

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

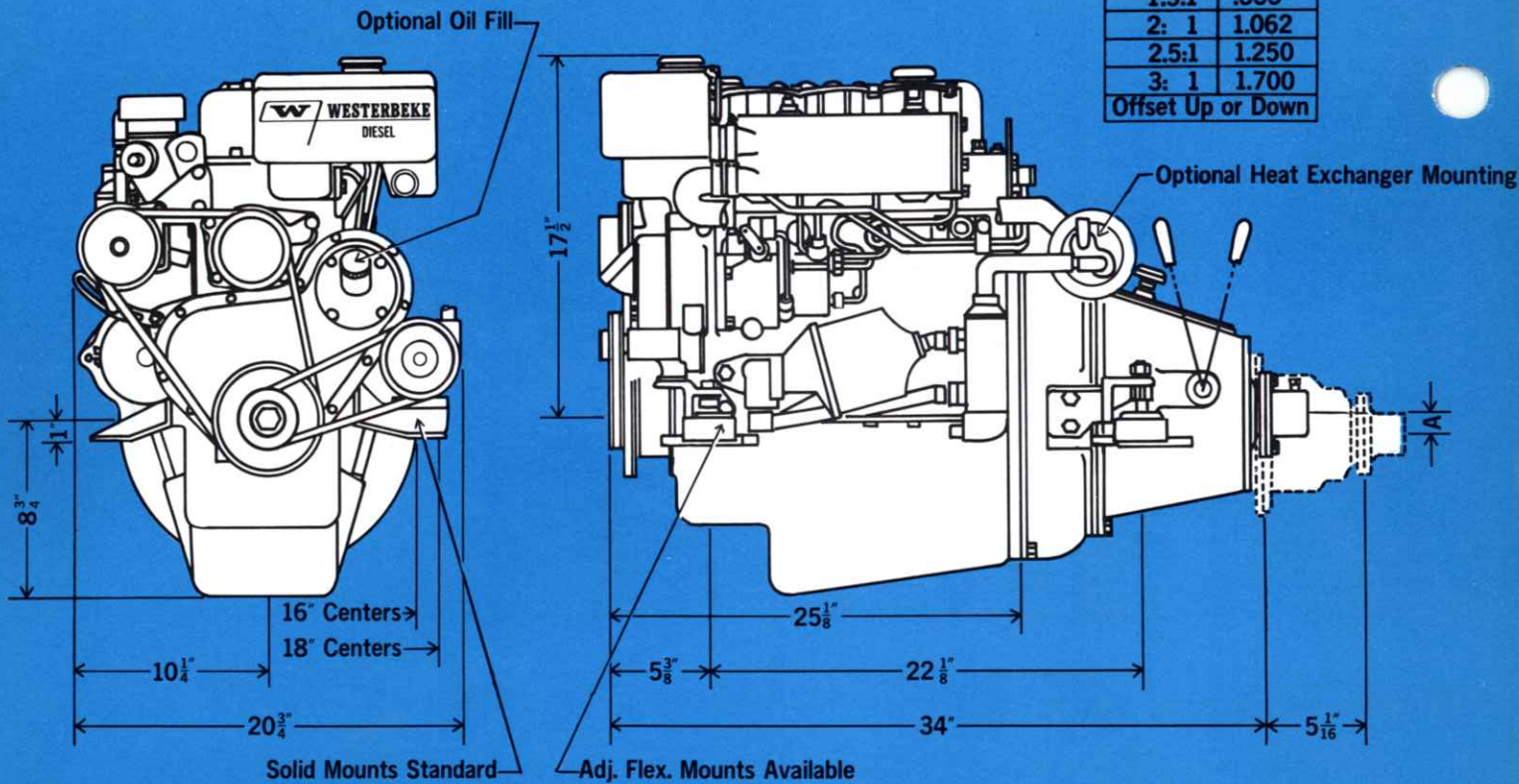
J. H. WESTERBEKE CORP.

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.

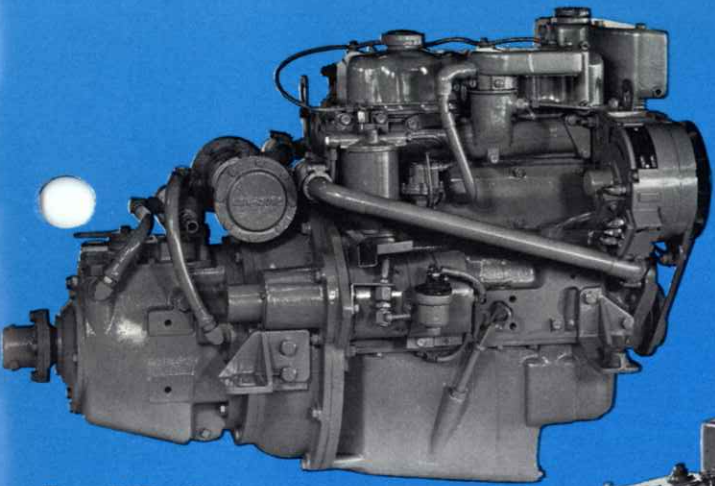
Direct drive manual. Reduction gear manual — 1.5:1, 2:1, 2.5:1, 3:1. Direct drive hydraulic. Reduction gear hydraulic — 2:1, 3:1. Vee drive — 1.67:1, 2:1.

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.

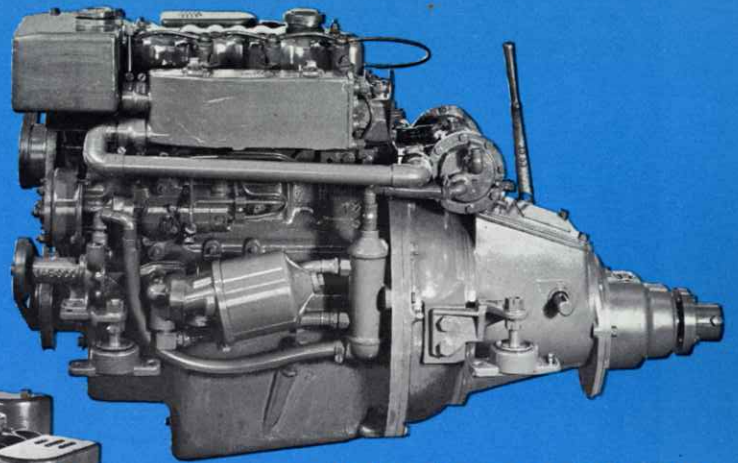
All threads are American Standard. No special tools are needed.

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.

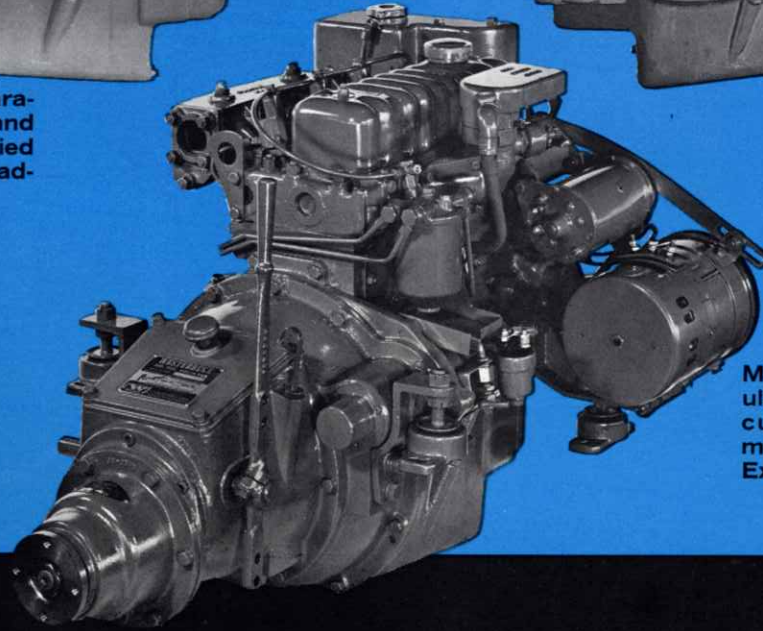
- Type:** 4 cylinders in line, 4 cycle.
- Displacement:** 107 cu. in., Bore 3.125", Stroke 3.5".
- Power:** 40 HP at 3000 RPM. (See curve on opposite page)
- Compression Ratio:** 22:1
- Weight:** 475 lb. direct drive, 495 lb., 2:1 reduction.
- Combustion System:** Pintle type nozzle fuel injection.
- Fuel Injection Equipment:** Distributor type fuel pump with hydraulic governor.
- Cylinder Block:** One-piece alloy iron casting.
- Crankshaft:** Chrome molybdenum steel forging.
- Main Bearing:** Thin wall type, lead bronze lined.
- Camshaft:** High duty cast iron.
- Connecting Rods:** Drop forged steel.
- Pistons:** High silicon aluminum alloy.
- Cylinder Head:** One-piece alloy iron casting.
- Lubrication:** Eccentric lube oil pump, camshaft driven.
- Mounting:** 4 supporting feet, combination 16" or 18" centers. (Special mounts designed on request.)
- Rotation:** Turns left hand propeller.
- Exhaust Manifold:** Fresh water cooled.
- Cooling System:** Fresh and raw water pumps, through heat exchanger.
- Note:** 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.



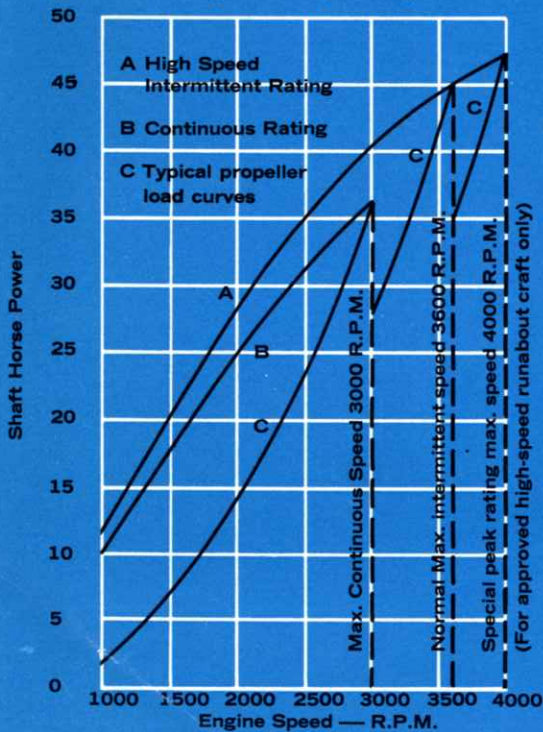
Heat exchanger and oil cooler mounted and piped ready for boat installation. Adjustable flexible rubber mounts. 1.5:1 reduction gear.



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:

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 ampere generator with regulator, starter switch, clutch lever, exhaust flange.

Optional extras:

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.

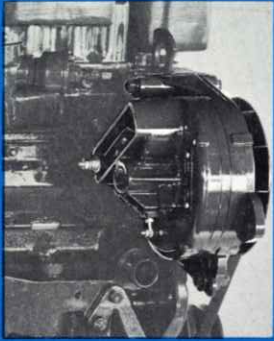
Recommended Uses:

Most popular diesel engine for auxiliary sailboats. Also used in yacht club and private launches, yacht tenders, small commercial fishing boats, and lifeboats.

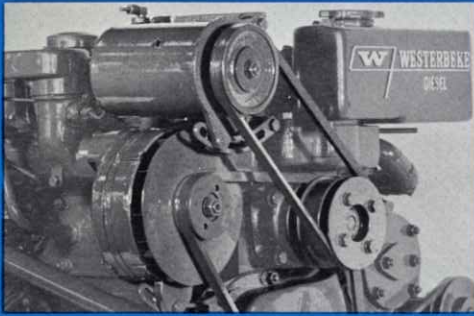
Average Fuel Consumption

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

FOUR 107 • FEATURES • OPTIONS • ACCESSORIES

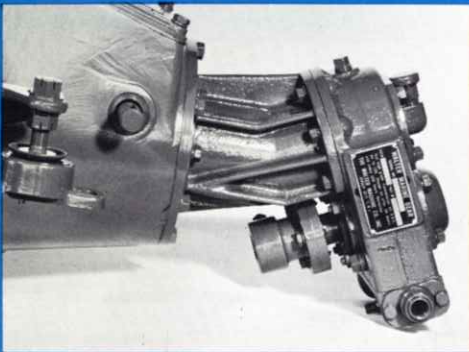


40 amp. alternator is shown here replacing the standard 14 amp. generator. Mounts close to the block.



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.

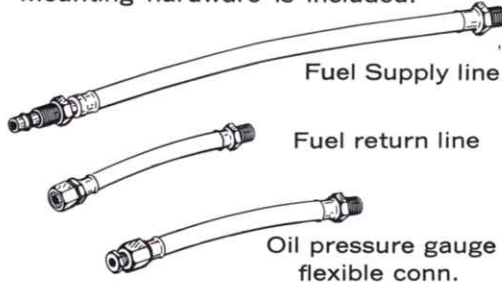


Flexible adjustable mounts shown fitted on 18" centers, 1" below shaft line. These same mounts are available in 18" angle, 22½" angle and in various special configurations to suit specific requirements.



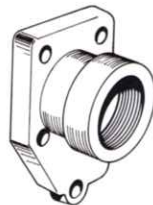
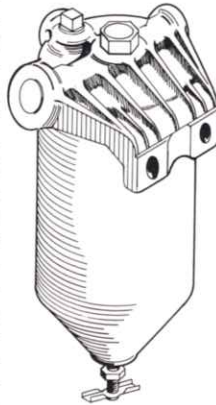
Deluxe Instrument Panel available with the FOUR-107 has mechanical tachometer, water temperature gauge, ammeter, oil pressure gauge and a meter which

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.

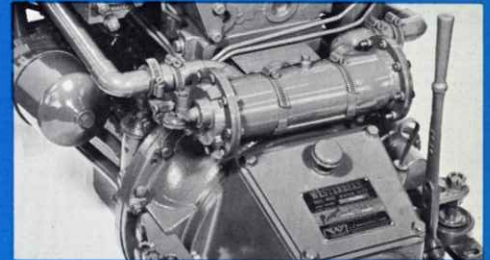
A primary fuel strainer with replaceable screen and removable glass bowl is supplied as standard equipment with each FOUR-107. For still better protection, filtration, and water removal, the special filter shown here is available as an optional extra. This filter has a replaceable element, high capacity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