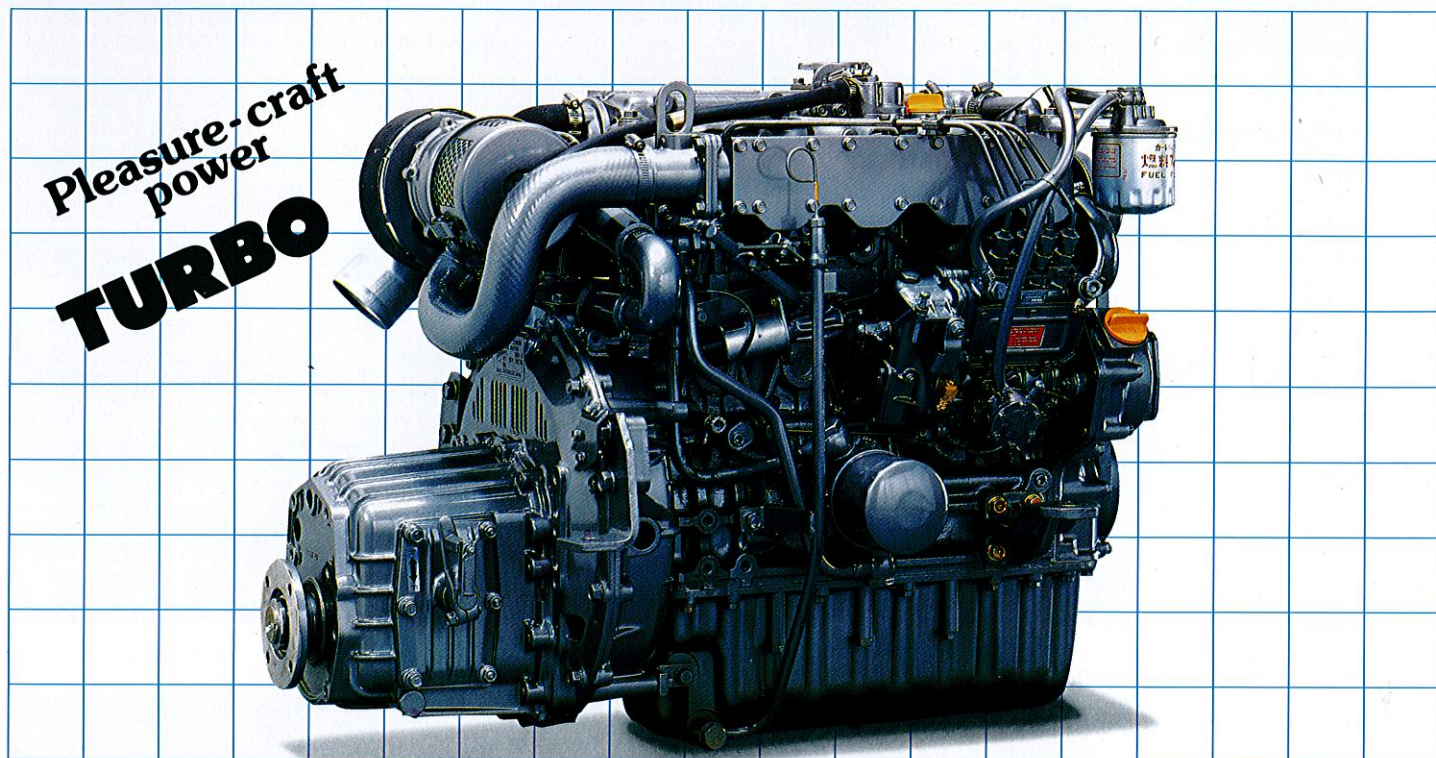


YANMAR
MARINE
DIESEL ENGINES

4JH-T(B)E
55 hp (40.5kW)



Pleasure-craft
power
TURBO

The 4JH-TE—More power with extra experience built in.

Turbo-charging and space saving put more action in your engine room.

From generations of compact marine diesels has evolved the 4JH-TE. With four small bore, closely centered cylinders with dry liners, power and strength are at a new high for a 55hp marine diesel of this size. Its end-to-end space saving and lower, flatter profile allow a more 'active' engine room design. And because it is lighter it gives the all-important asset of a good weight-to-power ratio that helps create better boat performance.

Lighter through technology

The latest alloys, in such parts as the oil pan, gear train and flywheel housing, lower the weight of the JH. Dry liners lighten the block, while a new slim-line crankshaft keeps strength, loses weight.

Propulsion for powerboats and yachts

With the turbocharged 4JH-TE pushes out a stable 55hp at 3600rpm (DIN6270B), giving it the muscle to move heavy or light displacement boats at a good rate of

knots. Its low economy and uncompromising durability make it an attractive installation for any new boat. It is also a wise choice for repowering, with its advantageous weight-power ratio.

down to an all time low, placing the JH as

New, small-bore efficiency

Direct injection into the smaller bore of the JH calls for very high precision, which results in better and cleaner combustion, plus the extra economy usual with direct injection. A helical intake port adds to the system's effectiveness by intensifying swirl ratio and density at intake.

Heat stability limits wear

A thermostat controls fresh water circulation from the heat exchanger to keep water at a constant high temperature. This eliminates wear caused by thermal expansion. The heat exchanger is coupled with a water-cooled exhaust manifold for compactness. Another advanced system in the cylinder head cools by water jet between the intake and exhaust valves.

Smooth mount & maintenance

Yanmar's highly successful 4-point, V-

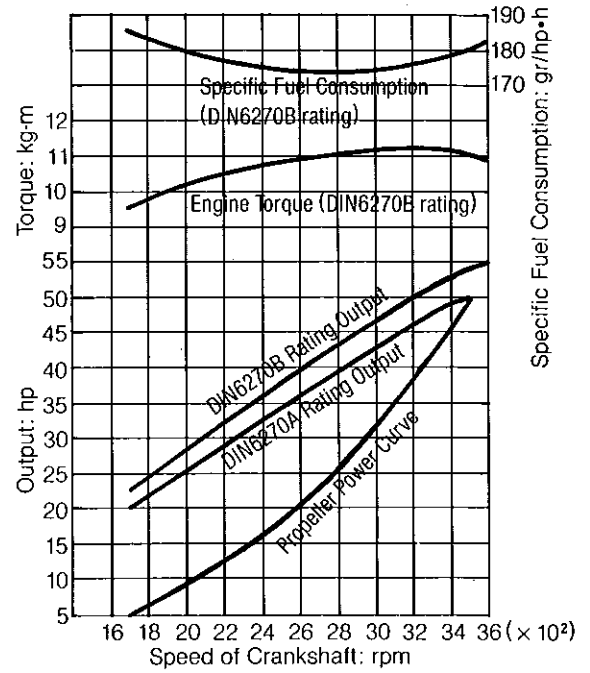
block system mounts the JH. These flexible mounts "float" the engine on the bed to most effectively cut noise and vibration. Each foot adjusts to position the engine at the correct angle for the propeller shaft. Maintenance space is wider than ever with this combination of a compact engine and minimized mount angle. All regular maintenance points are to starboard, with a tall dipstick and double oil ports.

Angle drive saves space

Installation and setting is easier than ever with angle drive. It also means more all-around space saving, as the 7° lower bed angle drops the engine height and pulls back its profile. Bi-rotational selection, easily changeable, is ideal for power balancing in twin-engine installation.



PERFORMANCE CURVES



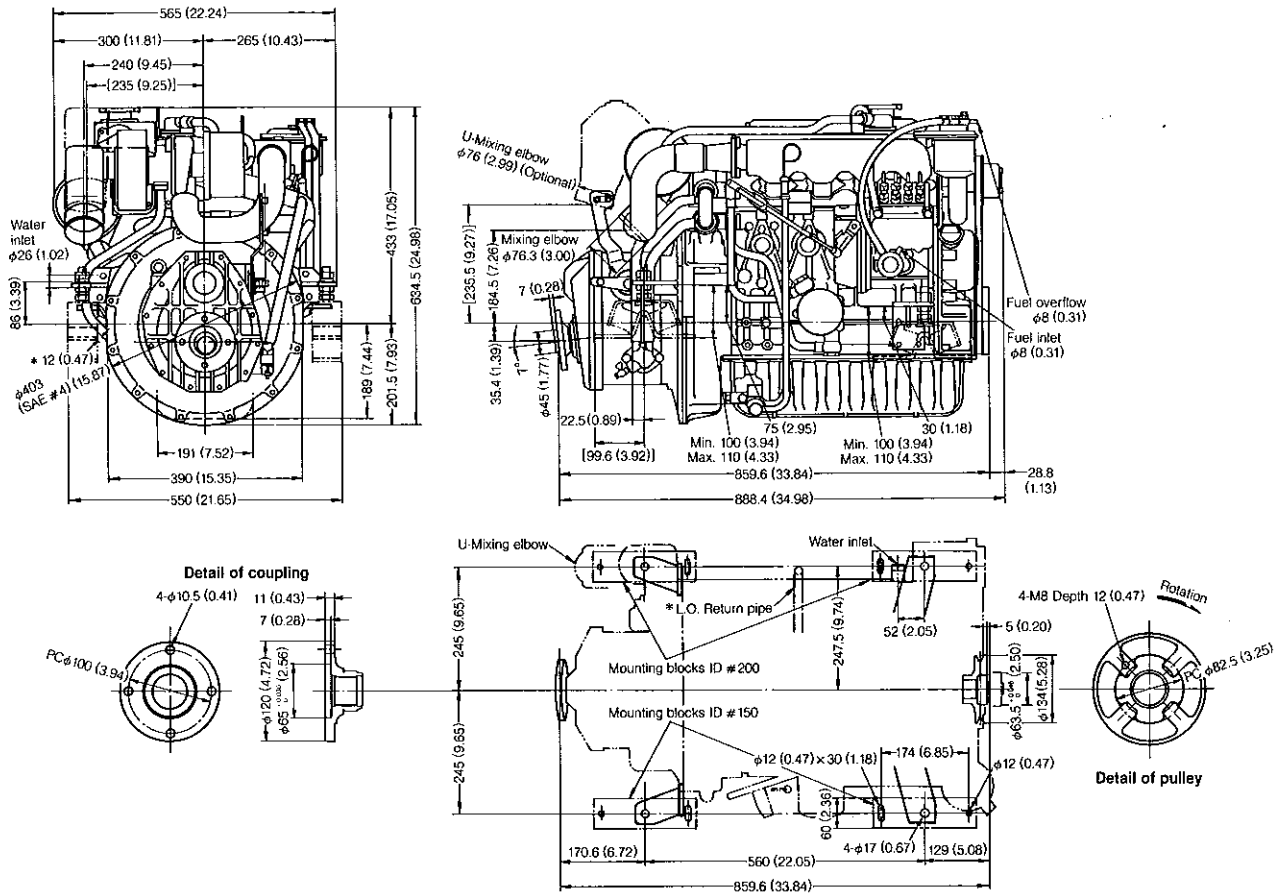
Note

Output, torque and specific fuel consumption are measured at the propeller shaft (The engine flywheel output is approx. 3% higher)

4JH-TBE

-stroke, vertical, water cooled diesel engine				
4 in-line				
78 × 86 (3.07 × 3.39)				
1.644 (100.33)				
50/3500 (36.8/3500)				
55/3600 (40.5/3600)				
Direct injection				
Turbocharged				
(D.C. 12V, 1.8kW starting motor/12V, 55A A.C. generator)				
centrifugal fresh water pump and rubber impeller seawater pump				
Forced lubrication with trochoid pump				
KM4A				
friction disc clutch Constant mesh gear with servo cone clutch				
3.28/3.06	1.47/1.47	2.14/2.14	2.63/2.63	3.30/3.30
1068	2387	1637	1332	1062
Counterclockwise viewed from stern				
stern Changeable (clockwise/counter-clockwise)				
234 (516)				

4JH-TBE



ACCESSORIES

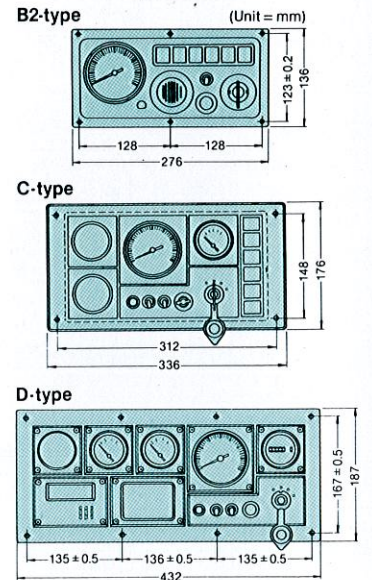
Standard: ○ Option: ▲ Not available: —

		Quantity		Remarks
Installation	Flexible mount	4	○	
	Propeller shaft half coupling (Straight type)	1	▲	φ25 (Rough finish)
	Propeller shaft half coupling (Slit type)	1	▲	φ25 (Rough finish)
	Propeller shaft half coupling (Taper type)	1	▲	φ30, 32 or 34
Fuel	Fuel tank with pipe	1	▲	30 liter, 2m
Cooling	Sub-tank	1	○	
	Mixing elbow (U-type)	1	▲	
	Kingstone cock	1	▲	
	Water strainer with rubber hose	1	▲	1 m
Lubricating	Lube oil evacuation pump with rubber hose	1	▲	3m
Starting and stopping	Engine stop cable (manual)	1	▲	4 or 7m
	Engine stop solenoid (electric)	1	▲	
	Wire harness for engine stop solenoid	1	▲	4 or 7m
	Cold starting aid (air heater)	1	▲	
	A.C. Generator 12V-80A	1	▲	
Instrumentation and electrical	Wire harness and sensor	1	▲	Engine side
	Battery switch	1	▲	
	Instrument panel with wire harness (B2-type)	1	▲	4 or 6m, see right
	Instrument panel with wire harness (C-type)	1	▲	4 or 6m, see right
	Instrument panel with wire harness (D-type)	1	▲	4 or 6m, see right
	Wire harness extension	1	▲	2 or 4m
Control	Push-pull remote control cable	2	▲	33 C, 4 or 7m
	Side-mount single lever control head	1	▲	MV
	Top-mount single lever control head	1	▲	MT2
Others	Onboard tool kit	1	○	
	Operation manual	1	○	
	Electric bilge pump	1	▲	
	Spare parts kit	1	▲	
	Special overhauling tools (for engine)	1	▲	
	Special overhauling tools (for marine gear)	1	▲	

Instrument panel

Available: ● Not available: —

		B2-type	C-type	D-type
1.	Tachometer	●	●	●
2.	Alarm buzzer	●	●	●
	L.O. pressure low	●	●	●
3.	Alarm lamps	●	●	●
	F.W. temperature high	●	●	●
	L.O. pressure low (both engine and gear)	●	●	●
4.	Tachometer illumination switch and alarm buzzer/lamps check switch	●	●	●
	Starting key switch	●	●	●
5.	Push button stop	●	●	●
6.	Hole for manual stop cable	●	—	—
7.	Operating hour meter	—	●	●
8.	L.O. pressure gauge	—	●	●
9.	F.W. temperature gauge	—	●	●
10.	Fuse	—	●	●
11.	Yanmar marine quartz clock	—	—	●



Note: All data subject to alteration without notice.

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OVERSEAS OPERATIONS DIVISION



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