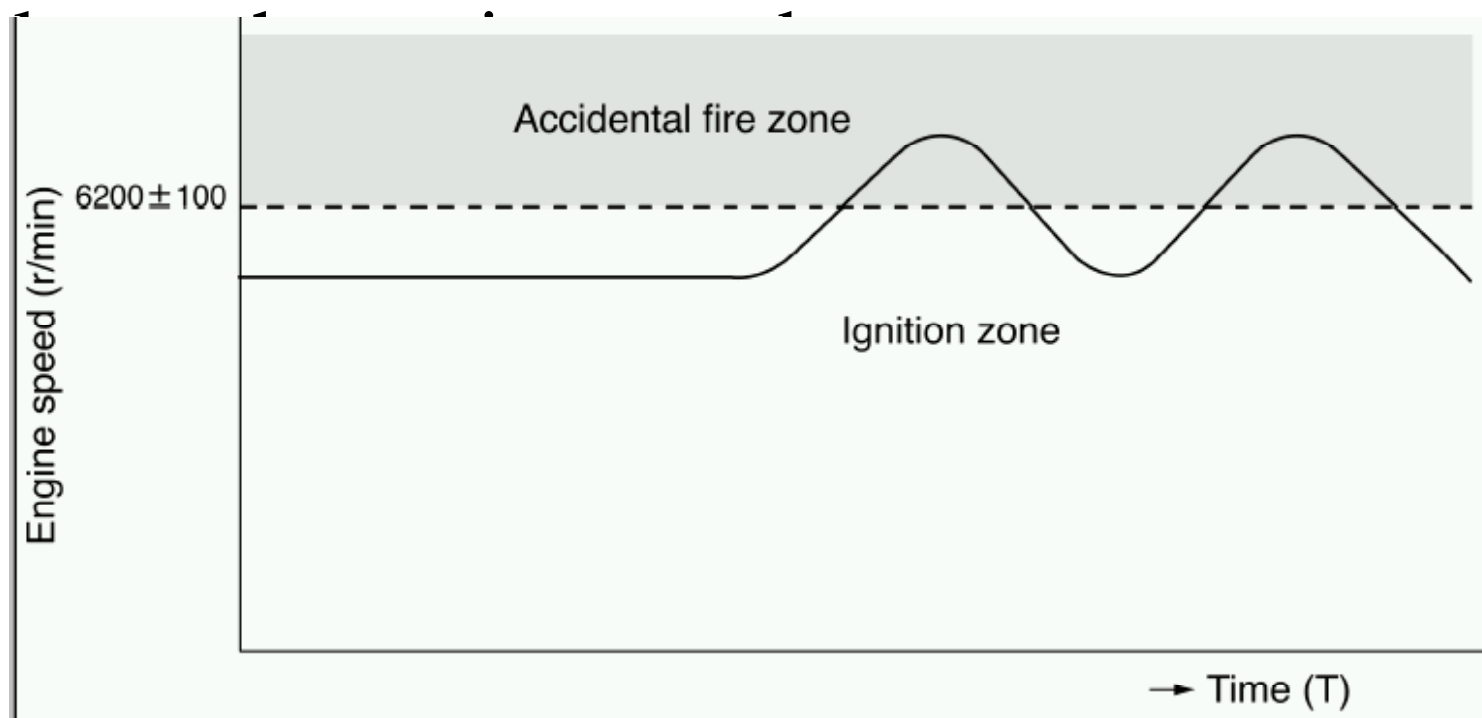
Ignition Timing vs. engine speed (2D Map)



Ignition System

Over Rev. Control Function:

If engine speed is above 6200 (± 100) RPM, the ignition of both cylinders is cut to



Ignition System

Low Oil pressure Control

If the oil pressure drops below $0,15\text{kgf/cm}^2$ (15kPa, 2.13 psi), oil pressure switch is turned on and warning lamp flashes.

Ignition is cut on both cylinders and RPM is reduced to 2000 RPM

