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.

- John G. Alden Co.
- Atkin & Co.
- John Brandlmayr
- S. S. Crocker
- Robert Derecktor
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- F. S. Ford, Jr.
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- William H. Tripp
- Winthrop L. Warner

Economical — Quiet — Dependable — Safe — Starts Immediately

J. H. Westerbeke Corp.

35 Tenean Street, Boston, Massachusetts 02122

Manufacturers & Distributors of Industrial & Marine Engines and Generators
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.


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.

Angle of Installation: 17" maximum.

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

Reverse and Reduction Gear: Manually operated Paragon gear standard. Hydraulically operated gear and V-drive available.

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

Optional extras: Deluxe Instrument Panel. Front end oil fill. One or extra Vee pulleys. 5", 6" or 7" diameter. Adjustable flexible mounts. Extra 40, 60, or 100 ampere alternator mounted.

Recommended Uses: 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

<table>
<thead>
<tr>
<th>RPM</th>
<th>1500</th>
<th>1750</th>
<th>2000</th>
<th>2250</th>
<th>2500</th>
<th>2750</th>
<th>3000</th>
</tr>
</thead>
<tbody>
<tr>
<td>GPH</td>
<td>.5</td>
<td>.57</td>
<td>.66</td>
<td>.75</td>
<td>.82</td>
<td>1.0</td>
<td>1.3</td>
</tr>
</tbody>
</table>
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.

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 1½" 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 lightweight of the FOUR-107.