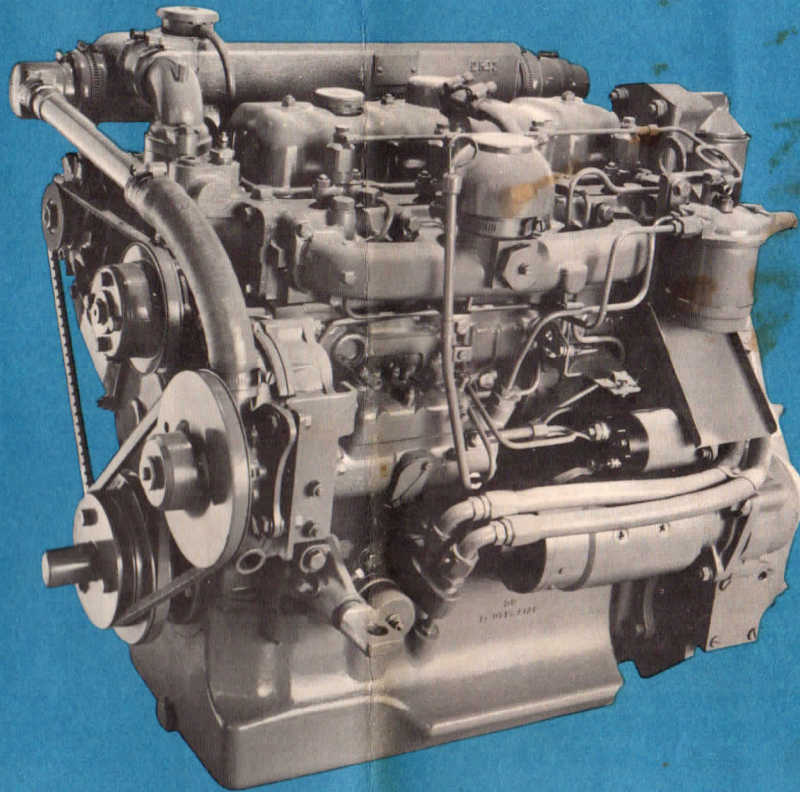


88 Perkins marine engines  
It starts with Perkins engines.

# 4.154M



## Specifications

Engine Type . . . In-line 4-cylinder diesel, 4-cycle  
Maximum Horsepower . . . . . 62 @ 3000 rpm  
Displacement . . . . . 153.9 cu in  
Bore and Stroke . . . . . 3.5 x 4.0 in  
Compression Ratio . . . . . 21.5:1  
Net Dry Weight, Bobtail . . . . . 668 lb  
With Reduction Gear . . . . . 830 lb  
Installation Angle . . . . . 0° to 17°

## Perkins diesels: performance, reliability, durability, and economical operation.

The Perkins diesel is no ordinary diesel engine. It is a power package.

Perkins engines can be adapted to many different applications with a minimum of engineering or design changes. A wide variety of design features, installation components, and application ranges allows Perkins to provide both the original equipment manufacturer and user with an engine package tailored to suit his individual needs.

Perkins will advise and assist in tailoring a Perkins diesel to your application or line by recommending power sizes, configurations, and accessories that will minimize equipment modifications. This is all part of the Perkins package—advantages *you* get with a large and experienced manufacturer of diesel engines.

# Design Features and Standard Equipment

**CYLINDER BLOCK**—High-strength cast iron alloy monobloc design for increased strength and long engine life.

**CYLINDER LINERS**—Press-fit, centrifugally-cast iron dry-type liners. Easily replaceable.

**CYLINDER HEAD**—High-strength cast iron alloy with "cross-flow" design for increased performance. Cadmium-plated valve springs give heat and corrosion protection.

**COMBUSTION SYSTEM**—Perkins "H" pre-combustion system ensures clean burning, excellent fuel economy, and strong performance throughout the engine's full operating range.

**CRANKSHAFT**—Forged chrome/molybdenum steel with induction-hardened journals. Statically and dynamically balanced.

**MAIN BEARINGS**—Five pre-fit precision main bearings, replaceable, aluminum/tin-lined with steel backing. Retained by heavy-duty cast iron bearing caps.

**PISTONS AND RINGS**—Aluminum silicon low-expansion alloy pistons for high strength, light weight, and high thermal conductivity. Five piston rings: three compression and two oil control.

**CONNECTING RODS**—Carbon manganese steel with a high-strength H-section shank. Fitted with precision-type lead/tin-lined big-end bearings and lead/bronze small-end bushings. Fully floating piston pins.


**VALVES**—Special heat-resistant silicon chromium valve steel intake and silicon chromium steel exhaust valves for long in-service life.

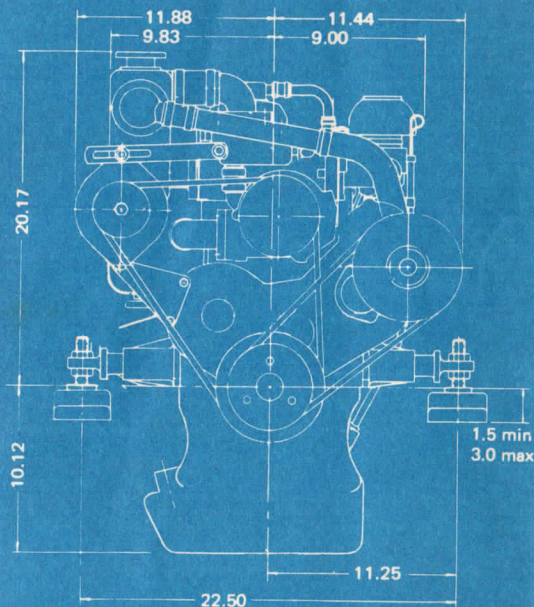
**CAMSHAFT**—High-strength cast iron, case-hardened for long life. Three pressure-lubricated supporting bearings.

**INTAKE MANIFOLD**—Lightweight aluminum alloy casting. Dry bronze gauze air filter incorporating closed crankcase ventilation system.

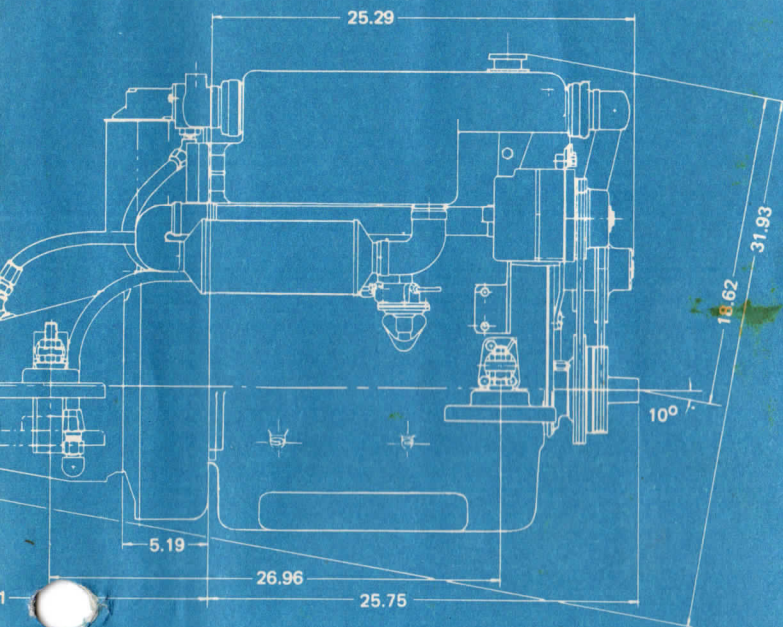
**COOLING SYSTEM**—Combined corrosion-resistant aluminum alloy header tank/exhaust manifold with easily serviceable copper alloy heat exchanger. Engine coolant is thermostatically controlled. Engine-mounted, belt-driven fresh and raw water pumps. Freshwater-cooled, dual lubricating and gearbox oil cooler assures longer engine life, lower operating temperature.

**FUEL SYSTEM**—Rotary distributor fuel injection pump provides even fuel distribution to all cylinders for smooth performance from idle to full power. Automatic retard and advance mechanism ensures fast starting and even acceleration throughout the entire speed range. Injectors are easily accessible on the cylinder head for maintenance purposes.

 Perkins marine engines  
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# 4.154M



**LUBRICATION SYSTEM**—Full-pressure feed, rotary pump-driven engine lubrication system. Control valve in pump body maintains constant optimum pressure for efficient lubrication. Full-flow spin-on filter.

**ELECTRICAL EQUIPMENT**—12-volt, 42-amp Delco integral regulator/alternator and 12-volt Delco starter mounted as standard equipment. Plug-in wiring harness.

**POWER TAKE-OFF PROVISION**—1.5" diameter x 2.0" long stub shaft standard. Allows power take-off up to 30 lbs. ft. torque axially.

**ENGINE MOUNTS**—Rubber with standard 22½" centers.

## Optional Equipment

- Marine Gears—Warner-Type 71 CR hydraulic drop center. R.H. and L.H. rotation with ratios up to 3:1
- Marine Gear Reductions—Up to 3:1 ratio
- Exhaust Manifold—Water-injection exhaust elbow
- Electric Tachometer—Alternator-powered, 3000 rpm
- Deluxe Instrument Panel—Includes oil pressure and water temperature gauges
- Wiring Extension Harnesses—Available in 10', 20', and 30' lengths, panel to engine harness
- Safety Features—Electrically-operated stop solenoid complete with all brackets
- High-output Alternator—12-volt, 61-amp Delco alternator

# 4.154M

## 4.154M Performance

Horsepower and torque ratings shown on this graph represent engine performance at standard conditions of 29.92" Hg air pressure (sea level) and 68 F intake-air temperature.

The power output of Perkins diesel engines will show a nominal reduction of approximately 3% per 1000 ft increase in altitude and approximately 1% per 10 F rise in intake-air temperature. The fuel feed rate of Perkins diesel engines which are permanently operated in areas where they encounter above-standard conditions should be adjusted to maintain approximately the same fuel/air ratio as is used for standard test conditions. Engines operated above altitudes of 4000 ft may have to be de-fueled and Perkins should be consulted for this adjustment.

These graphs indicate the performance of the Perkins 4.154M diesel engine with fuel system, water pumps, lubricating oil pump, and air cleaner in place. Optional equipment power losses are not included in these ratings.

(Specifications subject to change without notice.)

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