

WESTERBEKE MARINE DIESEL ENGINE MODEL **FOUR** **107**

**Power or Repower
with Confidence**

Tested and specified by leading
naval architects* . . . engineered
to fit. Easily installed by boat builders.
Complete owner satisfaction

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ECONOMICAL — QUIET — DEPENDABLE — SAFE — STARTS IMMEDIATELY



ENGINES

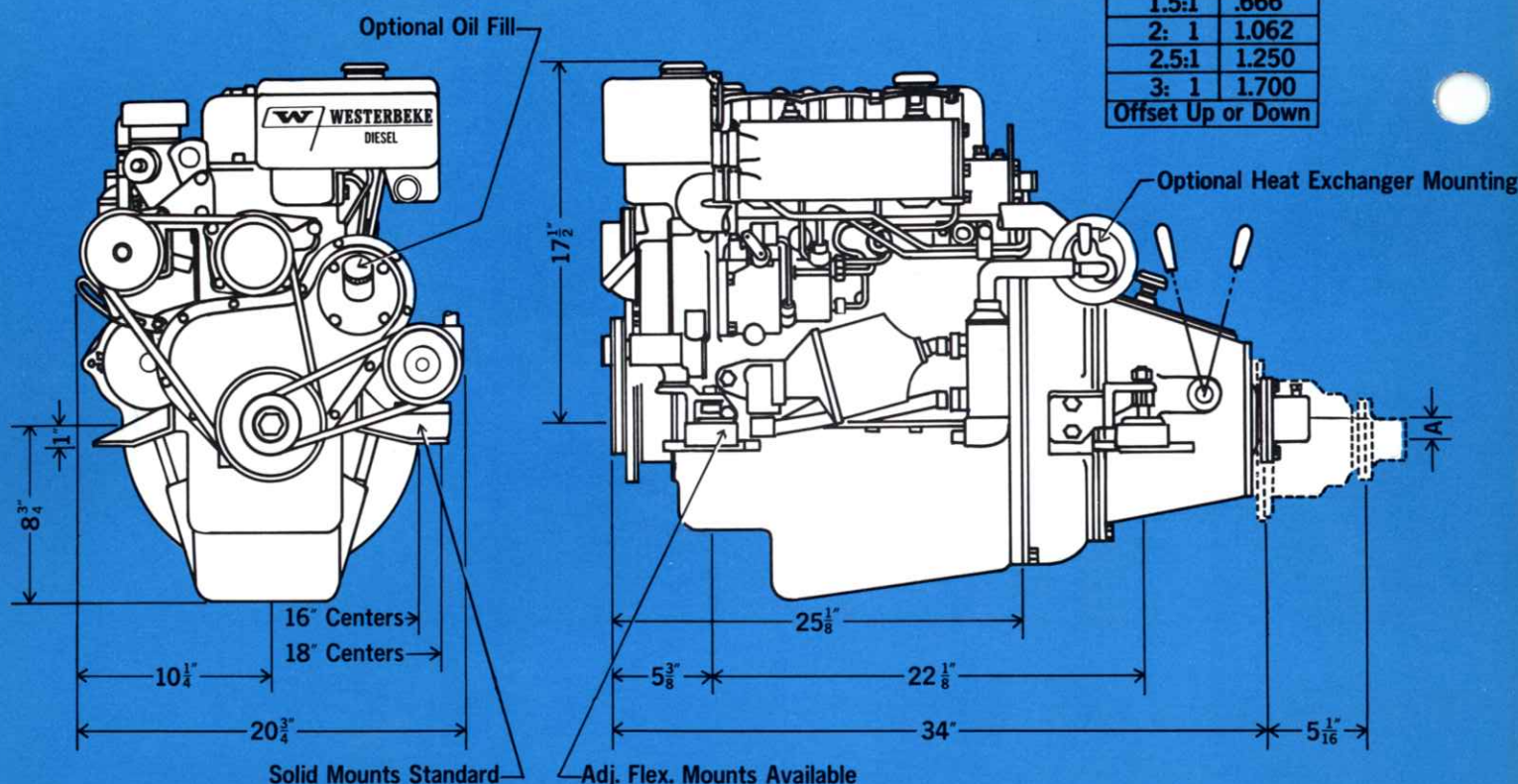
J. H. WESTERBEKE CORP.

35 TENEAN STREET, BOSTON, MASSACHUSETTS 02122

MANUFACTURERS & DISTRIBUTORS OF INDUSTRIAL & MARINE ENGINES AND GENERATORS

NOTE: Length of all reduction gears as indicated except for 3:1 ratio gear which is 7" long.

Table of Offsets	
Reduction	Dim. A
1.5:1	.666
2: 1	1.062
2.5:1	1.250
3: 1	1.700
Offset Up or Down	



FOUR 107 specifications

Engine weight 475 lbs. for direct drive, 495 lbs. for reduction gear models. Lightweight metals used only where appropriate. (No sea water to aluminum contact.)

The most compact diesel engine package in the world, per rated horsepower. Approaching gas engine dimensions, auxiliary application is practical where never before. Note dimensioned drawing above.

Direct drive manual. Reduction gear manual — 1.5:1, 2:1, 2.5:1, 3:1. Direct drive hydraulic. Reduction gear hydraulic — 2:1, 3:1. Vee drive — 1.67:1, 2:1.

Economy and dependability is guaranteed. The Four-107 is used all over the world in a variety of applications. It has been given exhaustive testing under all conditions of operation. Fuel consumption is unusually low. See fuel consumption table on opposite page.

All threads are American Standard. No special tools are needed.

With the rugged, dependable Westerbeke Model Four-107, satisfaction has been found in its quiet, inexpensive operation. This strong, compact diesel auxiliary engine, light in weight, is tailored for easy installation. The Four-107 can be installed in confined engine compartments. The safety, dependability and economy of diesel fuel is now yours with the compact, light, moderately priced Westerbeke Four-107.

Type:

Displacement:

Power:

Compression Ratio:

Weight:

Combustion System:

Fuel Injection

Equipment:

Cylinder Block:

Crankshaft:

Main Bearing:

Camshaft:

Connecting Rods:

Pistons:

Cylinder Head:

Lubrication:

Mounting:

Rotation:

Exhaust Manifold:

Cooling System:

Note:

4 cylinders in line, 4 cycle.

107 cu. in., Bore 3.125", Stroke 3.5".

40 HP at 3000 RPM. (See curve on opposite page)

22:1

475 lb. direct drive, 495 lb., 2:1 reduction.

Pintle type nozzle fuel injection.

Distributor type fuel pump with hydraulic governor.

One-piece alloy iron casting.

Chrome molybdenum steel forging.

Thin wall type, lead bronze lined.

High duty cast iron.

Drop forged steel.

High silicon aluminum alloy.

One-piece alloy iron casting.

Eccentric lube oil pump, camshaft driven.

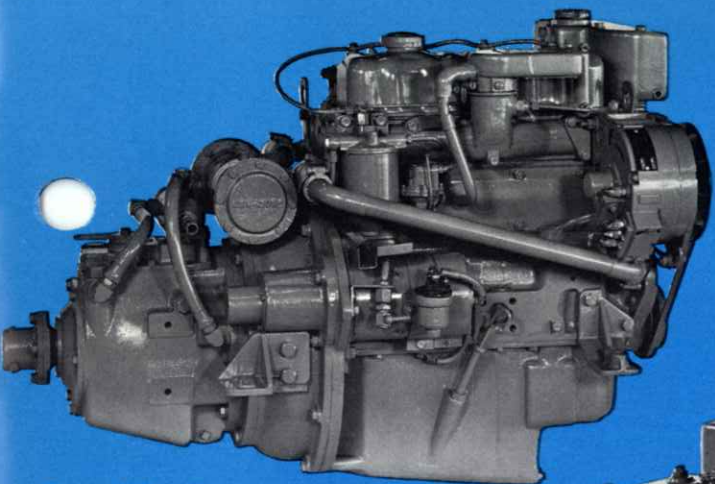
4 supporting feet, combination 16" or 18" centers. (Special mounts designed on request.)

Turns left hand propeller.

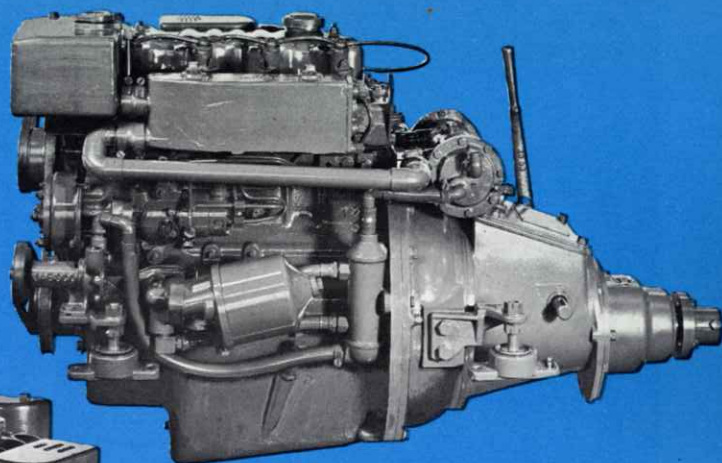
Fresh water cooled.

Fresh and raw water pumps, through heat exchanger.

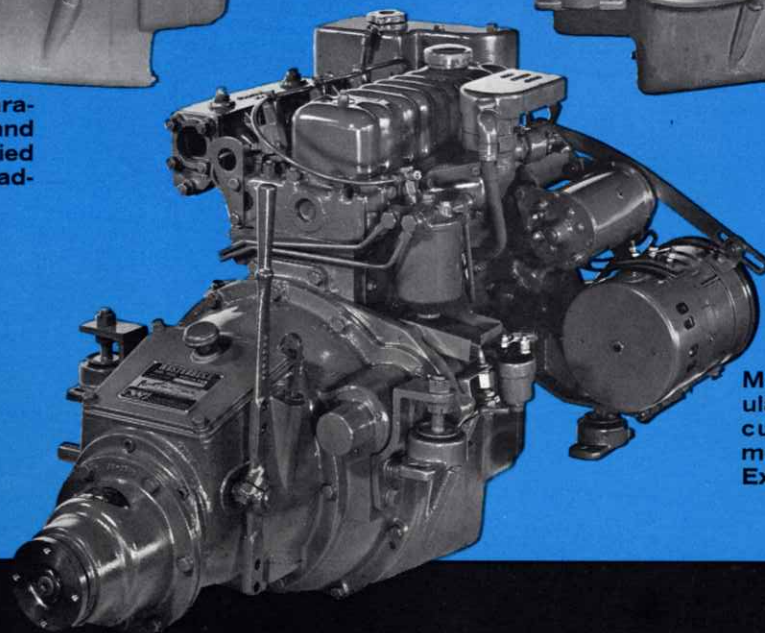
Specifications subject to change without notice.



Four-107 with direct drive Paragon hydraulic reverse gear and 60 amp. alternator as supplied for the new U.S. Naval Academy yawls.



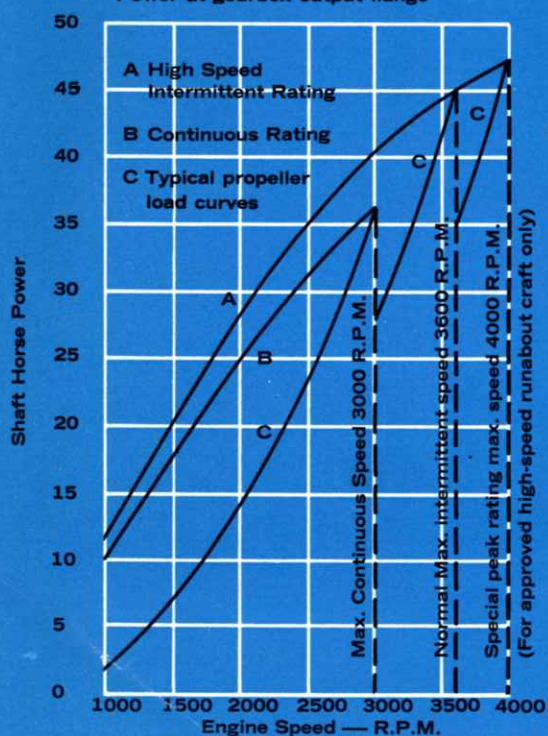
Heat exchanger and oil cooler mounted and piped ready for boat installation. Adjustable flexible rubber mounts. 1.5:1 reduction gear.



Manufactured for one particular designer and builder. With custom rubber adjustable mounts. 2:1 reduction gear. Extra 100 amp. alternator.

ations

Power Curve Westerbeke FOUR-107 Engine
Power at gearbox output flange



Angle of Installation: Electrical:

17° maximum.

Reverse and Reduction Gear:

12 volt grounded system, 14 amp. generator standard. 40, 60, 100 amp. alternators available.

Standard Equipment:

Manually operated Paragon gear standard. Hydraulically operated gear and V-drive available.

Optional extras:

Fresh water cooling, fuel and lube oil filters, cold starting aid mounted on engine and piped, shaft coupling, 14 ampere generator with regulator, starter switch, clutch lever, exhaust flange.

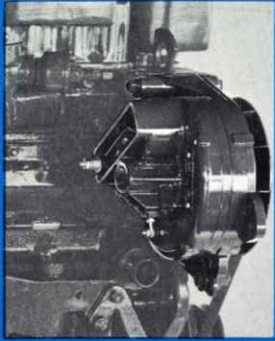
Recommended Uses:

Deluxe Instrument Panel.
Front end oil fill.
One or two extra Vee pulleys, 5", 6" or 7" diameter.
Adjustable flexible mounts.
Extra 40, 60, or 100 ampere alternator mounted.
40 ampere alternator mounted in place of standard generator.
Heat exchanger mounted on engine.
Most popular diesel engine for auxiliary sailboats. Also used in yacht club and private launches, yacht tenders, small commercial fishing boats, and lifeboats.

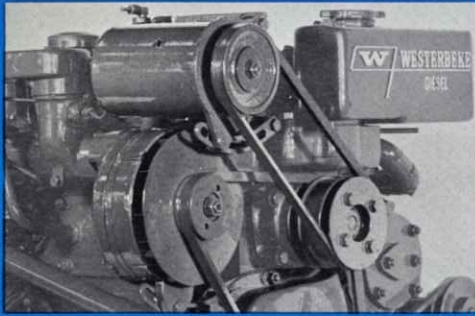
Average Fuel Consumption

RPM	1500	1750	2000	2250	2500	2750	3000
GPH	.5	.57	.66	.75	.82	1.0	1.3

FOUR 107 • FEATURES • OPTIONS • ACCESSORIES

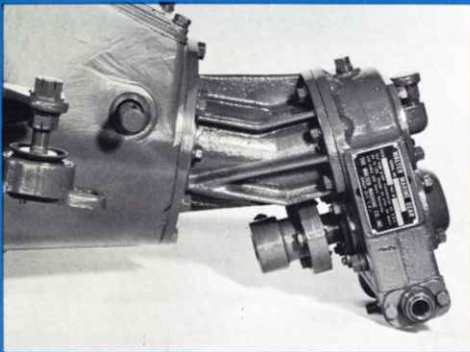


40 amp. alternator is shown here replacing the standard 14 amp. generator. Mounts close to the block.



Standard 14 ampere generator mounted "piggyback" with extra 40 ampere alternator remains within basic outline of engine, readily accessible for service. It affords ample electricity for both engine starting and ships service.

When 60 or 100 ampere generators are required, they mount on a special bracket low on the starboard side, as shown in the center photograph on Page 3.



Difficult installation problems may be solved with the Vee drive — in 1.67:1 and 2:1 ratios.

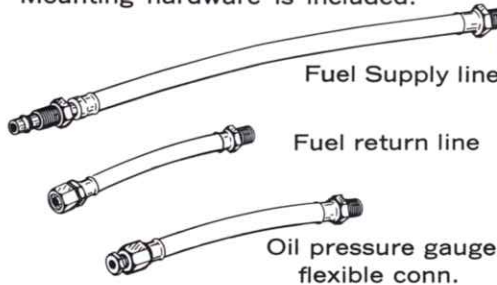


Flexible adjustable mounts shown fitted on 18" centers, 1" below shaft line. These same mounts are available in 18" angle, 22½" angle and in various special configurations to suit specific requirements.



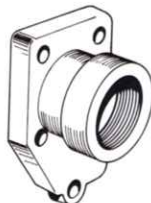
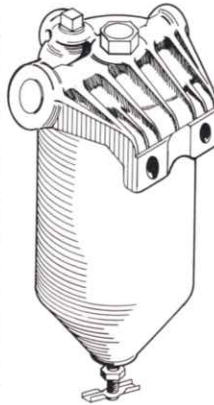
Deluxe Instrument Panel available with the FOUR-107 has mechanical tachometer, water temperature gauge, ammeter, oil pressure gauge and a meter which

gives valuable hour register for oil changes. Panel is supplied with tachometer cable made to your specified length and a sending unit for the water temperature gauge. Available with choice of 30-0-30 or 60-0-60 ammeter. Mounting hardware is included.



Flexible Hose Kit, available as an optional extra with your FOUR-107. Protects vulnerable fuel and lube oil pressure lines from vibration fatigue. Designed to fit exactly, these hoses protect your investment, prevent troublesome air leaks which sometimes result from careless plumbing, and reduce installation costs.

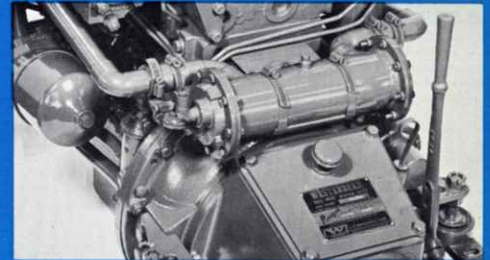
A primary fuel strainer with replaceable screen and removable glass bowl is supplied as standard equipment with each FOUR-107. For still better protection, filtration, and water removal, the special filter shown here is available as an optional extra. This filter has a replaceable element, high capacity sump for water, and a convenient draincock for removal of water and sediment.



An exhaust flange, bored for exhaust tubing is included as standard equipment. The special flange shown for a 1½" I.P.S. threaded connection is an optional extra.



Westerbeke FOUR-107 instruction book and parts list, 132 page helpful information.



Another popular option is engine-mounted heat exchanger. Space used does not interfere with other equipment or hinder clutch adjustment. Entire unit may be removed merely by loosening hose clamps.



The separate water tank hose-connected to the engine, is an accessory that permits installation where headroom is at a premium. Depending on angle of installation, as much as two inches may be saved in height.

This reverse and reduction gear is made specifically for use on the Westerbeke FOUR-107.



- The convex front plate allows the gear to be installed forward into the flywheel, saving 1⅝" of overall engine length. Reduction gears with 1.5:1, 2:1 and 2.5:1 ratios are all the same length.
- The oversized clutch cover facilitates inspection and clutch adjustment.
- This assembly weighs only 56 pounds, contributing greatly to the light weight of the FOUR-107.

BERMUDA 40
by Hinckley

WESTERBEKE 40 DIESEL ENGINE

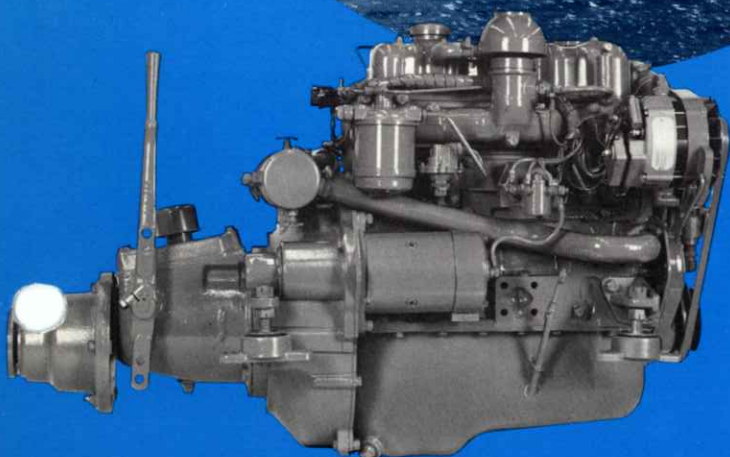
The Westerbeke 40 has gained a reputation as one of the most dependable marine diesels in its horsepower class; 15 years have gone into its development and refinement.

The profile of the Westerbeke 40 has been reduced for compactness yet maintaining accessibility of important service components. This has made the engine ideally suited for sail auxiliaries from 35' to 45'.

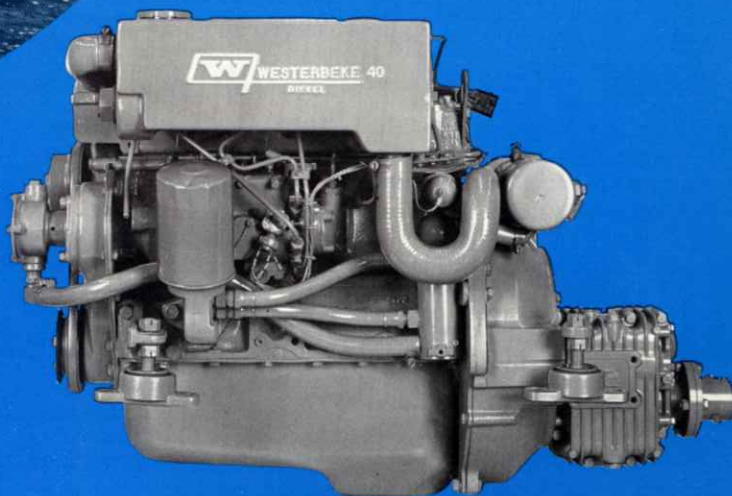
Standard equipment is unusually complete including fresh water cooling, prewired electrical system, engine oil cooler, and 55 amp alternator. There is also a long list of optional equipment that will allow customization to suit your on board requirements.

Frequently Westerbeke 40 owners will mention the engine's reliability and quick starting. It has been approved by the U.S. Coast Guard for use in lifeboats, it powers U.S. Navy whaleboats, and Westerbeke 10 KW and 15 KW generators.

If you are bound off-shore, insist on the engine that will assure you dependability and power, time after time.



WESTERBEKE 40 with Paragon 2:1 SAO manual gear



WESTERBEKE 40 with Westerbeke Short Profile Sailing Gear
35" overall length — the most compact 2:1 package ever

WESTERBEKE 40

DIESEL ENGINE

SPECIFICATIONS

Type: Four cylinders in line, four cycle fresh water cooled diesel.

Displacement: 107 cu. in. Bore 3.125", Stroke 3.5".

Power: 37 hp at 3000 rpm (see power curve).

Compression Ratio: 22:1.

Weight: 474 lbs. basic engine. Add gear weight opposite page for I.O.R. weight.

Fuel Injection Equipment: Distributor type fuel pump with mechanical governor and pintle type injectors.

Cylinder Block: One-piece iron alloy casting with replaceable liners.

Cylinder Head: One piece iron alloy casting with renewable valve guides.

Crankshaft: Chrome molybdenum steel forging.

Main bearings: Three, replaceable, thin wall, lead bronze lined.

Camshaft: High duty cast iron.

Pistons: High silicon aluminum alloy.

Connecting Rods: Drop forged steel.

Lubrication: Eccentric lube oil pump, camshaft driven. Full flow spin-on lube oil filter.

Mounting: Flexible mounts, adjustable to 16" or 18" centers. Special mounts available on request.

Exhaust Manifold: Fresh water cooled, front or rear exhaust.

Cooling System: Closed circuit fresh water system. Fresh and raw water pumps, engine-mounted.

Angle of Installation: 17° maximum.

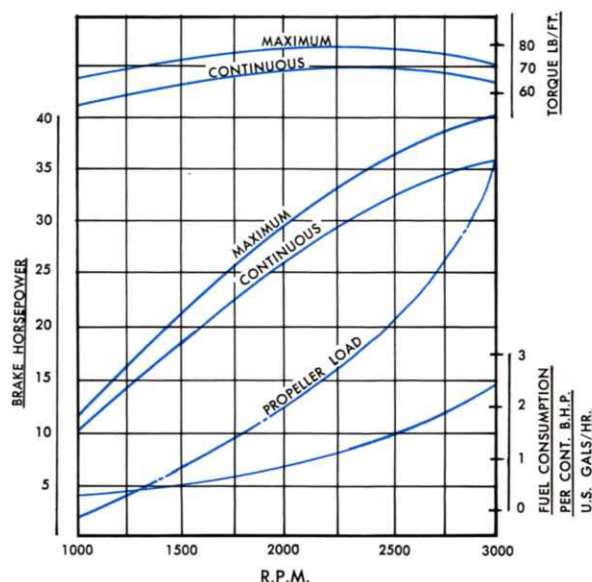
Electrical System: 12 volt negative ground system with 55 amp alternator standard. Extra 55, 85 or 120 amp alternators available.

Transmission: See individual gears on opposite page for specifications and propeller rotation.

Installation Data: 1½" IPS exhaust flange; ½" IPS raw water inlet; fuel inlet ¼" tubing, fuel return ⅜" tubing.

STANDARD EQUIPMENT

Fresh water cooling system with heat exchanger, surge tank and pumps, mounted on engine; flexible mounts adjustable to 16" or 18" centers; propeller shaft coupling; clutch lever with lower extension for remote control where applicable; spin-on full flow lube oil filter, lube oil cooler, sump pump and hose; engine-mounted secondary fuel oil filter, fuel lift pump with hand primer, flexible hoses for fuel inlet and return, mechanically governed fuel injection system; cold weather starting aid, mounted and piped; 12 volt, 55 amp alternator with transistor regulator; plug-in engine pre-wiring including pre-wired start panel with 10 foot cable; threaded 1½" IPS exhaust flange; fully illustrated Instruction Manual and Parts List; front or rear opening exhaust outlet.

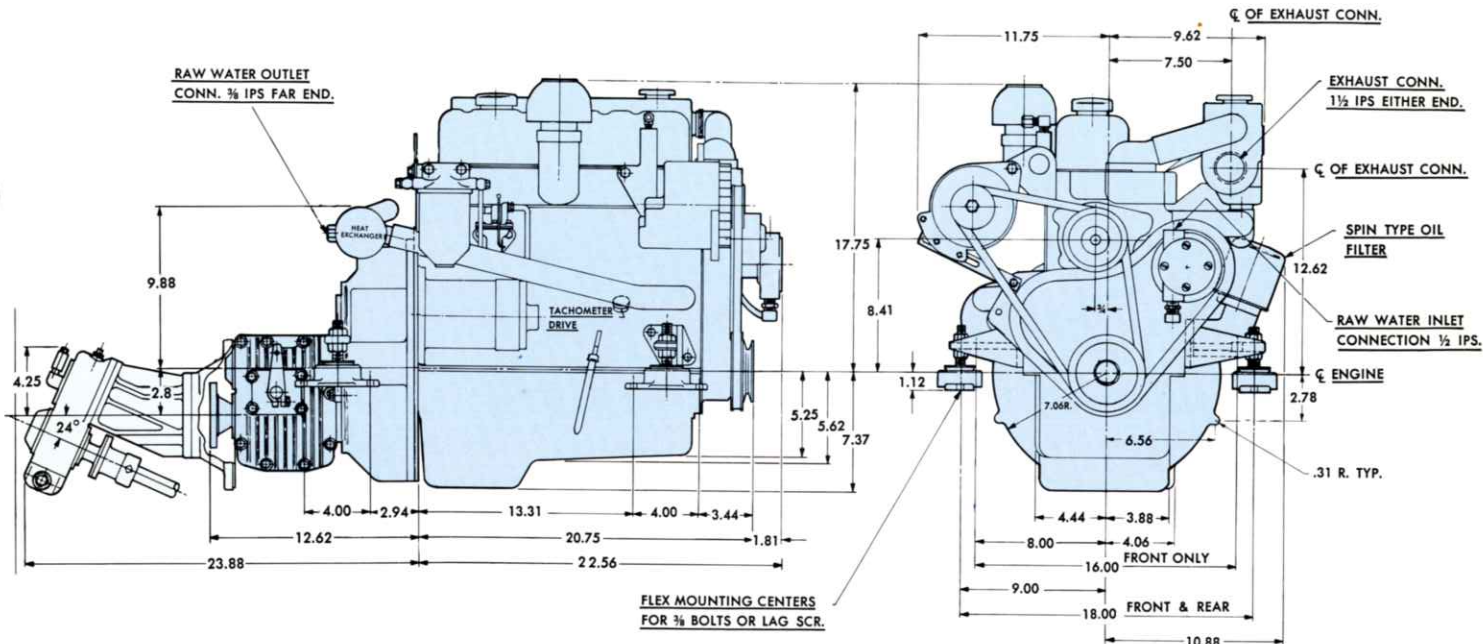


OPTIONAL EQUIPMENT

High efficiency primary fuel filter; Hydro-Hush stainless steel water-lift muffler, water injected exhaust elbow, flexible stainless steel exhaust section; sea water strainer, remote fresh water expansion tank; remote lube oil filter, front-end lube oil fill; pre-wired all-electric instrument panel, with 10-foot cable, pre-wired mechanical instrument panel with tachometer cable, extra 10 foot cable for instrument panel or starting panel; high temperature, low pressure alarm system; extra 55, 85, 120 amp alternators, engine-mounted; crankshaft-mounted accessory pulleys, 5", 6" or 7" diameter; flexible shaft coupling; special engine mounts, spare parts kits.

These custom features plus many others let you order the engine you want to suit your boat, whether it's a rough and ready seine skiff or the ultimate cruising yacht with all accessories. The versatile WESTERBEKE 40 has been used in all types of boats from catboats to Class A ocean racers.

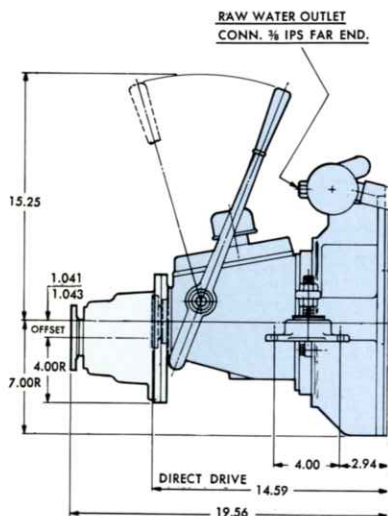
The adaptability, compactness and proven performance records of the WESTERBEKE 40 are unsurpassed. The many thousands of satisfied Westerbeke owners bear testimony to this, as does their high rate of reordering for their new boats. Ask a Westerbeke owner near you.



Drawing above shows our **WESTERBEKE Short Profile Sailing Gear**. This compact 2:1 gear has positive neutral for free-wheeling, and instant acting fingertip control. (Use Morse 33C cable or equal). Weight 25 lb. Turns right hand propeller.

Shown close-coupled to the 2:1 gear is a Walter vee-drive. Total weight combined 71 lbs. Turns right hand propeller.

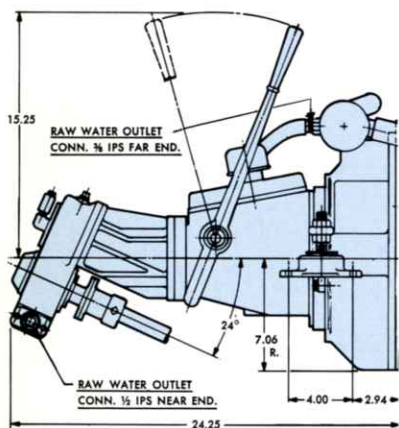
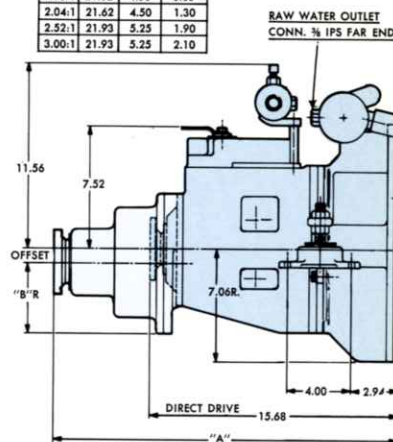
RATIO	DIM. A	DIM. B	OFFSET
1.50:1	21.62	4.50	0.85
2.04:1	21.62	4.50	1.30
2.52:1	21.93	5.25	1.90
3.00:1	21.93	5.25	2.10



PARAGON SAO direct drive manual gear. This extremely reliable gear weighs only 58 lb. It turns left hand propeller. **PARAGON SAO with reduction gear.** Two reduction ratios — 1 1/2, and 2 to 1. Weight 82 lb. Turns left hand propeller.

PARAGON P20 Hydraulic Gear

Available with direct drive and in 1 1/2, 2, 2 1/2, and 3 to 1 ratios. A quality unit employing latest design principles. The small offset (see table) can be turned down or up to suit the installation. Weight, direct drive 100 pounds, reduction gear 150 pounds. Turns left hand propeller.

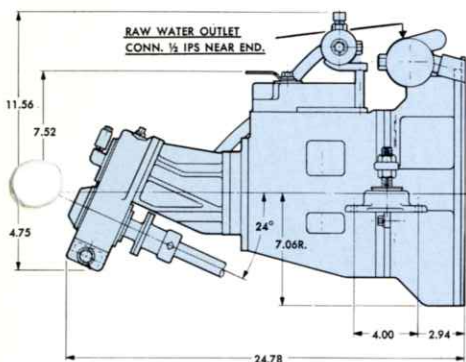
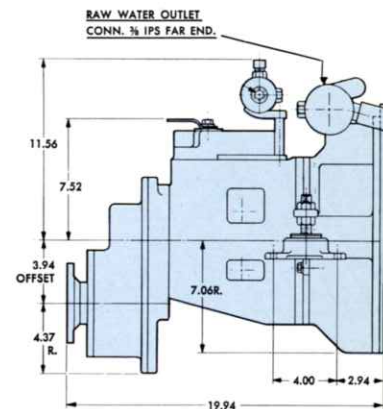


PARAGON SAOV

This manual vee drive is very useful with our front end exhaust outlet in many designs. It is available in ratios of 1.29:1, 1.67:1, 2:1, and weights 90 lbs. Turns left hand propeller.

WESTERBEKE-PARAGON P220 Hydraulic Navy Gear

Specially developed to Bureau of Ships specifications. It is oversized and built for use on diesel engines up to 75 horsepower. It may be used with a WESTERBEKE 40 on large sailing craft that can make use of a 4" offset, 2.2:1 reduction ratio, and right hand propeller. Weight 166 lb.

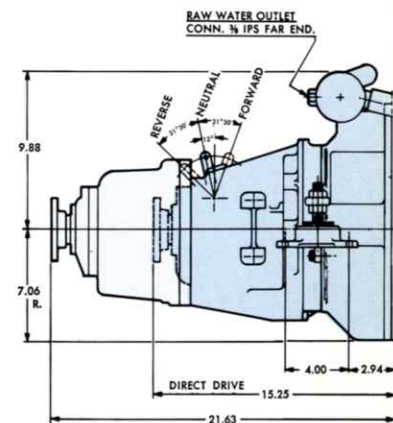


PARAGON Hydraulic Vee Drive

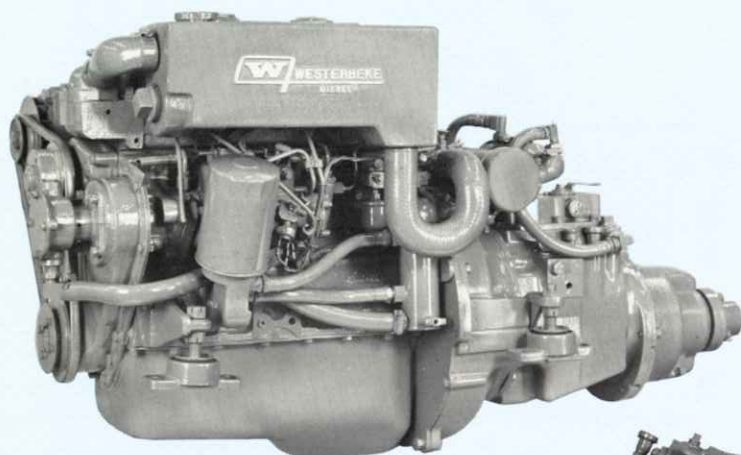
A Paragon P20 hydraulic gear close-coupled to a Walter vee-drive. Ratios of 1.29:1, 1.67:1; and 2:1. Weight 132 lb. Turns left hand propeller.

WARNER Hydraulic Gear

This excellent transmission is of in-line construction with no offset. Available with direct drive and 1 1/2, 2, 2 1/2, 3 to 1 ratios for left hand propellers and 1.9:1 ratio for right hand propellers. Weight — direct drive 96 pounds, reduction gear 147 pounds.

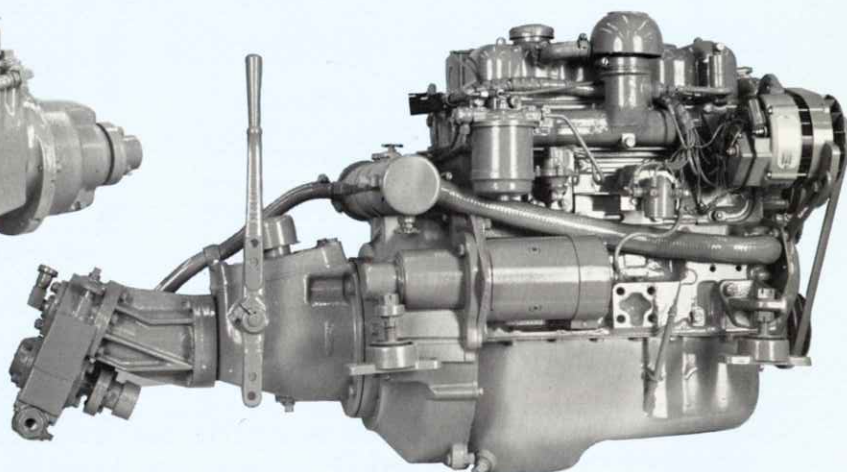


WESTERBEKE 40 — for many years America's most popular diesel engine for sailboats



WESTERBEKE 40
with Paragon P23 3:1
hydraulic gear

WESTERBEKE 40
with Paragon SAOV manual
vee drive



The accessories shown below may be ordered with your engine or purchased separately through Westerbeke Dealers and Distributors:



Mechanical Panel —
Mechanical Tach Drive and gauges.

Alternator Options —
55 Amp. is standard
Additional 55, 85 or
120 Amp. also available.



All Electric Panel —
plugs into engine prewiring.



Hydro Hush Muffler
used in conjunction with
water injected elbow for
quieter exhaust systems.



Westerbeke Fuel Water Separator has optional visual/audible alarm when water reaches high point in sediment bowl.



Water Injected Exhaust Elbow, for use with water lift muffler systems.



Flexible Shaft Coupling —
for smoother performance.



Alarm System —
Engines may be prewired to accept Westerbeke sonic beeper or Aqua Alarm bell.



THE WESTERBEKE CORP.

AVON INDUSTRIAL PARK, AVON, MASS. 02322 • (617) 588-7700
CABLE: WESTCORP, AVON • TELEX: 92-4444

WESTERBEKE 40

marine diesel engine

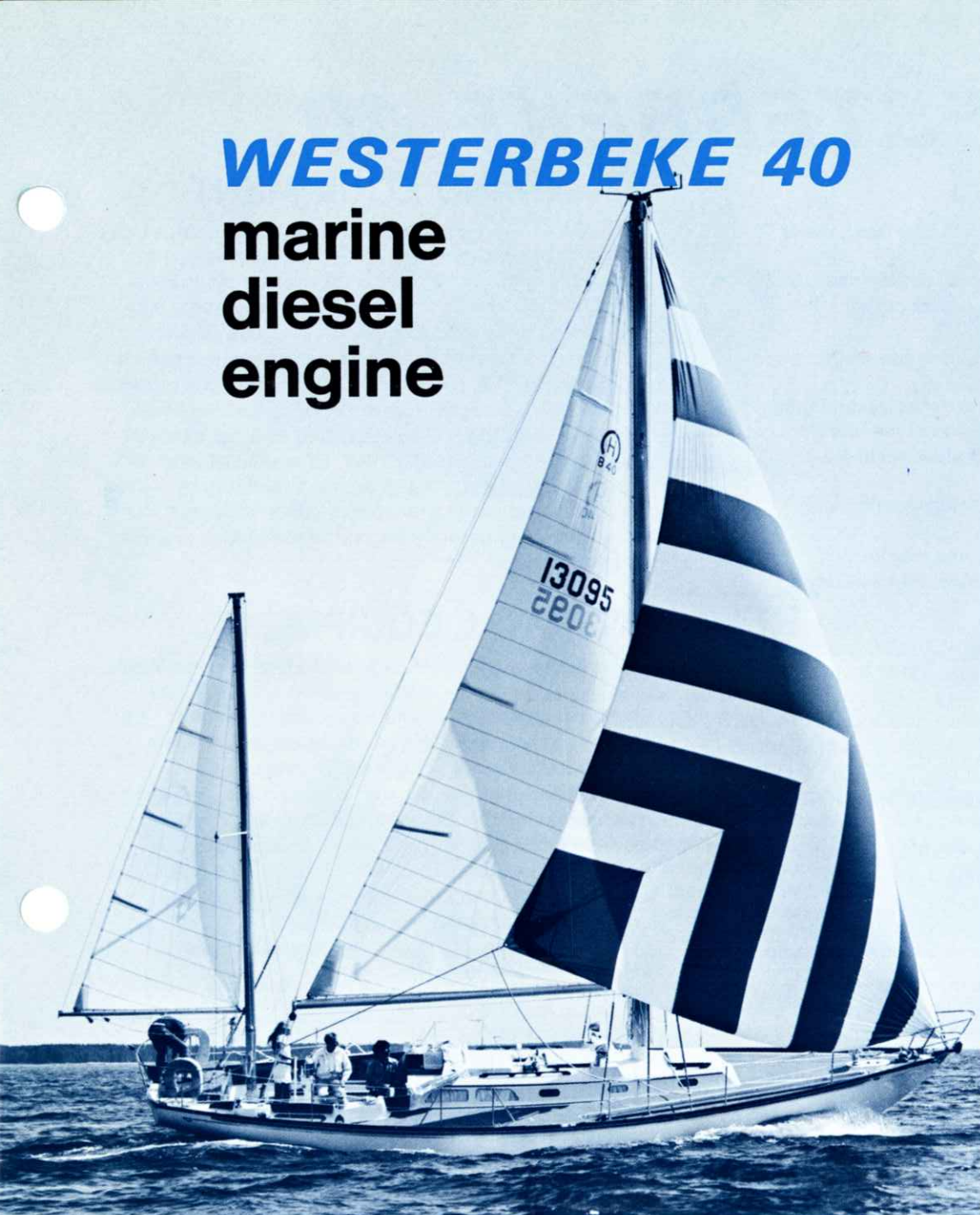
formerly FOUR-107

The **WESTERBEKE 40**, for many years America's most popular marine diesel, is our original model, the one most people affectionately refer to as "a Westerbeke." Over 15 years of development have gone into making this engine the most compact, most versatile, and most dependable marine diesel available.

The profile has been constantly reduced for compactness and for accessibility. A long list of options plus a long list of standard equipment virtually gives you a custom built engine. With our plug-in engine pre-wiring and adjustable engine mounts, the **WESTERBEKE 40** is the easiest engine to install — a boatbuilder's dream.

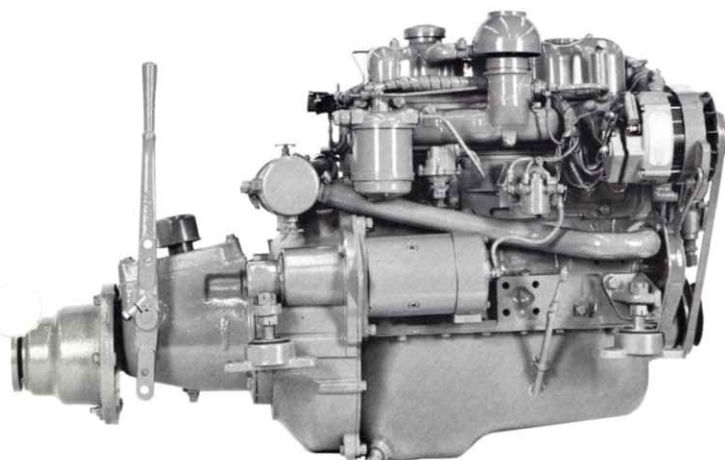
For years Westerbeke owners have mentioned the engine's reliability under extreme conditions. It has been approved by the U.S. Coast Guard for use on lifeboats. It powers generator sets on remote aids to navigation. It is used where lives depend on its instant starting and dependable running capability.

If you're bound offshore, or off the beaten track, you need the dependability of the **WESTERBEKE 40**.

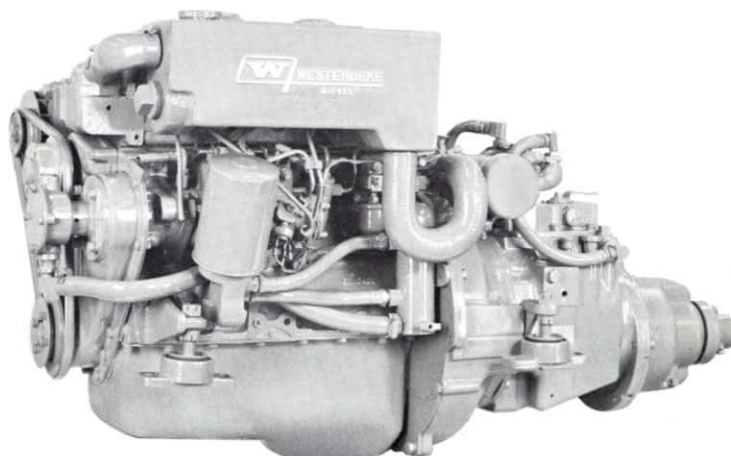


BERMUDA 40 by Hinckley

WESTERBEKE 40 with Paragon 2:1 SAO manual gear



WESTERBEKE 40 with Paragon P23 3:1 hydraulic gear



WESTERBEKE 40

SPECIFICATIONS

Type: Four cylinders in line, four cycle fresh water cooled diesel.

Displacement: 107 cu. in. Bore 3.125", Stroke 3.5".

Power: 37 hp at 3000 rpm (see power curve).

Compression Ratio: 22:1.

Weight: 474 lbs. basic engine. Add gear weight opposite page for I.O.R. weight.

Fuel Injection Equipment: Distributor type fuel pump with mechanical governor and pintle type injectors.

Cylinder Block: One-piece iron alloy casting with replaceable liners.

Cylinder Head: One-piece iron alloy casting with renewable valve guides.

Crankshaft: Chrome molybdenum steel forging.

Main bearings: Three, replaceable, thin wall, lead bronze lined.

Camshaft: High duty cast iron.

Pistons: High silicon aluminum alloy.

Connecting Rods: Drop forged steel.

Lubrication: Eccentric lube oil pump, camshaft driven. Full flow spin-on lube oil filter.

Mounting: Flexible mounts, adjustable to 16" or 18" centers. Special mounts available on request.

Exhaust Manifold: Fresh water cooled, front or rear exhaust.

Cooling System: Closed circuit fresh water system. Fresh and raw water pumps, engine-mounted.

Angle of Installation: 17° maximum.

Electrical System: 12 volt negative ground system with 55 amp alternator standard. Extra 55, 85 or 120 amp alternators available.

Transmission: See individual gears on opposite page for specifications and propeller rotation.

Installation Data: 1½" IPS exhaust flange; ½" IPS raw water inlet; fuel inlet ¼" tubing, fuel return ⅜" tubing.

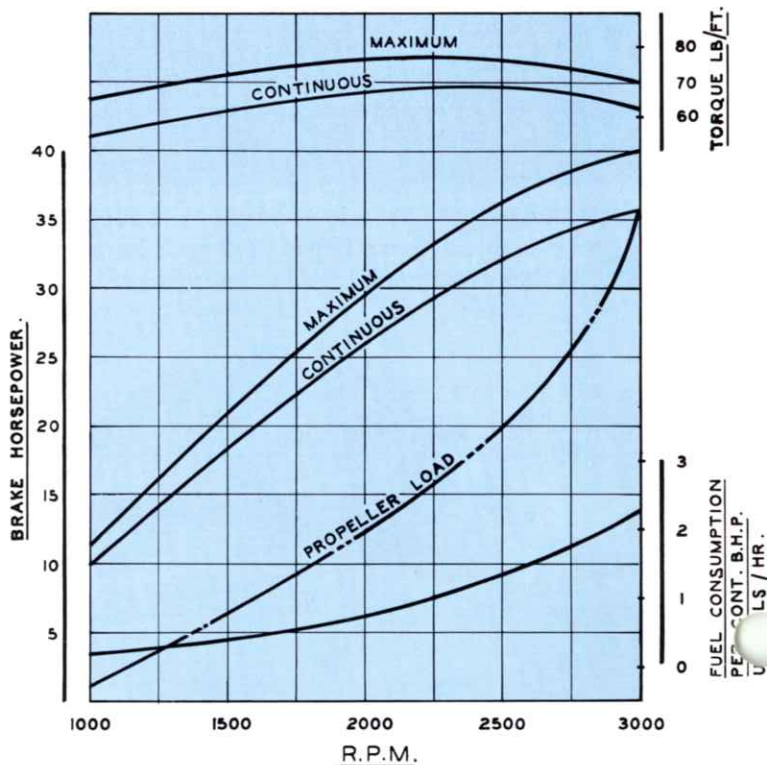
STANDARD EQUIPMENT

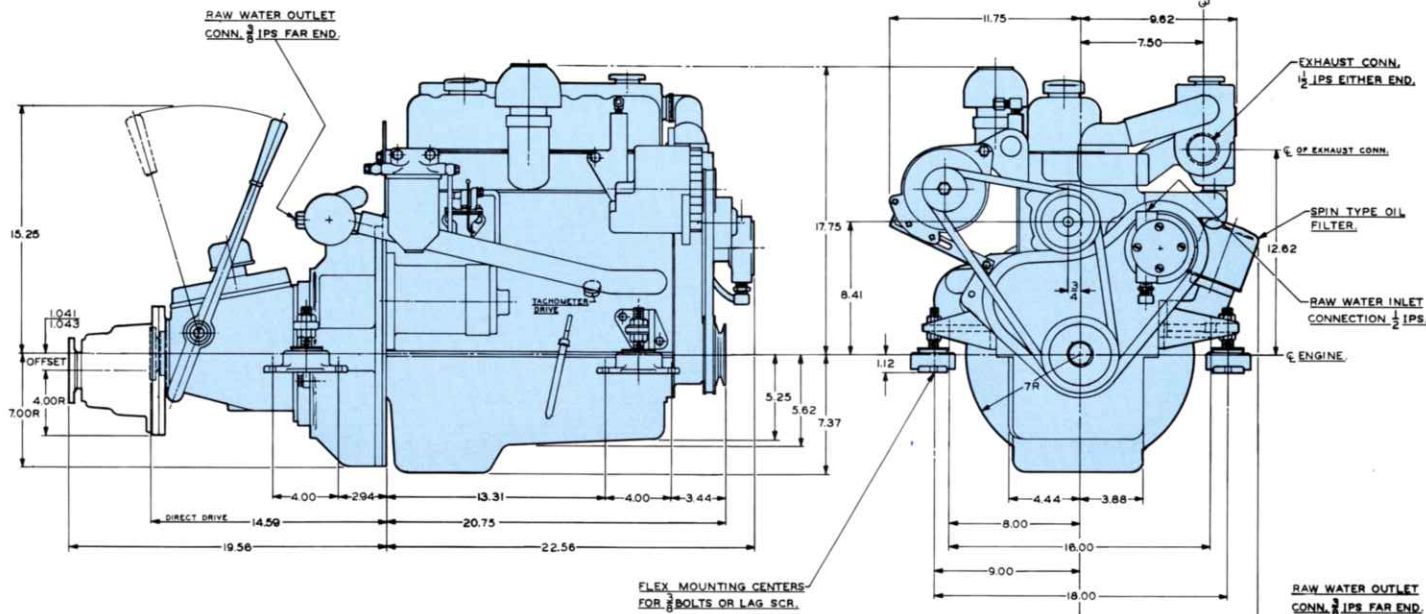
Fresh water cooling system with heat exchanger, surge tank, and pumps, mounted on engine; flexible mounts adjustable to 16" or 18" centers; propeller shaft coupling; clutch lever with lower extension for remote control where applicable; spin-on full flow lube oil filter, lube oil cooler, sump pump and hose; engine-mounted secondary fuel oil filter, fuel lift pump with hand primer, flexible hoses for fuel inlet and return, mechanically governed fuel injection system; cold weather starting aid, mounted and piped; 12 volt, 55 amp alternator with transistor regulator; plug-in engine pre-wiring including pre-wired start panel with 10 foot cable; threaded 1½" IPS exhaust flange; fully illustrated Instruction Manual and Parts List.

OPTIONAL EQUIPMENT:

High efficiency primary fuel filter; Hydro-Hush stainless steel water lift muffler, water injected exhaust elbow, flexible stainless steel exhaust section; sea water strainer, remote fresh water expansion tank; remote lube oil filter, front-end lube oil fill; pre-wired all-electric instrument panel, with 10-foot cable, pre-wired mechanical instrument panel with tachometer cable, extra 10 foot cable for instrument panels or starting panel; high temperature, low pressure alarm system; extra 55, 85, 120 amp alternators, engine-mounted; crankshaft-mounted accessory pulleys, 5", 6" or 7" diameter; flexible shaft coupling; special engine mounts; spare parts kits.

PEARSON 365 by Bill Shaw





The drawing above shows our standard WESTERBEKE 40 model SAO Paragon direct drive manual gear. This extremely reliable gear weighs only 58 lb. It turns left hand propeller. **PARAGON SAO with reduction gear** Two reduction ratios — 1½, and 2 to 1. Weight 82 lb. See table for dimensions. Turns left hand propeller.

WESTERBEKE Short Profile Sailing Gear

The most compact 2:1 reduction package ever! It features positive neutral for free-wheeling, silent-running, shaved, case-hardened helical gears, heavy-duty tapered roller bearings, and an instant acting fingertip control lever. (Use Morse 33C cable or equal.) Weight 25 lb. Turns right hand propeller.

PARAGON SAOV

This manual vee drive is very useful with our front end exhaust outlet in many designs. It is available in ratios of 1.29:1, 1.67:1, 2:1, and weighs 90 lbs. Turns left hand propeller.

WESTERBEKE-PARAGON P220 Hydraulic Navy Gear

Specially developed to Bureau of Ships specifications. It is oversized and built for use on diesel engines up to 75 horsepower. It may be used with a WESTERBEKE 40 on large sailing craft that can make use of a 4" offset, 2.2:1 reduction ratio, and right hand propeller. Weight 166 lb.

PARAGON P20 Hydraulic Gear

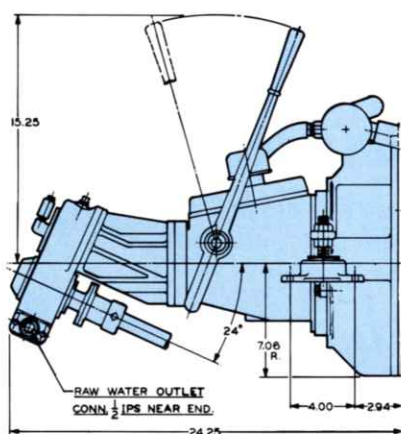
Available with direct drive and in 1½, 2, 2½, and 3 to 1 ratios. A quality unit employing latest design principles. The small offset (see table) can be turned down or up to suit the installation. Weight, direct drive 100 pounds, reduction gear 150 pounds. Turns left hand propeller.

WARNER Hydraulic Gear

This excellent transmission is of in-line construction with no offset. Available with direct drive and 1½, 2, 2½, 3 to 1 ratios for left hand propellers and 1.9:1 for right hand propellers. Weight — direct drive 96 pounds, reduction gear 147 pounds.

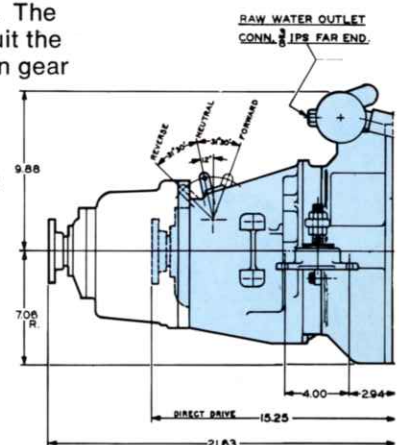
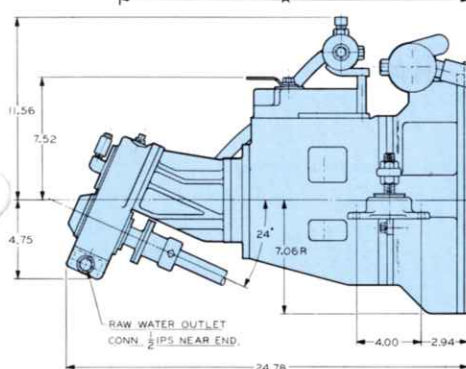
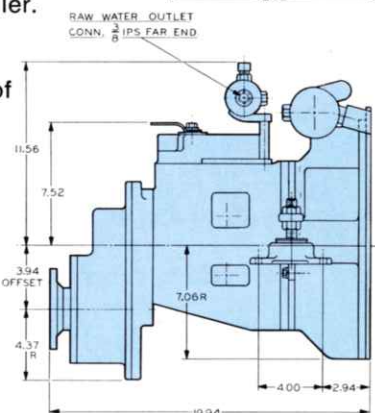
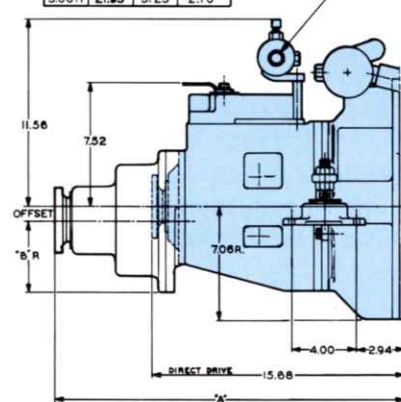
PARAGON Hydraulic Vee Drive

A Paragon P20 hydraulic gear close-coupled to a Walter vee-drive. Ratios of 1.29:1, 1.67:1; and 2:1. Weight 132 lb. Turns left hand propeller.

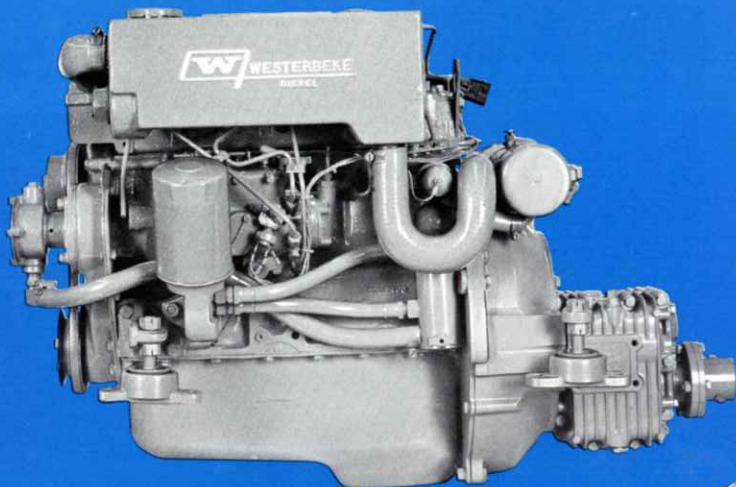


RATIO	DIM. A	DIM. B	OFFSET
1.50:1	21.62	4.50	0.85
2.04:1	21.62	4.50	1.30
2.52:1	21.93	5.25	1.90
3.00:1	21.93	5.25	2.10

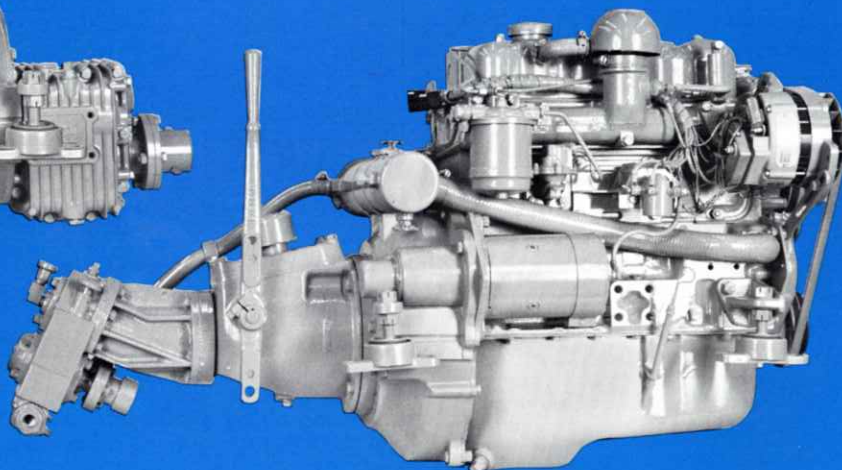
RAW WATER OUTLET
CONN. 1/2 IPS FAR END.



**WESTERBEKE 40 with Westerbeke Short Profile Sailing Gear
35" overall length — the most compact
2:1 package ever**



**WESTERBEKE 40 with Paragon SAOV
manual vee drive**



WESTERBEKE 40 — for many years America's most popular diesel engine for sailboats

WESTERBEKE 40, the Custom Engine

A long list of options added to an unusually large number of standard items lets you customize your WESTERBEKE 40 to your boat. Numerous transmission options include manual or hydraulic, reductions from 1:1 to 3:1, shaft offsets from 0" to 4", straight or vee drive. Adjustable flexible mounts are standard on 16" or 18" centers. Many other mounts are available on application.

Remote surge tank, lube oil filter and front-end lube oil fill are available for tight installations. Accessory pulleys and extra alternators are available to run added equipment. Plug-in prewiring saves much installation time and money. Complete prewired instrumentation gives accurate engine performance data and

permits the installation of engine safety alarms. A high efficiency exhaust system gives unusually quiet performance.

These custom features plus many others let you order the engine you want to suit your boat, whether it's a rough and ready seine skiff or the ultimate cruising yacht with all accessories. The versatile WESTERBEKE 40 has been used in all types of boats from catboats to Class A ocean racers.

The adaptability, compactness and proven performance records of the WESTERBEKE 40 are unsurpassed. The many thousands of satisfied Westerbeke owners bear testimony to this, as does their high rate of reordering for their new boats. Ask a Westerbeke owner near you.

Westerbeke engines and generator sets are sold and serviced by Westerbeke distributors in major port cities throughout North America.



J. H. WESTERBEKE CORP.

AVON INDUSTRIAL PARK, AVON, MASS. 02322 • (617) 588-7700

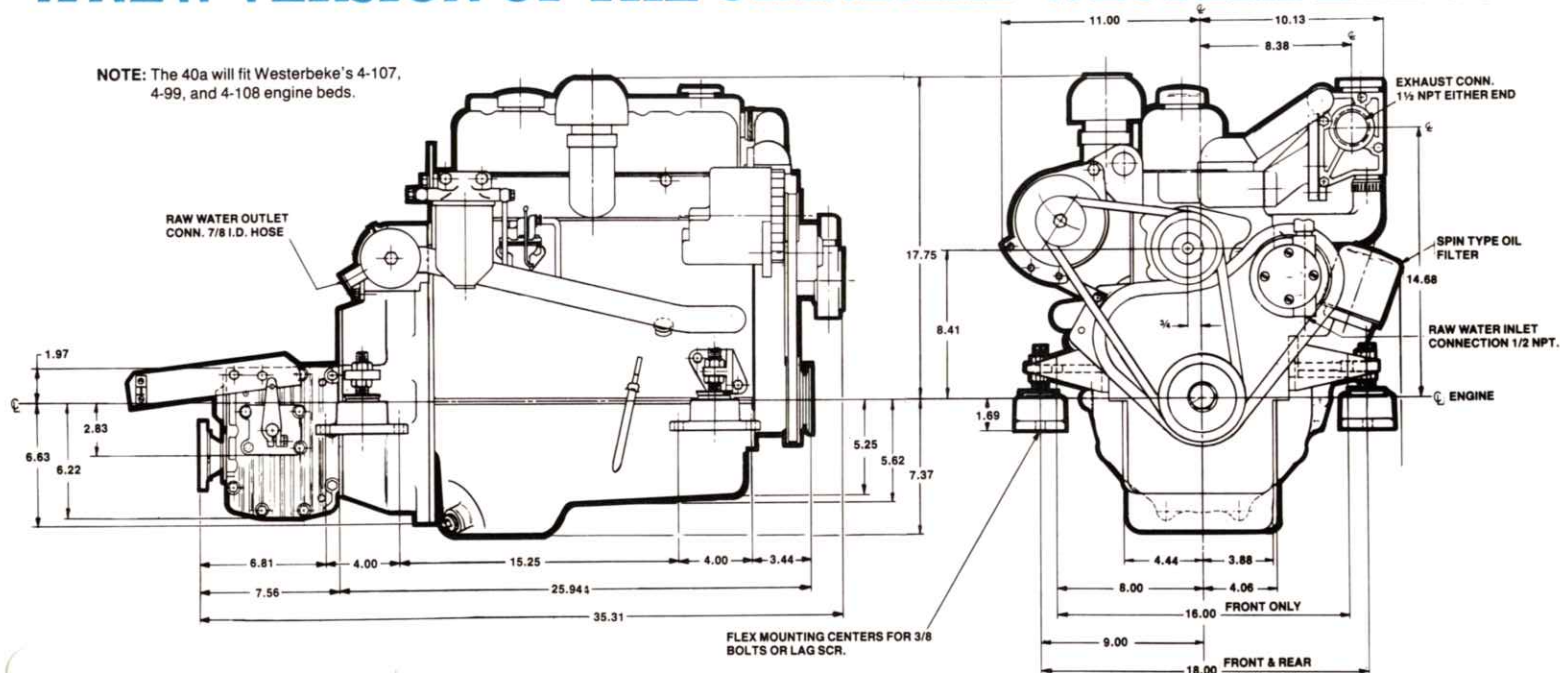
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**NEW
DESIGN**

WESTERBEKE 40a

A NEW VERSION OF THE STANDARD WESTERBEKE 40

NOTE: The 40a will fit Westerbeke's 4-107, 4-99, and 4-108 engine beds.



Westerbeke's engineers have re-designed and modernized this tough reliable diesel into a smoother, cooler running, Marine Engine.

STANDARD EQUIPMENT

- Oversized heat exchanger
- Coolant recovery tank
- Throttle and shift control brackets
- 12 volt 51 amp alternator
- Engine tested with standard short profile 2:1 transmission
- Adjustable flex isolator engine mounts (see drawing)
- Fresh water cooling system
- Engine pre-wired with single 8 pin connector
- Transmission cooler
- Operator's manual

OPTIONAL EQUIPMENT

- 45° water injected exhaust elbow
- Front exhaust outlet for Vee Drives
- Lube oil drain hose
- A wide variety of manual & hydraulic transmissions
- Flow control for maximum production of domestic hot water
- Remote mounting lube filters
- Low oil-pressure and high water temperature alarms
- Alternator output splitter
- Sea water intake strainer
- Hydro-Hush B waterlift exhaust silencer
- Various adapting connectors and couplings from which given a supply of 1 1/8" I.D. Exhaust Hose a complete exhaust system can be assembled.
- Engine oil cooler
- Starting aid system

SPECIFICATIONS

Engine Type Four cylinders in line, four cycle fresh water cooled diesel
 Displacement 107 cu. in. Bore 3.125", Stroke 3.5"
 Power 37 hp at 3000 rpm
 Compression Ratio 22:1
 Weight 474 lbs. basic engine.
 Fuel Injection Equipment Distributor type fuel pump with mechanical governor and pintle type injectors
 Cylinder Block One-piece iron alloy casting with replaceable liners
 Cylinder Head One-piece iron alloy casting with renewable valve guides
 Crankshaft Chrome molybdenum steel forging
 Main Bearings Three, replaceable, thin wall, lead bronze lined
 Camshaft High duty cast iron
 Pistons High silicon aluminum alloy
 Connecting Rods Drop forged steel
 Lubrication Eccentric lube oil pump, camshaft driven. Full flow spin-on lube oil filter
 Mounting Flexible mounts, 18" centers
 Exhaust Manifold Fresh water cooled, front or rear exhaust
 Cooling System Closed circuit fresh water system.
 Fresh and raw water pumps, engine-mounted w/recovery tank
 Angle of Installation 17° maximum
 Electrical System 12 volt negative ground system with 51 amp alternator standard



WESTERBEKE

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