

BERMUDA 40
by Hinckley

WESTERBEKE 40 DIESEL ENGINE

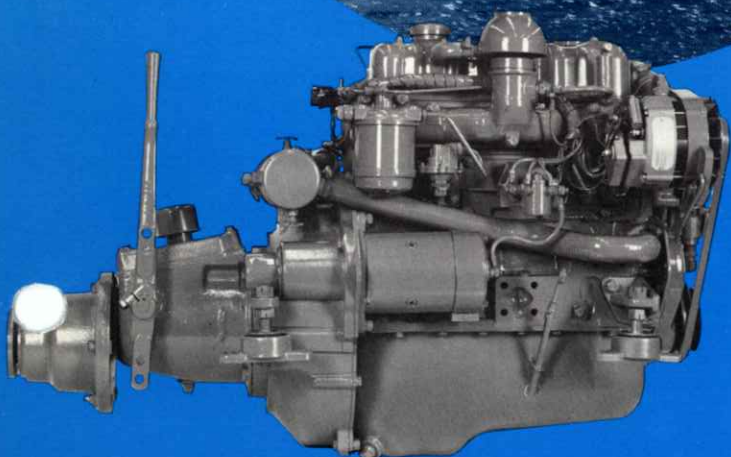
The Westerbeke 40 has gained a reputation as one of the most dependable marine diesels in its horsepower class; 15 years have gone into its development and refinement.

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'.

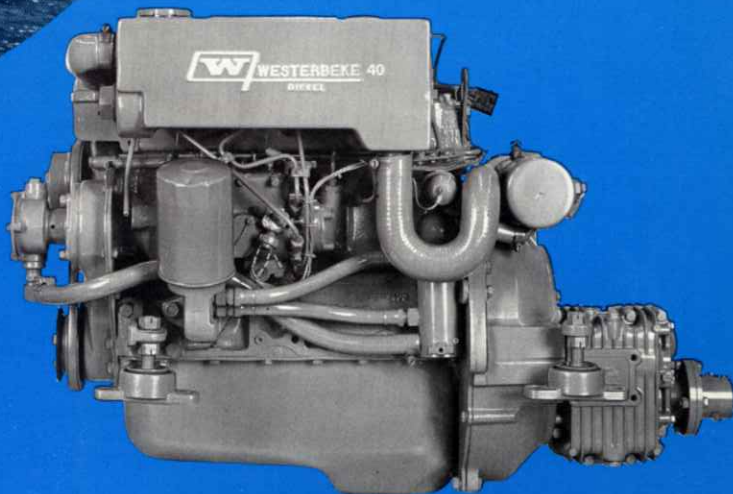
Standard equipment is unusually complete including fresh water cooling, prewired electrical system, engine oil cooler, and 55 amp alternator. There is also a long list of optional equipment that will allow customization to suit your on board requirements.

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.

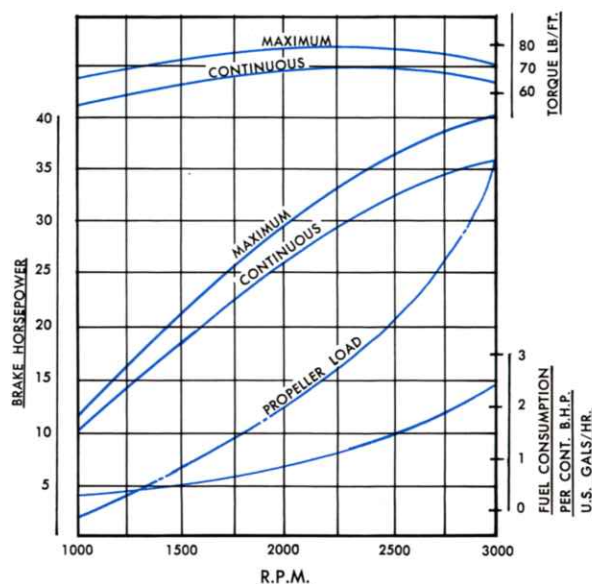
Electrical System: 12 volt negative ground system with 55 amp alternator standard. Extra 55, 85 or 120 amp alternators available.

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.

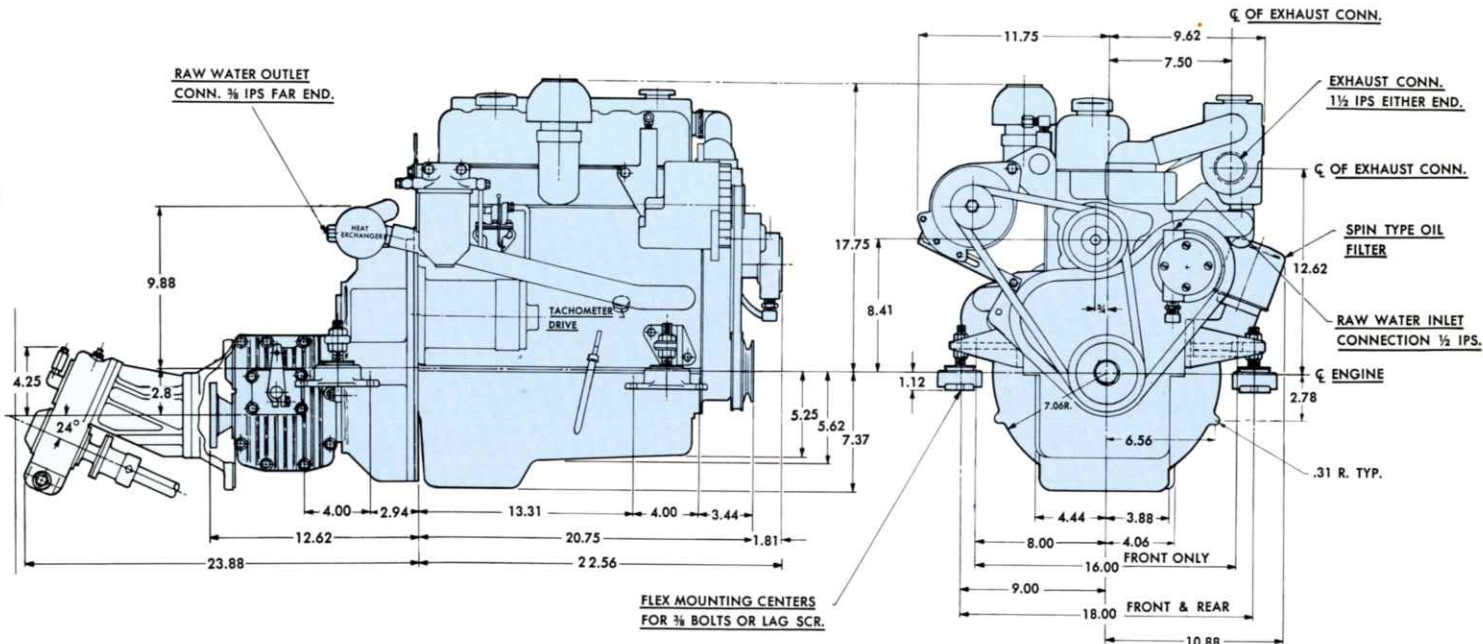


OPTIONAL EQUIPMENT

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.

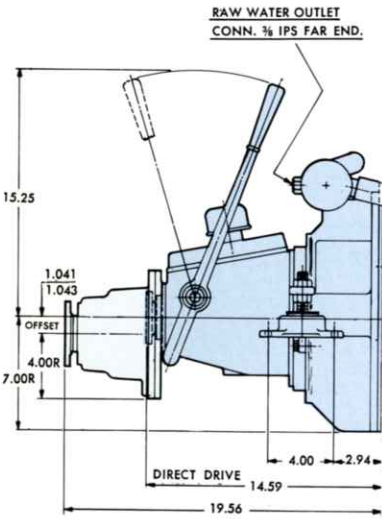
The adaptability, compactness and proven performance records of the WESTERBEKE 40 are unsurpassed. The many thousands of satisfied Westerbeke owners bear testimony to this, as does their high rate of reordering for their new boats. Ask a Westerbeke owner near you.



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

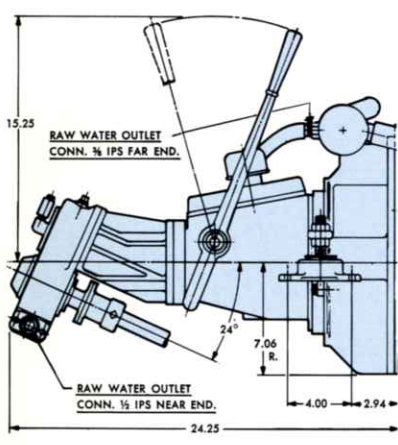
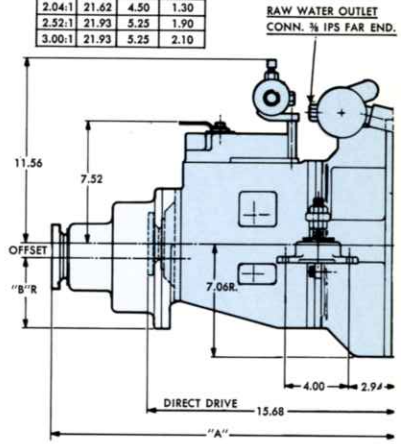
Drawing above shows our **WESTERBEKE Short Profile Sailing Gear**. This compact 2:1 gear has positive neutral for free-wheeling, and instant acting fingertip control. (Use Morse 33C cable or equal). Weight 25 lb. Turns right hand propeller.

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



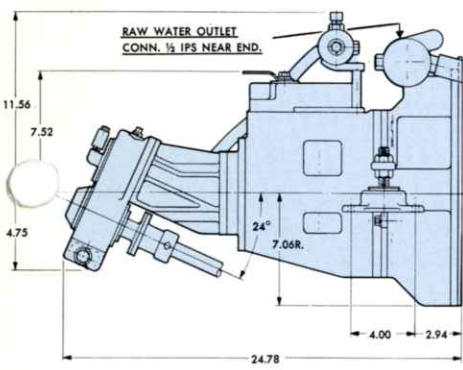
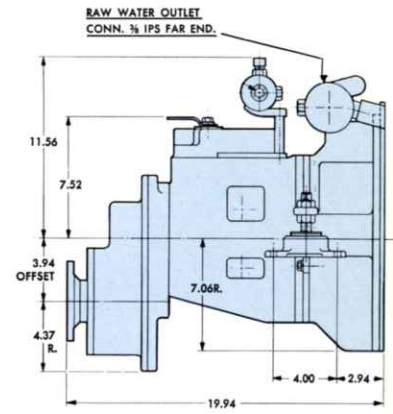
PARAGON SAO direct drive manual gear. This extremely reliable gear weighs only 58 lb. It turns left hand propeller. **PARAGON SAO with reduction gear.** Two reduction ratios — 1 1/2, and 2 to 1. Weight 82 lb. Turns left hand propeller.

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.



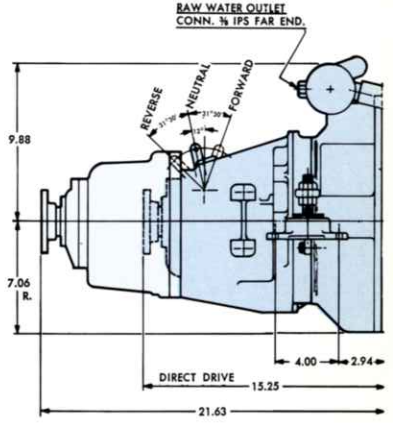
PARAGON SAOV
This manual vee drive is very useful with our front end exhaust outlet in many designs. It is available in ratios of 1.29:1, 1.67:1, 2:1, and weights 90 lbs. Turns left hand propeller.

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.

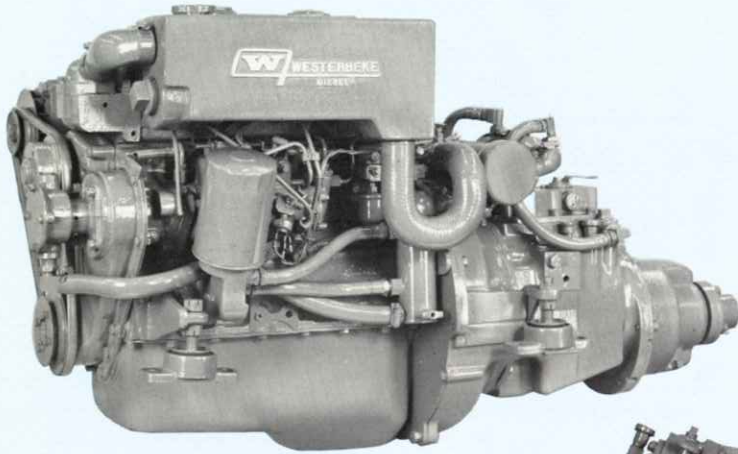


PARAGON Hydraulic Vee Drive
A Paragon P20 hydraulic gear close-coupled to a Walter vee-drive. Ratios of 1.29:1, 1.67:1; and 2:1. Weight 132 lb. Turns left hand propeller.

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.

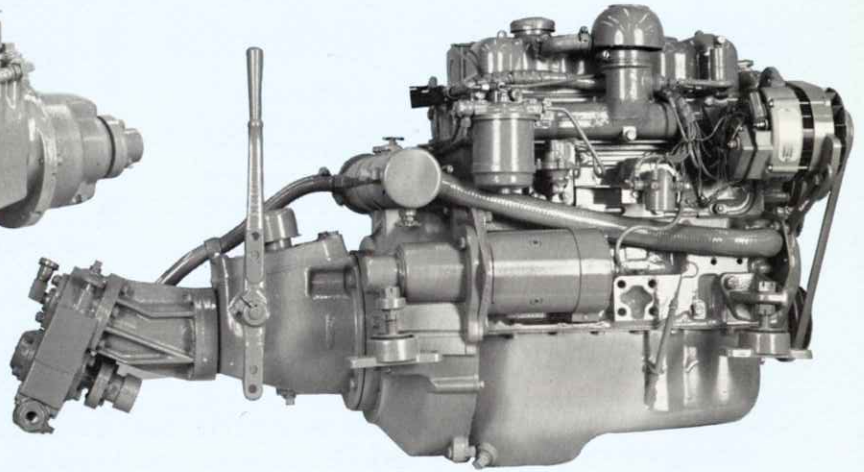


WESTERBEKE 40 — for many years America's most popular diesel engine for sailboats



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.



All Electric Panel —
plugs into engine prewiring.

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



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.

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