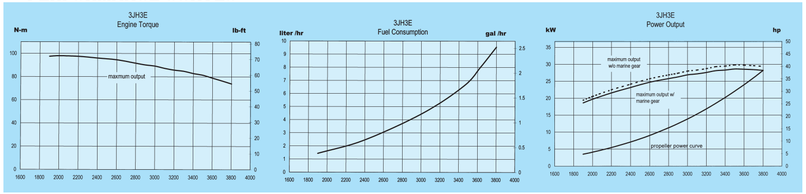
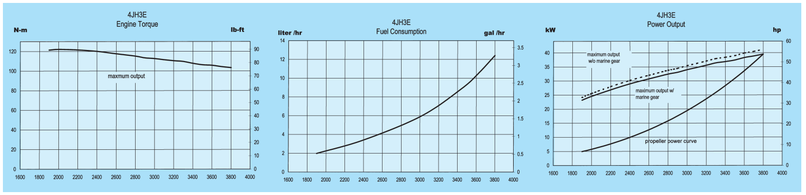
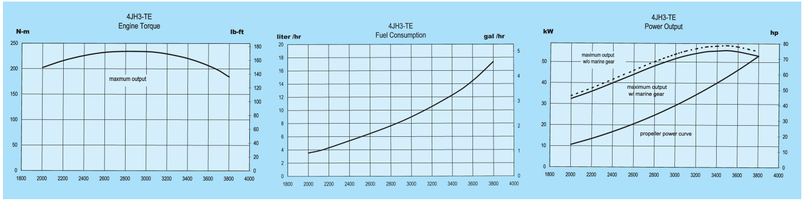
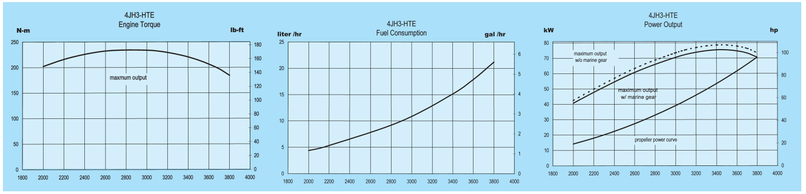
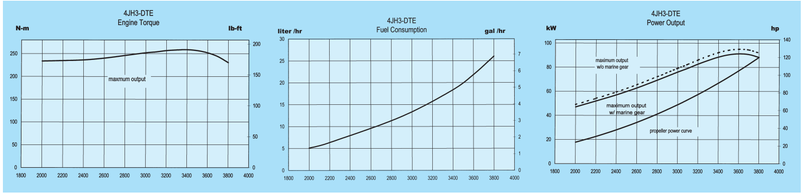
## PERFORMANCE CURVES




Load factor calculation based on an exponent of 3.0.

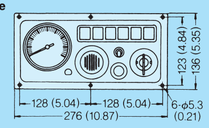
## INSTRUMENT PANEL

Available: ● Not available: —

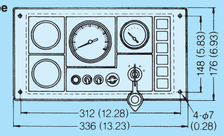
| | | | B2-type | C-type |
|---|---|---|---|---|
| 1. | Tachometer | | ● | ● |
| 2. | Alarm Buzzer | C.W. high temperature | ● | ● |
| | | L.O. low pressure | ● | ● |
| 3. | Alarm lamp unit | Battery not charging | ● | ● |
| | | C.W. high temperature | ● | ● |
| | | L.O. low pressure | ● | ● |
| 4. | Tachometer illumination switch and alarm buzzer/lamps check switch | | ● | ● |
| 5. | Starting switch | | ● | ● |
| 6. | Push button switch for engine stop | | ● | ● |
| 7. | Hole for manual stop cable | | ● | — |
| 8. | L.O. pressure meter | | — | ● |
| 9. | C.W. temperature meter | | — | ● |
| 10. | Fuse | | — | ● |
| 11. | Operating hour meter | | — | ● |

Unit:mm(in.)

**B2-type**



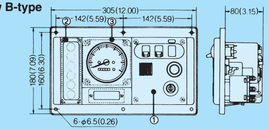

**C-type**



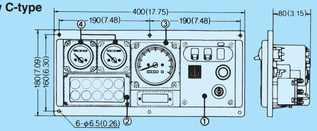

| | | | New B-type | New C-type |
|---|---|---|---|---|
| ① | Switch | Key switch (Starter switch) | ● | ● |
| | | Engine stop switch | ● | ● |
| | | Alarm buzzer (C.W. Temp., L.O. pressure) | ● | ● |
| | | Alarm buzzer stop switch | ● | ● |
| | | Illumination switch for meter | ● | ● |
| ② | Alarm lamp unit | Battery not charging | ● | ● |
| | | C.W. high temperature | ● | ● |
| | | L.O. low pressure | ● | ● |
| | | F.O. water separator (Water level) | ●(Except 3JH3E & 4JH3E ) | ●(Except 3JH3E & 4JH3E ) |
| ③ | Tachometer | Tachometer with hour meter | ● | ● |
| ④ | Sub meter unit | L.O. pressure meter | — | ● |
| | | C.W. temperature meter | — | ● |

Unit:mm(in.)

**New B-type**




**New C-type**




Note: All data subject to alteration without notice.


**YANMAR DIESEL AMERICA CORP.** 901 Corporate Grove Drive, Buffalo Grove, IL 60089

**YANMAR EUROPE B.V.** Brugplein 11 1332 BS Almere-de Vaart, The Netherlands

**YANMAR DIESEL ENGINE CO., LTD.** 1-2, 2-chome, Yaesu, Chuo-ku, Tokyo 104, Japan

**www.yanmar.com**



60AJH-5/02 8.45M Printed in the USA


# MARINE DIESEL ENGINES

PLEASURE-CRAFT POWER

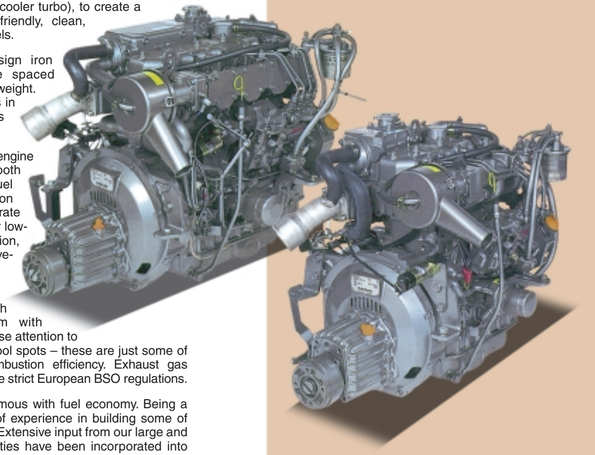
**3JH3E** 29kW(40hp)~

**4JH3E** 41kW(55hp)~ 92kW(125hp)

YANMAR

## Compact Mid-Range Marine Power Plants

The 3JH3E 3 cylinder and the 4JH3E 4 cylinder naturally aspirated pair of engines have been joined by three new release 4 cylinder engines, the 4JH3E-TE(turbo), the 4JH3-HTE(intercooler-turbo) and the 4JH3-DTE(hi-power intercooler turbo), to create a family of five lightweight, user-friendly, clean, efficient and reliable marine diesels.



**Lightweight:** Compact design iron block and head feature close spaced cylinders to save space and weight. Extensive use of aluminum alloys in oil pan, covers, and many parts make for good weight savings.

**User Friendly:** Sophisticated engine mounts, a range of ultra-smooth transmissions, micro-precision fuel system components, close attention to bearing tolerances and accurate balance of moving parts make for low-noise, low vibration, low emission, low downtime and an easy-to-live-with engine.

**Clean:** Inlet swirl design improves fuel-air mix, extra high pressure fuel injection system with micron-precision injectors and close attention to coolant flow minimizes hot and cool spots – these are just some of the ways Yanmar improves combustion efficiency. Exhaust gas emissions on all 5 engines clear the strict European BSO regulations.

**Efficient:** Diesels are synonymous with fuel economy. Being a Yanmar also means long years of experience in building some of the world's most efficient diesels. Extensive input from our large and extremely modern research facilities have been incorporated into every new Yanmar engine.

**Reliable:** Long, trouble-free, engine life is a common reason for choosing Yanmar. Worldwide parts backup and quick response times make for minimum downtime. These engines are again and again the favored choice of bluewater yachtsmen and boat owners the world over.

JH3 SERIES

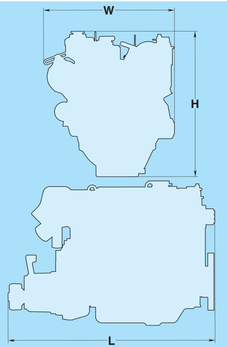
Certificate No. FM23056

Certificate No. JQA-0099

**ISO 9001** Certified

## SPECIFICATIONS

| Model | | 3JH3E | | 4JH3E | | | | 4JH3-TE | | | 4JH3-HTE | | | 4JH3-DTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Class | | 3JH3E | 3JH3BE | 4JH3E | 4JH3BE | 4JH3WE | 4JH3B4E | 4JH3-TE | 4JH3-TBE | 4JH3-THE | 4JH3-HTE | 4JH3-HTBE | 4JH3-HTHE | 4JH3-DTHE |
| Configuration | | 4-stroke, vertical, water cooled diesel engine | | | | | | | | | | | | |
| Number of cylinders | | 3 in-line | | 4 in-line | | | | | | | | | | |
| Bore x Stroke | mm (in.) | 84 X 90(3.31 X 3.54) | | | | | | | | | | | | |
| Displacement | lit. (cu. in.) | 1.496(91.29) | | 1.995(121.74) | | | | | | | | | | |
| Continuous rating output at crankshaft | kW/rpm (hp/rpm) | 27(36)/3650 | | 37(50)/3650 | | | | 51(69)/3700 | | | 68(92)/3700 | | | 85(116)/3700 |
| Maximum output at crankshaft | kW/rpm (hp/rpm) | 29(40)/3800 | | 41(56)/3800 | | | | 55(75)/3800 | | | 74(100)/3800 | | | 92(125)/3800 |
| Combustion system | | Direct injection | | | | | | | | | | | | |
| Aspiration | | Natural Aspiration | | | | | | Turbocharged | | | Turbocharged with intercooler | | | |
| Starting System | | Electric starting (D.C. 12V, 1.2kW starting motor/12V, 55A alternator) | | | | | | Electric starting (D.C. 12V, 1.4kW starting motor/12V, 55A alternator) | | | | | | |
| Cooling System | | Fresh water cooling by centrifugal fresh water pump and rubber impeller sea water pump | | | | | | | | | | | | |
| Reduction and reversing gear | Model | KM3P(Parallel drive) | KM3A(Angle drive 7°) | KM3P(Parallel drive) | KM3A(Angle drive 7°) | KBW20-1 | KM4A1(Angle drive 7°) | KBW21(Parallel drive) | KM4A(Angle drive 7°) | KMH4A(Angle drive 8°) | KBW21(Parallel drive) | KM4A(Angle drive 7°) | KMH4A(Angle drive 8°) | |
| | Type | Mechanical | | | | | | | | Hydraulic | Mechanical | | Hydraulic | |
| | Reduction ratio (Ahead/Astern) | 2.36/3.16 | 2.61/3.16 | 3.20/3.16 | 2.33/3.04 | 2.64/3.04 | 2.36/3.16 | 2.36/3.16 | 2.33/3.04 | 2.64/3.04 | 2.17/3.06 | 2.62/3.06 | 3.28/3.06 | 1.47/1.47 | 2.14/2.14 | 2.63/2.63 | 3.30/3.30 | 2.17 | 2.62 | 1.47 | 2.14 | 2.63 | 3.30 | 2.04 | 2.45 | 2.17 | 2.62 | 1.47 | 2.14 | 2.63 | 3.30 | 2.04 | 2.45 | 2.04 | 2.45 |
| | Propeller speed at continuous rating (Ahead) rpm | 1610 | 1457 | 1188 | 1629 | 1441 | 1610 | 1457 | 1629 | 1441 | 1685 | 1394 | 1114 | 2489 | 1708 | 1389 | 1107 | 1708 | 1413 | 2523 | 1731 | 1408 | 1122 | 1814 | 1507 | 1708 | 1413 | 2523 | 1731 | 1408 | 1122 | 1814 | 1507 | 1814 | 1507 |
| Direction of rotation | Crankshaft | Counterclockwise, viewed from stern | | | | | | | | | | | | |
| | Propeller shaft | Clockwise, viewed from stern | | | | | Bi-rotation (clockwise/counter-clockwise) | Clockwise, viewed from stern | Bi-rotation | | Clockwise, viewed from stern | Bi-rotation | | |
| Dry Weight | kg (lbs) | 186 (410) | | 223 (492) | | 236(520) | 238(525) | 249(549) | 247(545) | 250(551) | 258(569) | 256(564) | 259(571) | 260(573) |



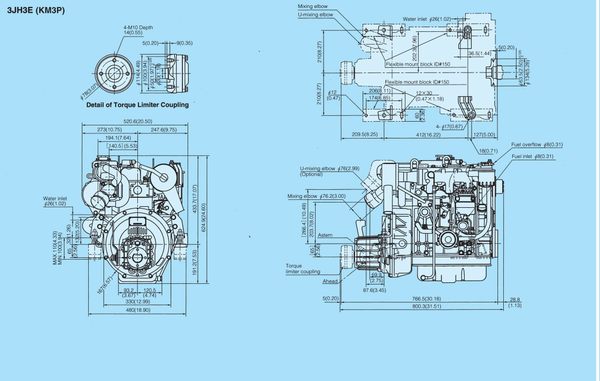

mm(in.)

| 4JH3-TE | | 4JH3-HTE | | | 4JH3-DTE |
|---|---|---|---|---|---|
| KBW21 | KM4A | KMH4A | KBW21 | KM4A | KMH4A |
| 906.3(35.68) | 888.3(34.97) | 938.1(36.93) | 906.3(35.68) | 888.3(34.97) | 938.1(36.93) |
| 560.3(22.06) | 565.3(22.26) | 565.3(22.26) | 575.5(22.66) | 580.5(22.85) | 580.5(22.85) |
| 634.8(24.99) | 634.8(24.99) | 634.8(24.99) | 659.8(25.98) | 659.8(25.98) | 660.3(26.00) |

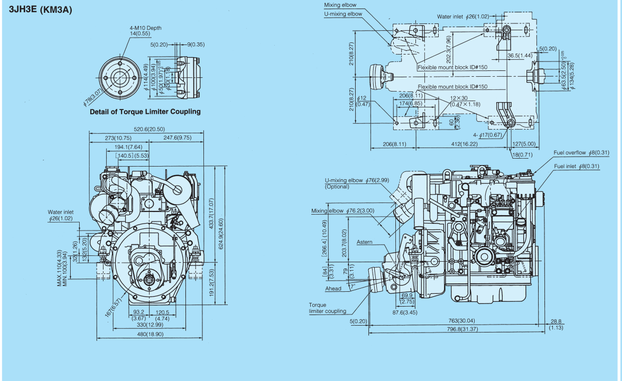
Atmospheric conditions: ISO 3046/1, Density of fuel= 0.86g/cm³, 1hp=0.7355kW

## DIMENSIONS Unit: mm (in.)

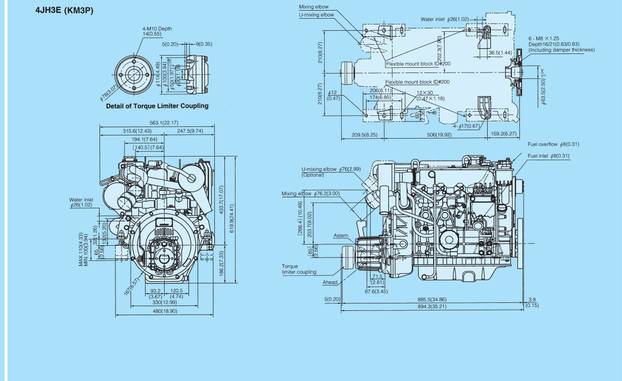
3JH3E (KM3P)




3JH3E (KM3A)




4JH3E (KM3P)




4JH3E (KM3A)