

SPECIFICATIONS

Maximum Brake Horsepower	50 @ 4000 rpm
Engine Type	4 In-Line
Displacement	107.0 cubic inches
Bore/Stroke	3.125 x 3.5 inches
Operating Cycle	4
Compression Ratio	22:1
Firing Order	1-3-4-2
Bobtail	490 lbs.
With Reduction Gear	624 lbs.
Installation Angle	0° to 17°

ENGINE FEATURES

CYLINDER BLOCK—High strength cast iron.

CYLINDER LINERS—Cast iron, dry type, press fit easily replaceable.

CYLINDER HEAD—High strength cast iron alloy, dual valve springs standard.

COMBUSTION CHAMBER—Perkins "H" pre-combustion system insures clean burning and excellent fuel economy throughout wide operating range.

CRANKSHAFT—Forged chrome-molybdenum steel, case hardened journals statically and dynamically balanced.

MAIN BEARINGS—Three main bearings, pre-fit precision replaceable type, thin-walled, steel backed aluminum tin lined.

PISTONS AND RINGS—Silicon aluminum alloy piston for high strength, light

weight, good heat conductivity, three compression and two oil control rings.

CONNECTING RODS—Molybdenum alloy steel with high strength "H" section shank. Rod bearing cap includes positive locating machined serrations. Piston pin bearing—replaceable steel backed lead/bronze lined precision bushing.

VALVES—Intake valves are chromium steel, exhaust valves are silicon-chromium steel.

CAMSHAFT—High strength cast iron, case hardened.

INTAKE MANIFOLD—Aluminum alloy casting dry bronze gauze air filter incorporating closed ventilation system.

EXHAUST MANIFOLD—Fresh water cooled, corrosion resistant aluminum alloy.

FUEL SYSTEM—Rotary distributor type fuel injection pump provides even fuel distribution to all cylinders for smooth performance from idle to full power. Automatic advance and retard mechanism insures fast starting and quick acceleration through speed range. Injectors easily accessible on cylinder head for ease of maintenance.

LUBRICATING SYSTEM—Engine lubrication full pressure feed, rotor pump driven. Control valve in pump body maintains maximum pressure.

COOLING SYSTEM—Heat exchanger, thermostatically controlled, fresh and raw water pumps engine-mounted.

ELECTRICAL EQUIPMENT—12 volt, 42 amp alternator and 12 volt Delco starter standard equipment.

TACHOMETER DRIVE—Standard, angle drive, SAE.

ENGINE MOUNTS—Rubber, standard 18 inch centers.

OPTIONAL EQUIPMENT

FRONT POWER TAKE-OFF—1½ inch diameter x 1¼ inch extension shaft bolted to steel serrated crankshaft pulley, allowing accessory drives to 20 lb. ft. torque.

MARINE GEARS—Hydraulic—Warner 70 CR type, Paragon, Manual

MARINE GEAR REDUCTIONS—Up to 3:1 ratio.

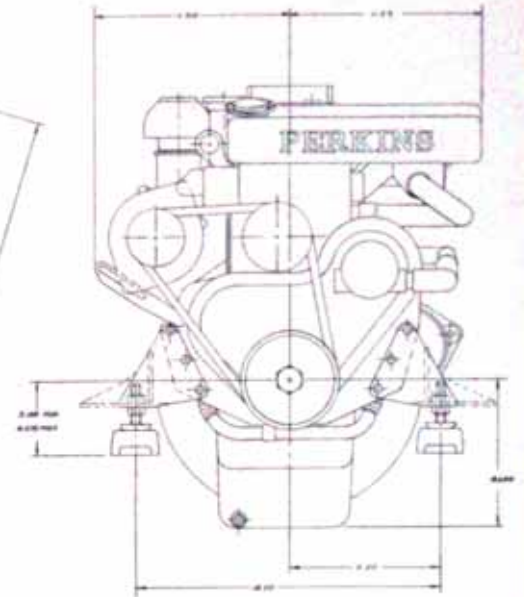
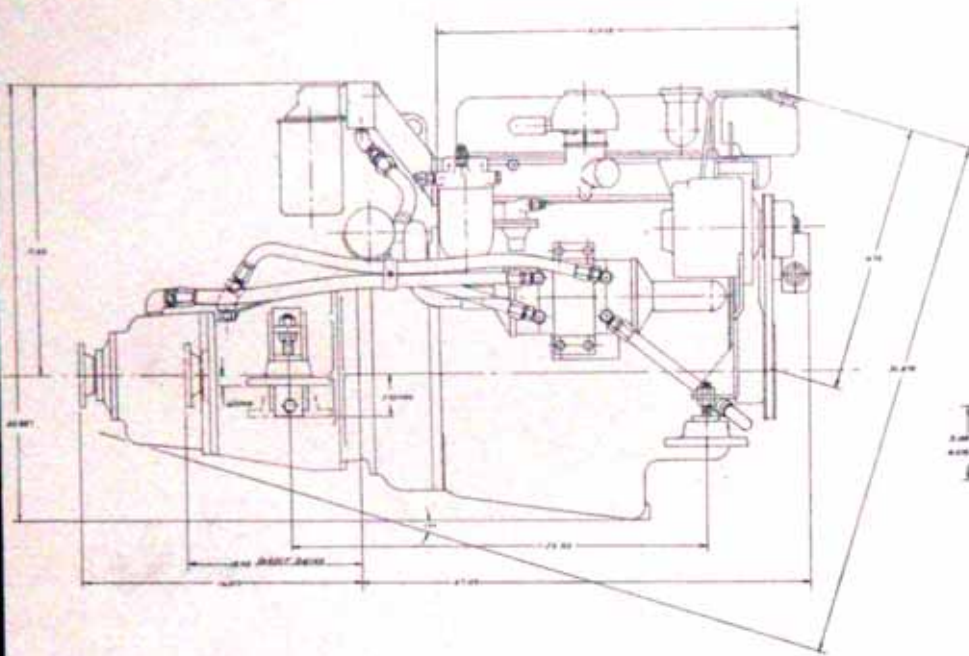
R. H. ROTATION—Warner 1:91 ratio or as available from other manufacturers.

ELECTRIC TACHOMETER—Alternator powered.

ALTERNATOR—12 volt-60 amp Delco.

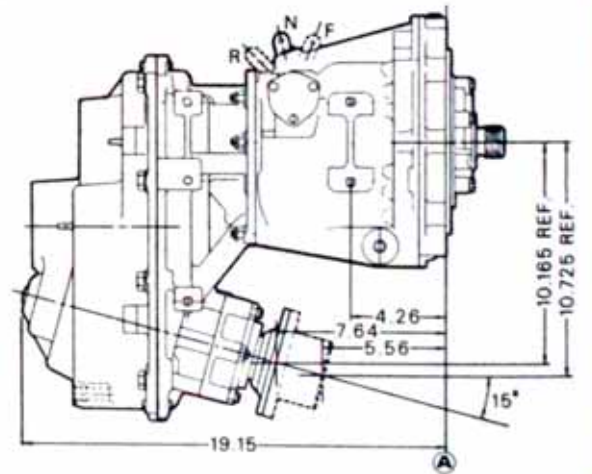
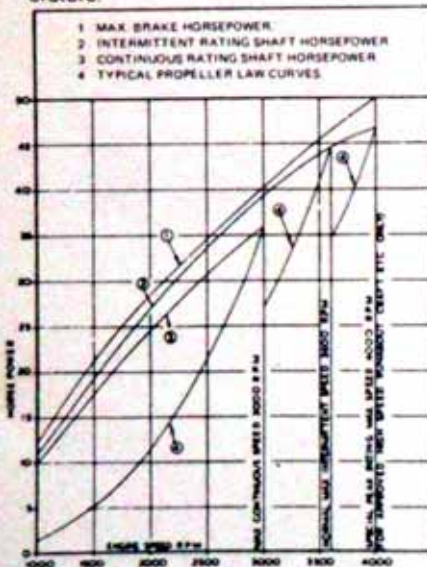
Perkins marine engines

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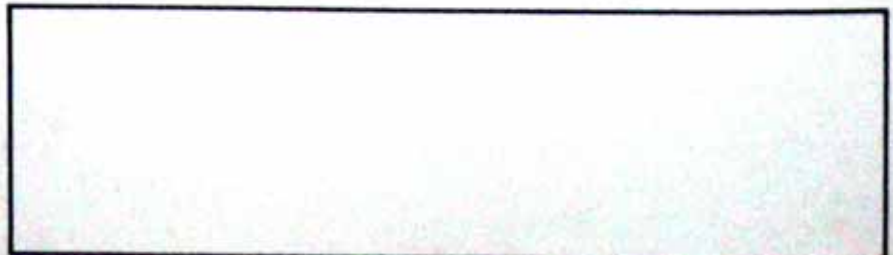
PERFORMANCE CURVE:

Curve indicates horsepower ratings at 30.00 inches of mercury barometric pressure and 60° Fahrenheit air temperature.



MODEL 71
WARNER "V" DRIVE

For further information see your Perkins Distributor:



Perkins engines

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