COLES MORTON MARINE LIMITED

BUKH

PRICE LIST - MAY 1981. BUKH DIESEL AND INSTALLATION EQUIPMENT FOR CANAL USE ('KEEL' COOLED VERSION)

	DV10ME £	DV20ME £	DV36ME £
Engine, complete with gearbox, electrics, panel and wiring loom	1,206.00	1,623.00	2,445.00
Flexible mounts	26.00	26.00	27.00
Morse 'MI' single lever control unit (side mounting) OR	46.00	46.00	46.00
Morse 'MT2' " " " " (top mounting)	56.00	56.00	56.00
Pair of 2.25 M cables (other lenghts available)	20.50	20.50	20.50
Pair of fork ends	4.98	4.98	4.98
Stainless steel convoluted, braided wire exhaust hose	49.86 (1½" BSP)	49.86 (1½" BSP)	69.07 (2" BSP)
Silencer	13.29 "	13.29 "	19.92 "
(Flexible coupling, with half coupling pilot bored) OR	36.00	36.00	36.00
(Machining of half coupling to suit shaft)	9.50	9.50	9.50
Aquadrive flexible driveshaft system complete	249.00	249.00	249.00
Stainless steel propshaft (EN58B) tapered and with keyway, key, nut and ss splitpin	58.75 (1¼" dia)	58.75 (1¼" dia)	79.75 (1½" dia)
Propeller, 3 blade turbine (manganese-bronze)	66.00 (14" dia)	81.00 (16" dia)	107.00 (18" dia)
Sterntube, with 'Cutless' polyurethane outboard bearing	91.00 (1¼" dia)	91.00 (1¼" dia)	110.00 (½" dia)
Remote sterntube lubricator and fittings	22.50	22.50	22.50
Fuel / water separator	21.00	21.00	21.00
Split charging replay	11.00	11.00	11.00
Water outlet nipple	1.74	1.74	not required
Fuel supply and leak-off pipe set	19.50	19.50	21.50
'Barafoam' sound insulation material	P.O.A.	P.O.A.	P.O.A.

NOTES

All prices are ex works Whaley Bridge, exclusive of VAT and subject to change without notice.
'Keel' tank minimum recommended contact areas to hull for DV10/20/36 are 7/8/10 square feet respectively.

COLES MORTON MARINE,
Canal Wharf,
Canal Street,
WHALEY BRIDGE,
STOCKPORT,
CHESHIRE.
TEL: 3411/2/3.

BUKH SPARE PARTS PRICES - NORMAL MAINTENANCE ITEMS — JULY 1981

	DV10 £	DV20 £	DV36 £
Oil filter	3.16 (Mann W 712/4)	3.16 (Mann W 712/4)	5.57 (Mann W 930)
Fuel "	5.44	5.44	11.35
" " bowl gasket	.45	.45	-
Water pump impeller (early or late)	5.34 (early or late)	5.34 (early or late)	12.11
" " repair kit (early or late)	23.40	23.40	44.38
" " cover gasket	.25	.25	.14
Thermostat Mk 2 (60 or 75°C)	6.51	6.51	6.20
" Mk 1	4.74	4.74	-
" gasket (Mk 2)	.13	.13	-
" sealing ring (Mk 2)	.58	.58	-
Alternator belt	2.40 (1067 mm)	2.40 (1067 mm)	2.34 (965 mm)
" " for centrif pump drive	2.58 (1090 mm)	2.58 (1090 mm)	-
Dynastart V-belt	3.47 (1225 mm)	3.47 (1225 mm)	-
Injector (new, outright)	69.75	69.75	88.95
" pipe set	7.30	12.12	20.09
Inlet valve	8.02	8.02	8.61
Exhaust valve	9.19	9.19	3.03
Valve spring	1.75	1.75	1.75
Cylinder head gasket	2.21	4.30	5.98
Exhaust manifold gasket	-	.73 (2 required)	.55 ea.(3 req'd.)
" stub gasket	.34	.34	-
Sump gasket	1.47	1.97	4.36
Locker cover gasket	2.98	3.39	3.51
Oil pressure switch/sender	2.20	2.20	23.04
Temperature switch/sender	21.52	21.52	28.83
Decoke gasket set	7.67	17.22	9.45
Air filter	18.06	18.06	10.29 (element only)

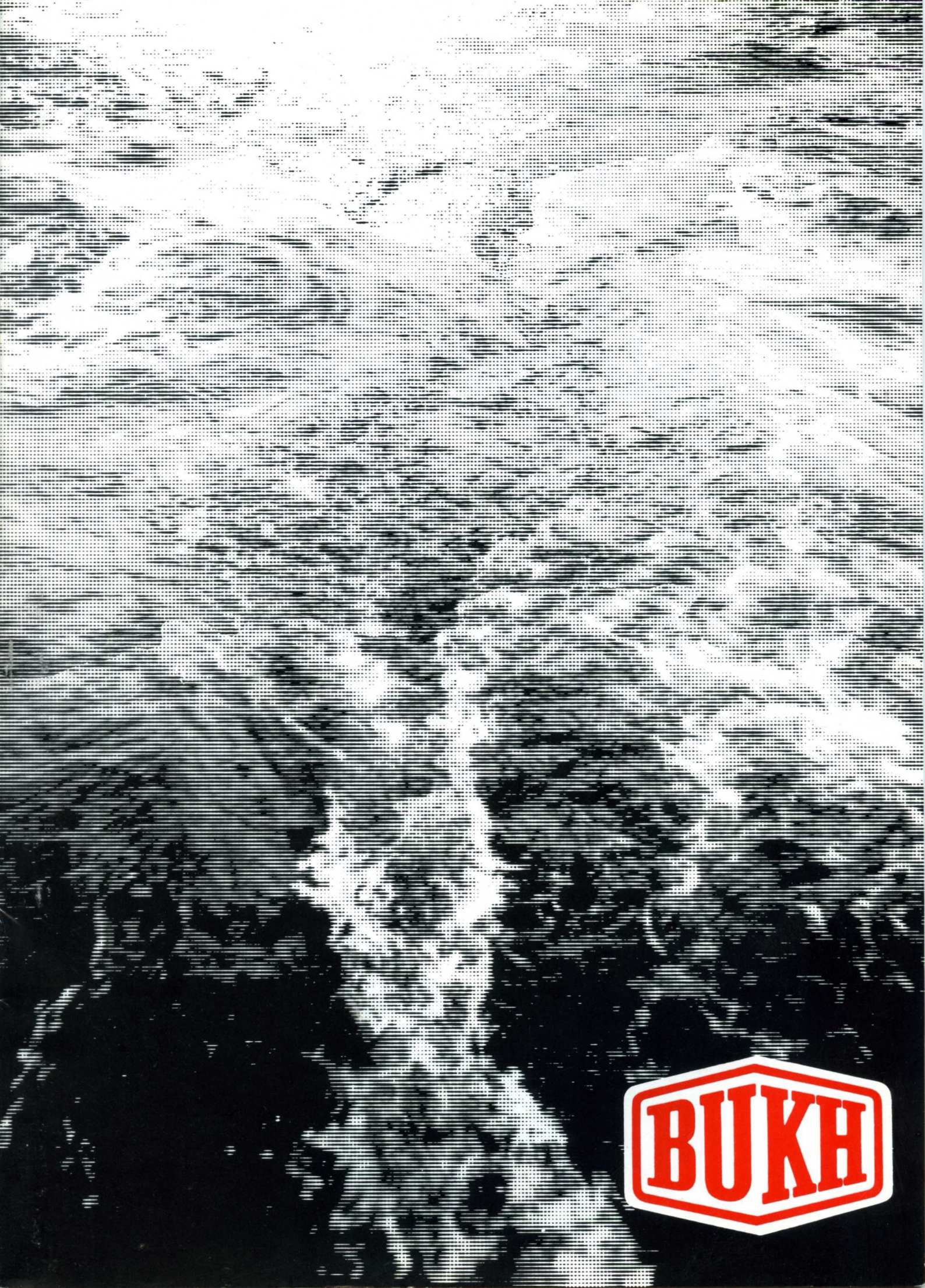
The following parts are common to all engines :

Ignition key	1.40
" switch and 2 keys	16.81
Alternator	133.50
" diode bridge	51.14
" regulator	51.05
Starter motor	205.27
" " brush set (4)	9.88
" " " plate ass'y.	11.78
" " solenoid	42.97
" " brush spring (1)	.26
" " clutch/pinion ass'y.	30.14

Gearbox (ZF BW 7 2.5.1)	467.09
Fuel lift pump (late type)	12.60
Warning buzzer	11.82
2.00 M Morse cable	10.00
2.25 M " "	10.25
2.50 M " "	10.50
Fork end (each)	2.49
Zinc anode	2.74

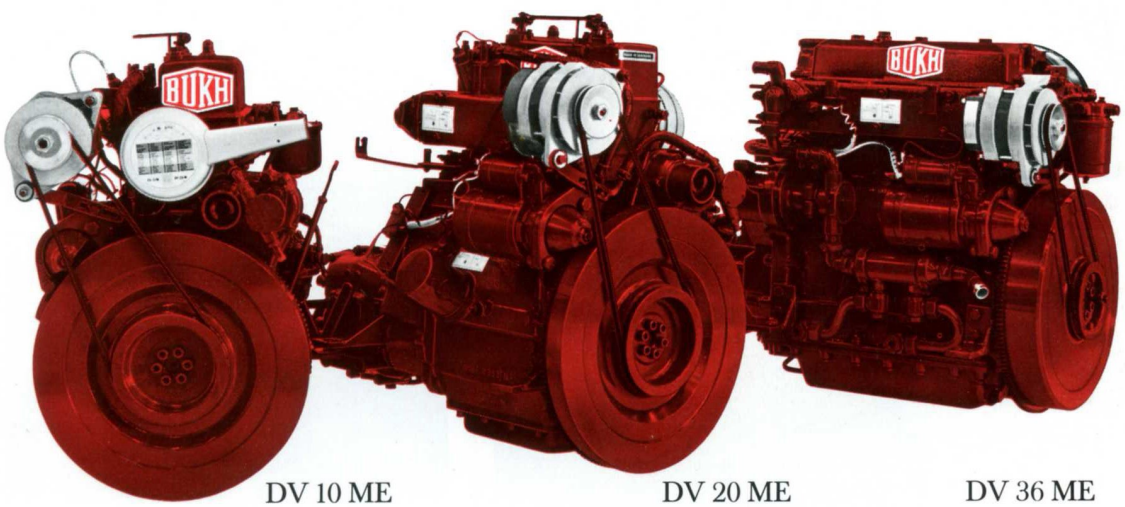
ALL PRICES ARE EXCLUSIVE OF VAT AND SUBJECT TO CHANGE WITHOUT NOTICE

NOTE : Major items usually available on service exchange basis.

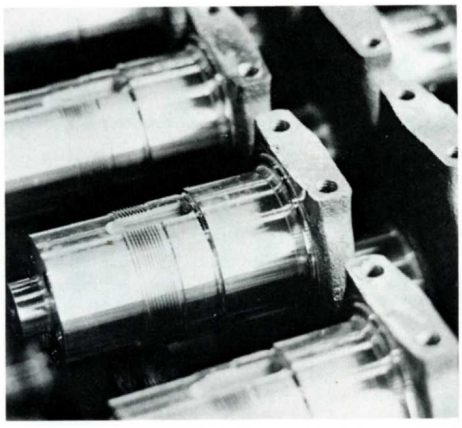

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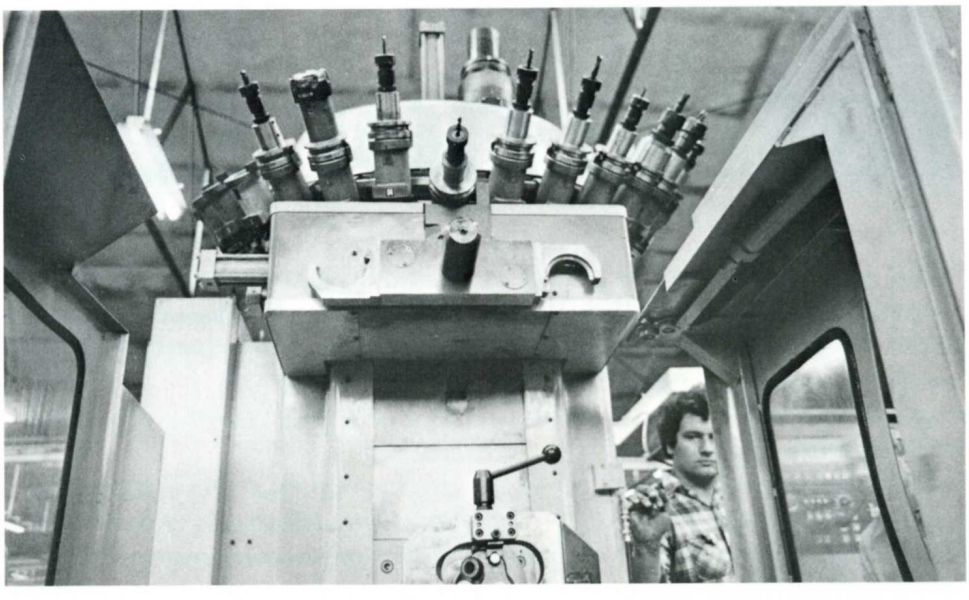
Diesel engines which neither vibrate, rattle nor smoke

Many years ago we set as a goal the development and production of the best marine engines on the market. They had to be diesel engines because of their reliability and ruggedness. Diesels are economical and diesel fuel is by far a safer choice than petrol.
But our engines had to be free from all the inherent annoyances usually associated with diesels.
They could neither vibrate, rattle nor smoke.
They had to ensure superb operation under all conditions.
And they had to be not only economical to operate - but also require an absolute minimum of service and maintenance.
These were large demands.
They still are, in a way. But by and large, as we have developed and continually improved the basic design we have come so close to our objective that for all practical purposes we have clearly achieved our original aim:
Producing the best engines on the market.
Engines in which all vibrations have been effectively removed because built-in counterweights balance the oscillations of pistons and connecting rods.
Engines with combustion chambers and exhaust systems which reduce noise to a minimum.
Engines with automatic fuel control which ensures that the engine only gets the exact amount of fuel which burns so cleanly that soot and smoke are eliminated.
And engines which simply stand up to every test.
This obviously doesn't make our engines cheaper to purchase.
But since you spend quite a lot of money on your boat and spend a considerable part of your spare time in the boat - buy the best equipment. It is certainly not in your best interest to economize on the engine.
It is this thought which has encouraged more and more of the reputable shipyards to install Bukh engines - or offer Bukh as an exclusive alternative to the cheaper engines fitted as standard equipment.
And which makes more and more people who have formerly sailed with an unsatisfactory engine insist that there is a Bukh engine in their next boat.
Because a Bukh engine and a good boat make a good sailing combination.
Second only to the wind, they say.

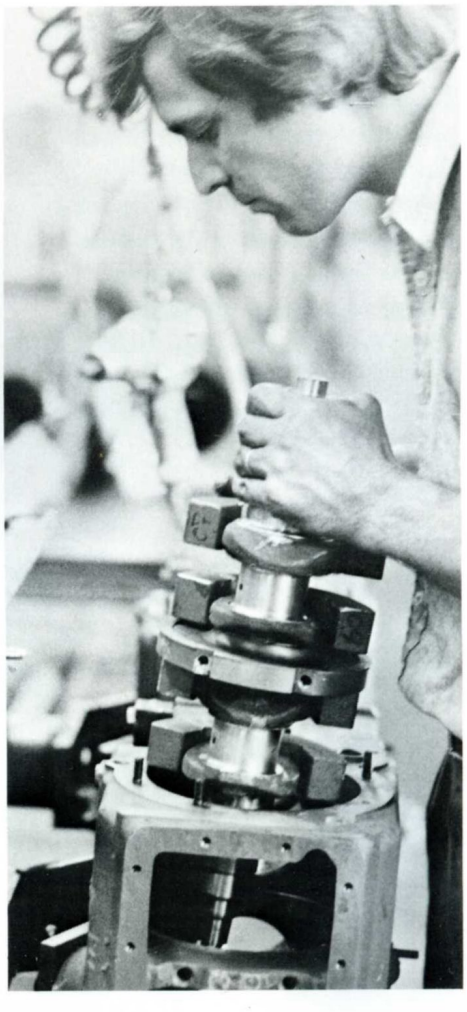


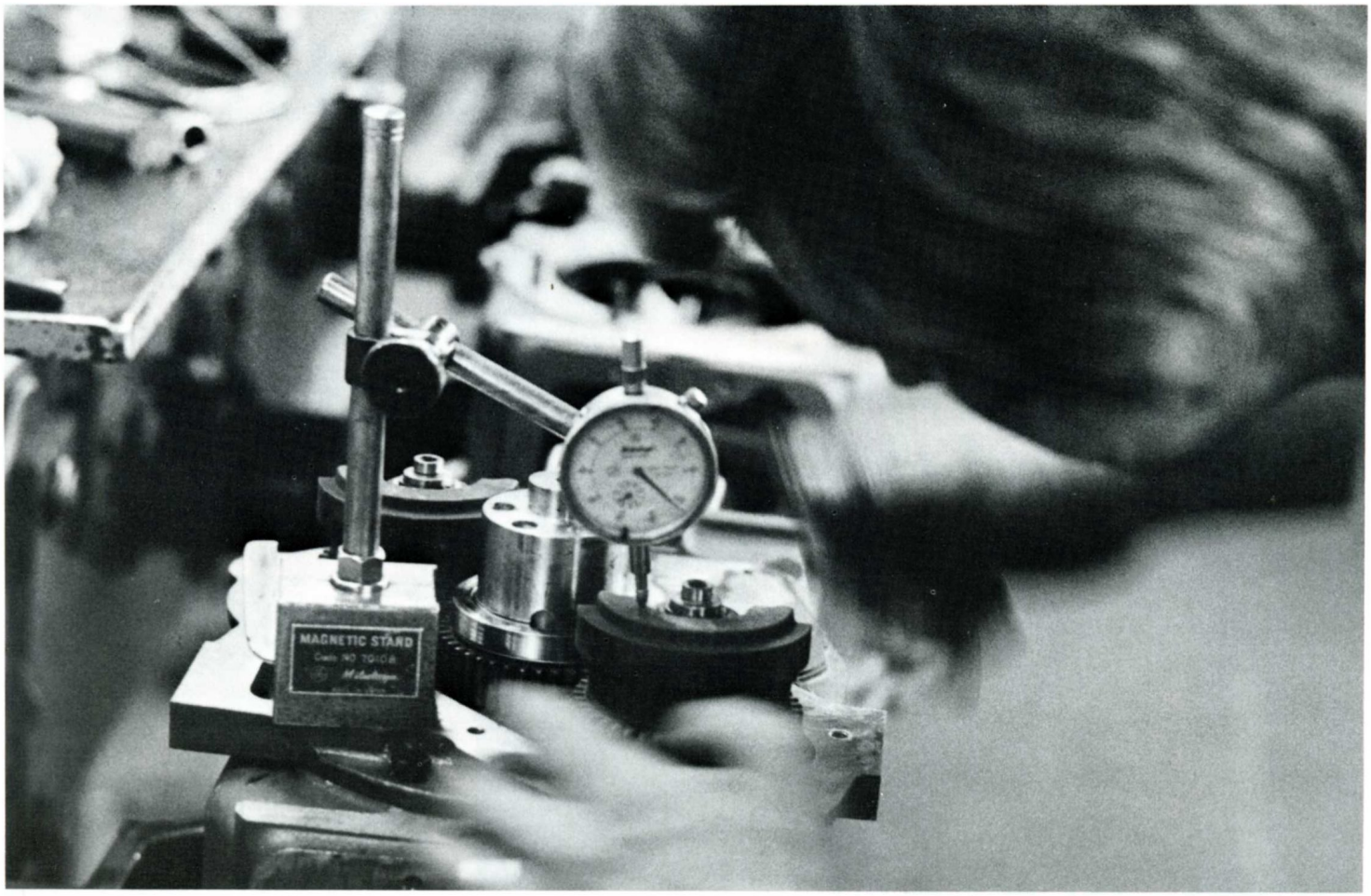
DV 10 ME DV 20 ME DV 36 ME



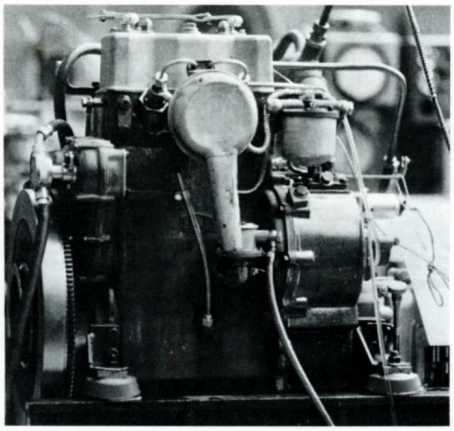



HISPANO-OERLIKON
(GENEVE) S.A.

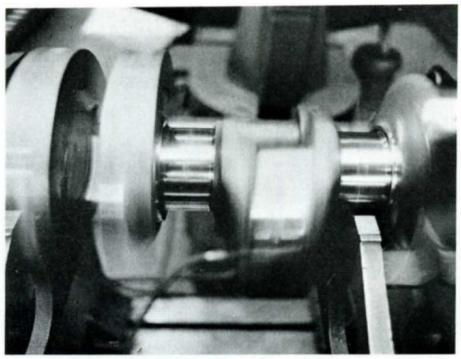


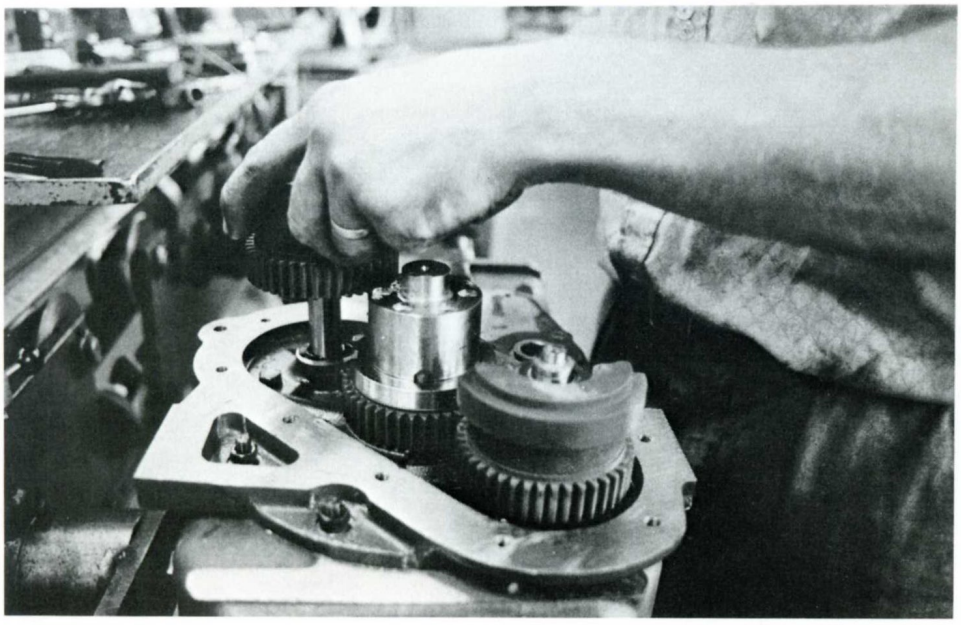


When your aim is to build engines which live up to your own high demands, there is a limit to how many engines you can build.
Anyway, we will never become the first or second biggest manufacturer.
First of all it takes time to build such an engine.
Even if one invests in the most advanced technology in the world, it is still the people who operate the technology; who assemble the parts; who control the materials; who handle the items; and who generally know their field that make the difference between just a diesel engine and a Bukh diesel engine.
We have all the modern technology one could wish for.
Computer controlled and automated lathes, milling machines, cooper's benches and grinding tables which function with incomprehensible precision. Measuring and quality control equipment which ensure that every single insignificant looking component fulfils all demands and specifications. This is all that the heart might desire.
But it is just as important that we have good people who know their trade.
And who know that if they let their standards fall even a little it may mean that a boat owner might have a big problem.
This is why great care is taken on every single operation involving manual tasks.
The same holds true for the thorough testing and final running-in before the engine leaves the factory:
During the 3 or 4 hour test, the engine operates under an increasing load so that an ideal running-in can be conducted with the parameters measured minutely.
Nothing is left to vague estimates.
Every single engine must fulfil every single specification exactly.
If not it simply doesn't become a Bukh engine with its characteristic red colour.
Many of the engines run for considerably longer periods of time on the test bench. Because we very often select engines at random and run them at full throttle under maximum load for several days.
This enables us to ensure that every component functions exactly as it should.
Many probably think that we overdo the quality control process.
And they may be right because it is seldom that we find a fault so we could probably take a more relaxed attitude.
But then on the other hand:
A Bukh is a Bukh.
And when you pay extra to get the best marine engine you can buy we want to make sure that you won't be disappointed.

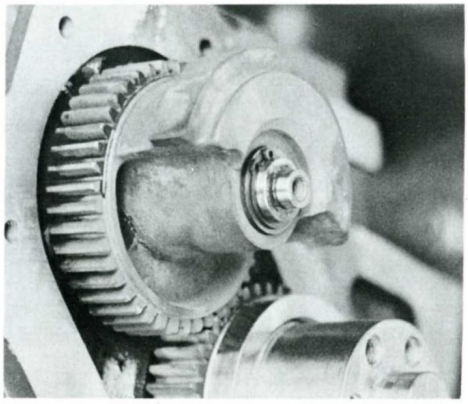


Each individual crankshaft is measured and balanced individually.

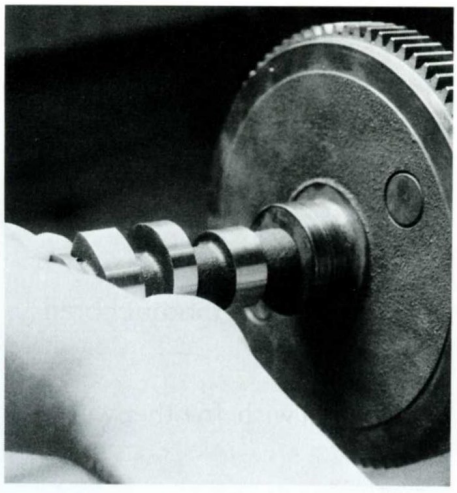


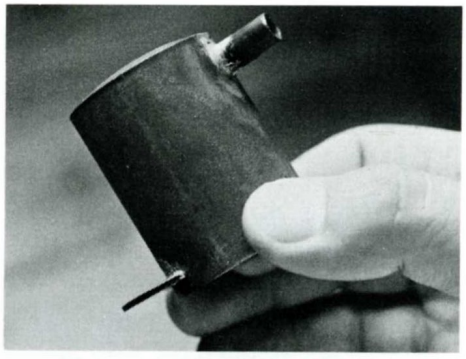


Rotating counterweights balance all movements of pistons and connecting rods - and effectively eliminate all vibration.



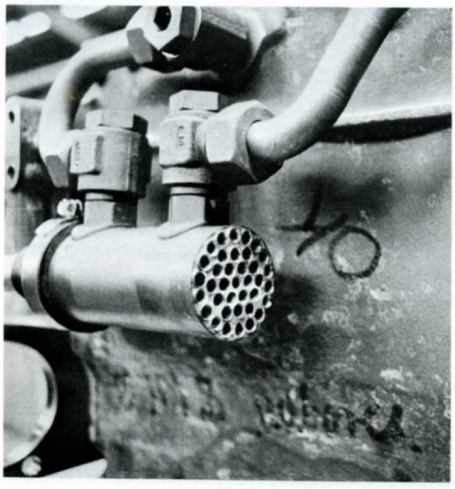
One of the secrets behind the smooth operation is the automatic ignition pre-selector which ensures the accurate timing of injections at any rpm.





An automatic vacuum valve ensures that smell and steam from oil sump is recycled - and these can never bother those on board.

The DV 36 oil cooler ensures effective lubrication even under heavy load. This considerably increases the life of the oil and thereby reduces engine wear.





Easily changeable zinc anode counters galvanic corrosion in the coolant system.

Details which make Bukh sovereign

Bukh doesn't vibrate

No matter whether the engine has one, two or three cylinders it will run just as smoothly as a six cylinder engine at any rev setting. An advanced system of rotating counterweight takes care of damping all the movements of pistons and connecting rods which otherwise make the engine vibrate.

Bukh doesn't rattle

Engine noise is caused by many things. First and foremost is combustion, but also a number of other things you normally wouldn't think of. In the development of Bukh engines we have taken into account all sources of noise.
The combustion chambers have been designed in such a way that the combustion cycle is even and clean. Automatic fuel control ensures absolutely precise mixture so that the engine only burns the exact amount of fuel it needs under the immediate load.
In addition to the noise reduction this achieves, the precise fuel control also prevents soot and smoke in the exhaust.
The ordinary ignition noise at low revolutions is effectively removed by an automatic ignition preselector.

Bukh neither smokes nor smells

Clean combustion prevents the formation of smoke and soot - and thereby the most annoying nuisances of the diesel engine are eliminated.
The vacuum valve which ventilates the crankcase has a closed circuit so that oil fumes and irritating smells remain in the engine - and can never be a nuisance to those on board.

Bukh has been built to use

Bukh engines are thoroughbred marine engines which are designed to operate at full throttle for as long as you wish. In other words, you can equate top speed with cruising speed.
The reason for Bukh being able to operate continuously at high rpm is the immense precision and close tolerances which reduce wear to a minimum - and a design which makes our engines devoid of weaknesses.
Despite the fact that Bukh has been made for constant maximum load the service requirements are far lower than on most other marine engines.
For example, oil need only be changed after every 150 hours of operation.

Bukh does not stall

Most engine stalling is caused by air bubbles inevitably finding their way into the combustion system. Bukh engines have automatic ventilation so that air bubbles are removed when and where they occur.

Bukh doesn't corrode

For engines which are used less than 500 hours per season, salt water cooling is provided. In order to reduce corrosion in our cooling systems, they have been equipped with a zinc anode which can easily be changed when the oil is changed.

Bukh is easy to operate

The operation panel for Bukh engines is as simple as can be - and contains everything you might possibly need.
Ignition lock with key for start and stop.
Amp meter lamp as well as control lamps for oil pressure and coolant temperature.
Bukh engines can also be equipped with remote control where all functions are controlled by a single lever.

Double membrane of rugged, polyester reinforced rubber gives double security against water penetration.

Even the slightest water penetration causes contact between the membranes, which triggers an alarm. If the outer skin should leak you still have the same safety as with a traditional membrane.

Patent pending.

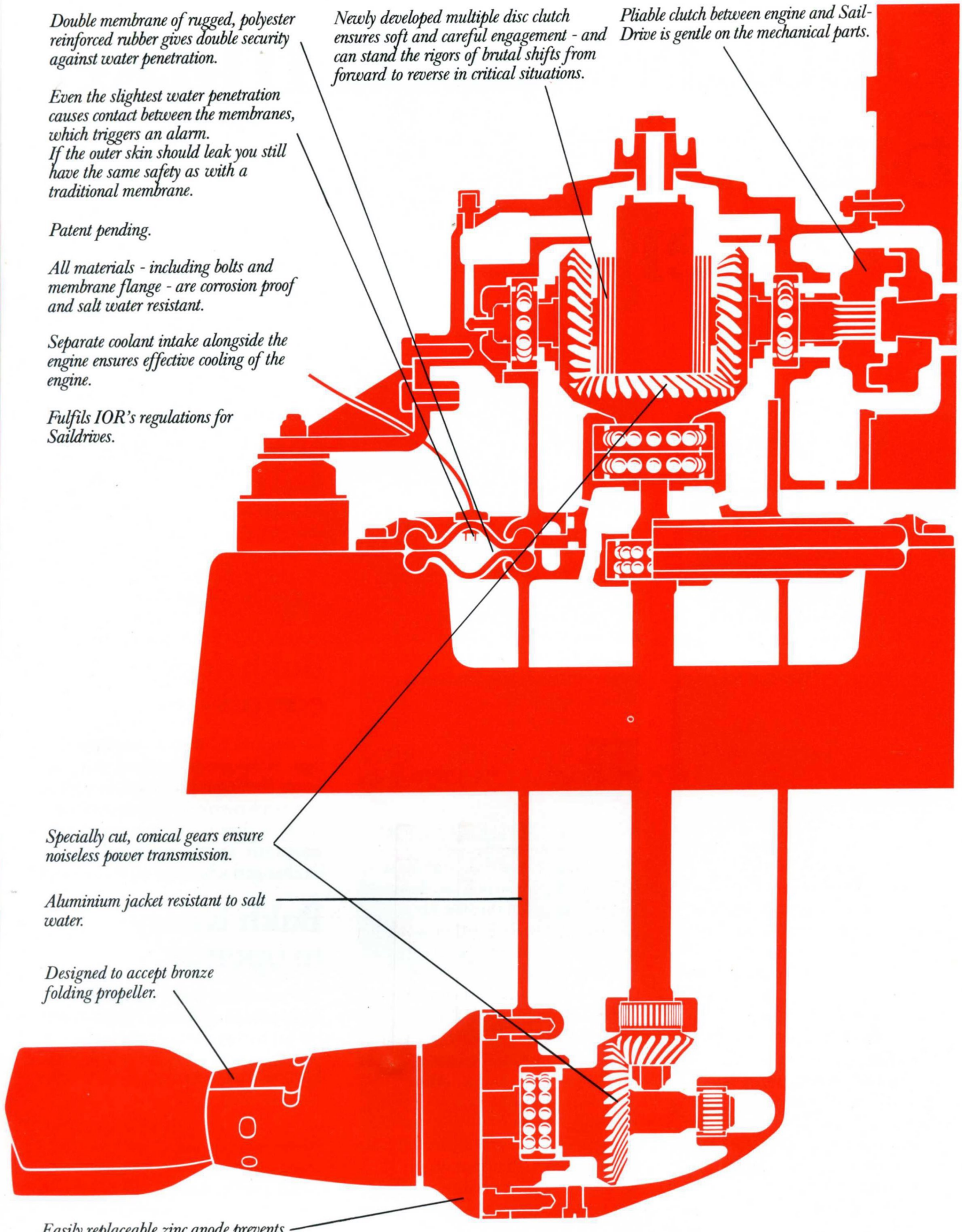
All materials - including bolts and membrane flange - are corrosion proof and salt water resistant.

Separate coolant intake alongside the engine ensures effective cooling of the engine.

Fulfils IOR's regulations for Saildrives.

Newly developed multiple disc clutch ensures soft and careful engagement - and can stand the rigors of brutal shifts from forward to reverse in critical situations.

Pliable clutch between engine and Sail-Drive is gentle on the mechanical parts.



Specially cut, conical gears ensure noiseless power transmission.

Aluminium jacket resistant to salt water.

Designed to accept bronze folding propeller.

Easily replaceable zinc anode prevents galvanic corrosion.

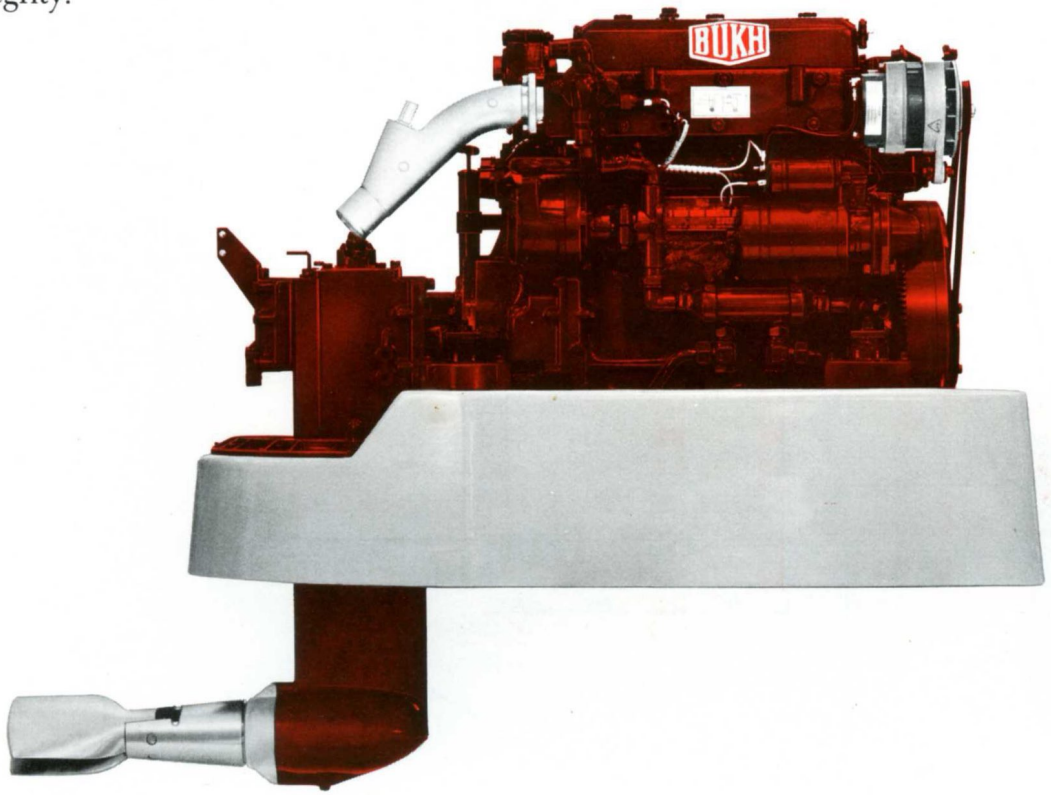
Minimal care needed. Oil is drained in the autumn and new oil is added before launching.

Bukh's safe and new Sail-Drive

Motor and power transfer system built together as a unit is not noteworthy.
But a coupling which gives the same safety as a traditional stern tube installation, while enabling you to take advantage of the operational aspects of compact coupling, is exciting news.
And here Bukh's Sail-Drive distinguishes itself from the commonplace:
Instead of just a rubber membrane to keep the water out, Bukh's Sail-Drive has been equipped with a strong double skin which ensures total integrity.

A special automatic switch has been built between the membranes which releases an acoustic alarm at just the slightest indication of water penetration.
This provides all the security you will ever need.
As Bukh engines have been built to operate under constant maximum load, effective cooling is ensured with a separate coolant intake which gives full safety.

Power is transmitted to the propellers through a rugged multiple disc clutch.
In addition to the purely operational advantages of mounting the engine and drive system as a unit, and the space advantages you gain by the compact coupling which reduces the installation height to a minimum - Bukh's Sail-Drives also give even greater comfort.
Quietness is further enhanced because the propeller noise is removed, just as the vibrations from a propeller and stern tubes are not transmitted through the hull.



Bukh DV 10 ME
Technical data



STANDARD EQUIPMENT:

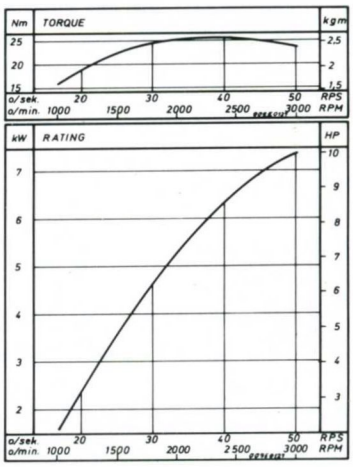
Reverse-reduction gear
Raised hand start
Decompression lever
Wet sump lubrication system
Pre- and main (full flow) filter
Automatic injection timing
Centrifugal governor
Seawater cooling with thermostat
Air inlet filter and silencer
Fuel lift pump
Electric start
Charging alternator
Operating remote panel, with:
a. Charging light
b. Lub. oil pressure warning light
c. Cooling temperature warning light
d. Key switch for start and stop.
e. Audible warning
Fitting for remote control
Zinc anode - protection
Standard set of tools
Drain pump for lub.oil
Operating manual

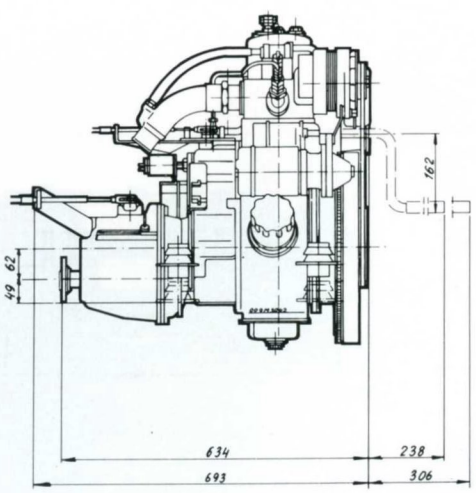
OPTIONAL EXTRA:

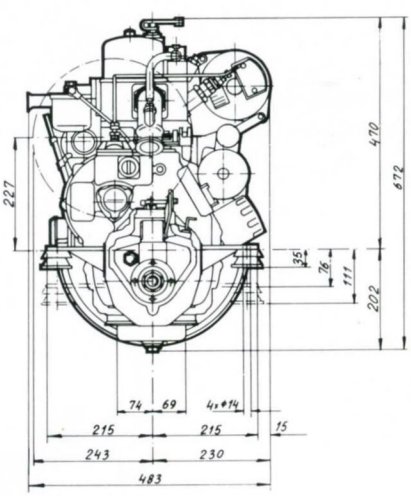
See price list for additional equipment for complete installation.

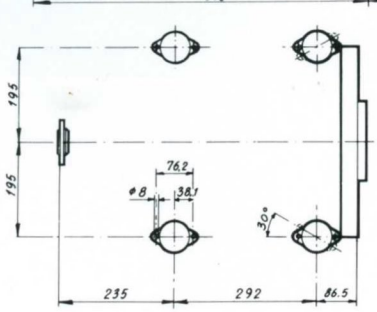
Water cooled exhaust bend is optional equipment.

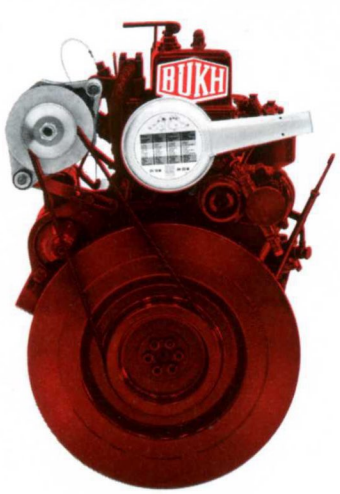
ENGINE DATA (metric)	DV 10 ME
Max. continuous rating (DIN 6270 B) at 50 r.p.s. (3000 RPM) 40 r.p.s. (2400 RPM) 33 r.p.s. (2000 RPM)	 7,4 kW (10 HP) 6,1 kW (8,4 HP) 4,7 kW (6,5 HP)
Reverse-reduction gear ratio Engine rotation (looking forward) Propeller rotation (looking forward)	2,5:1 Anti-clockwise Clockwise
Number of cylinders Bore and stroke Swept volume Cycle Cooling system (standard) Inclination, max., fore and aft Heel, max. continuous	1 0,085×0,085 m (85×85 mm) 0,482×10-3 m3 (482 cm3) 4-stroke Seawater 15° 25°
Fuel consumption, full load Fuel consumption cruising	2,9×10-3 m3/h (2,9 l/h) 1,7×10-3 m3/h (1,7 l/h)
Electric starter motor Charging alternator	12 V - 1,9 kW (2,6 HP) 12 V - 420 W
Net weight	160 kg





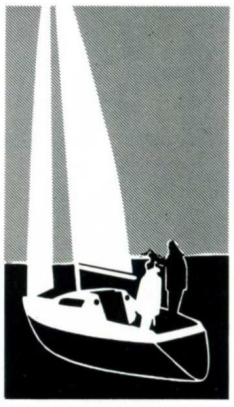






Bukh DV 10 SME

Technical data



STANDARD EQUIPMENT:

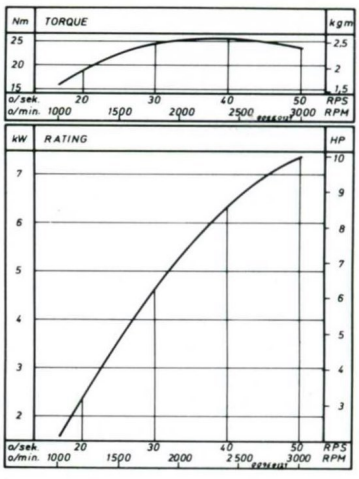
Reverse-reduction gear
Raised hand start
Decompression lever
Wet sump lubrication system
Pre- and main (full flow) filter
Automatic injection timing
Centrifugal governor
Seawater cooling with thermostat
Air inlet filter and silencer
Fuel lift pump
Electric start
Charging alternator
Operating remote panel, with:
a. Charging light
b. Lub. oil pressure warning light
c. Cooling temperature warning light
d. Key switch for start and stop.
e. Audible warning
Fitting for remote control
Zinc anode - protection
Standard set of tools
Drain pump for lub.oil
Operating manual

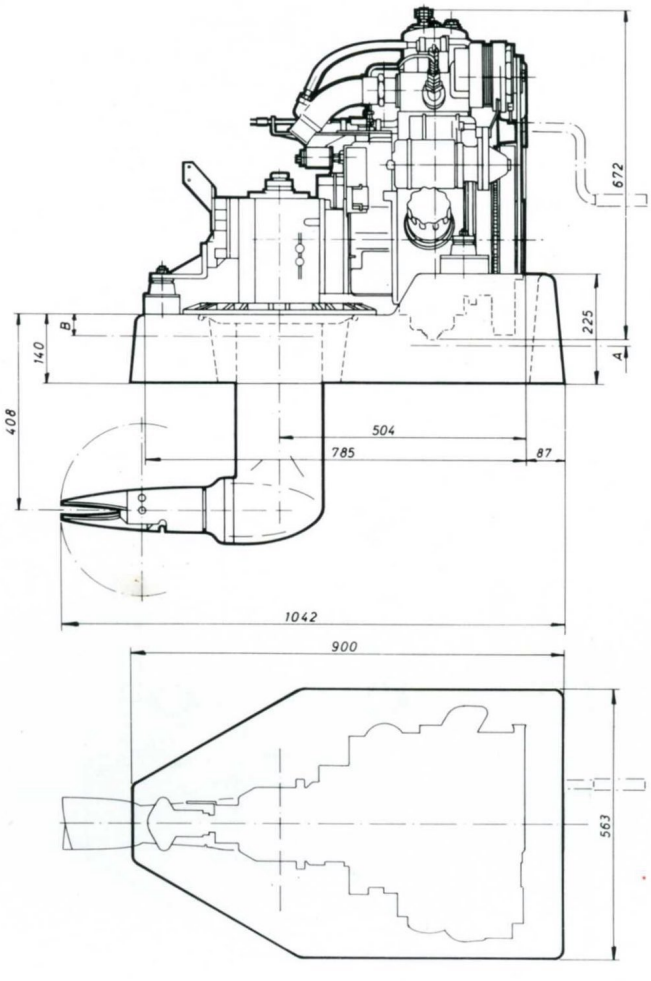
OPTIONAL EXTRA:

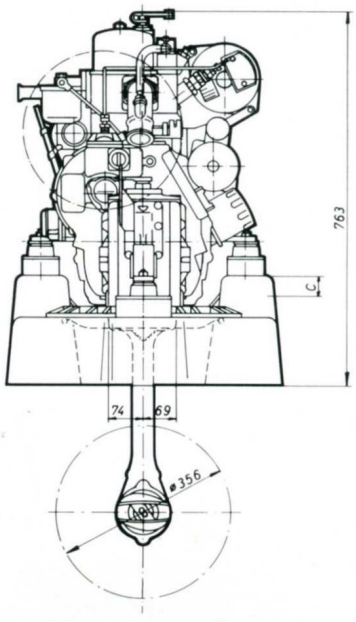
Propeller 2 bl. folding 14″×9½″ L
Propeller alt. 3 bl. fixed 15″×9″ L
See price list for additional equipment for complete installation.

Water cooled exhaust bend and propeller - are optional equipment.

ENGINE DATA (metric)	DV 10 SME
Max. continuous rating (DIN 6270 B) at 50 r.p.s. (3000 RPM) 40 r.p.s. (2400 RPM) 33 r.p.s. (2000 RPM)	 7,4 kW (10 HP) 6,1 kW (8,4 HP) 4,7 kW (6,5 HP)
Reverse-reduction gear ratio Engine rotation (looking forward) Propeller rotation (looking forward)	2,25:1 Anti-clockwise Anti-clockwise
Number of cylinders Bore and stroke Swept volume Cycle Cooling system (standard) Inclination, max., fore and aft Heel, max. continuous	1 0,085×0,085 m (85×85 mm) 0,482×10⁻³ m³ (482 cm³) 4-stroke Seawater 15° 25°
Fuel consumption, full load Fuel consumption cruising	2,9×10⁻³ m³/h (2,9 l/h) 1,7×10⁻³ m³/h (1,7 l/h)
Electric starter motor Charging alternator	12 V - 1,9 kW (2,6 HP) 12 V - 420 W
Net weight	173 kg



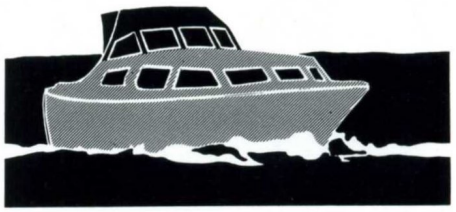




Ⓐ Min. Clearance between sump and bottom 15 mm

ⒷⒸ Min. height of engine bedding 40 mm

Bukh DV 20 ME
Technical data



STANDARD EQUIPMENT:

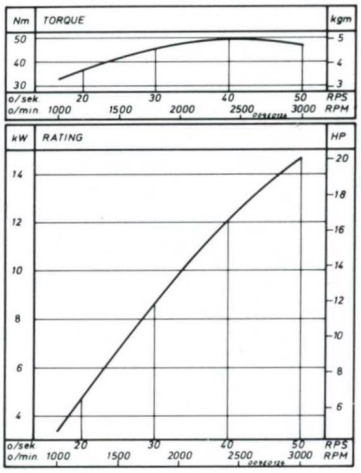
Reverse-reduction gear
Raised hand start
Decompression lever
Wet sump lubrication system
Pre- and main (full flow) filter
Automatic injection timing
Centrifugal governor
Seawater cooling with thermostat
Watercooled exhaust manifold
Air inlet filter and silencer
Fuel lift pump
Electric start
Charging alternator
Operating remote panel, with:
a. Charging light
b. Lub. oil pressure warning light
c. Cooling temperature warning light
d. Key switch for start and stop.
e. Audible warning
Fittings for remote control
Zinc anode - protection
Standard set of tools
Drain pump for lub.oil
Operating manual

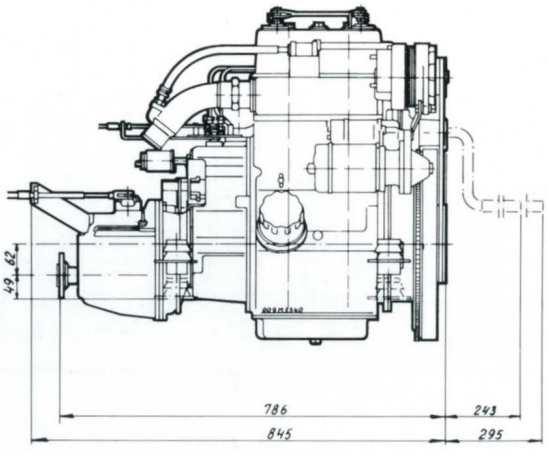
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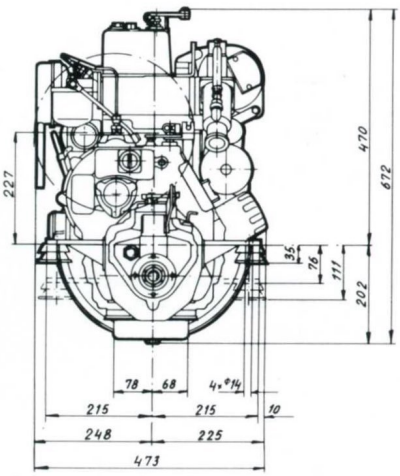
See price list for additional equipment for complete installation.

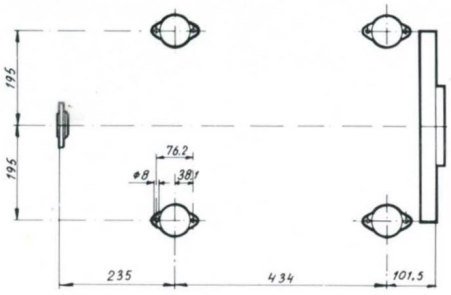
Water cooled exhaust bend is optional equipment.

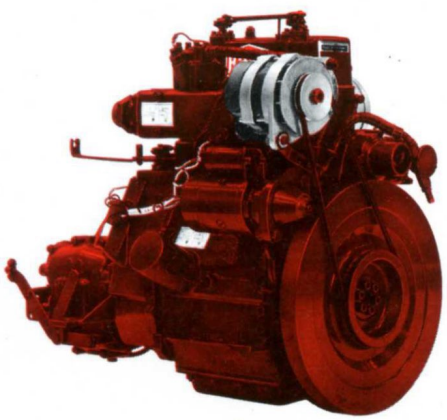
ENGINE DATA (metric)	DV 20 ME
Max. continuous rating (DIN 6270 B) at 50 r.p.s. (3000 RPM) 40 r.p.s. (2400 RPM) 33 r.p.s. (2000 RPM)	 14.7 kW (20 HP) 12.3 kW (16.8 HP) 9.5 kW (13.0 HP)
Reverse-reduction gear ratio Engine rotation (looking forward) Propeller rotation (looking forward)	2.5:1 Anti-clockwise Clockwise
Number of cylinders Bore and stroke Swept volume Cycle Cooling system (standard) Inclination, max., fore and aft Heel, max. continuous	2 0.085×0.085 m (85×85 mm) 0.964×10-3 m3 (964 cm3) 4-stroke Seawater 15° 25°
Fuel consumption, full load Fuel consumption cruising	5.8×10-3 m3/h (5.8 l/h) 3.3×10-3 m3/h (3.3 l)h)
Electric starter motor Charging alternator	12 V - 1.9 kW (2.6 HP) 12 V - 420 W
Net weight	210 kg



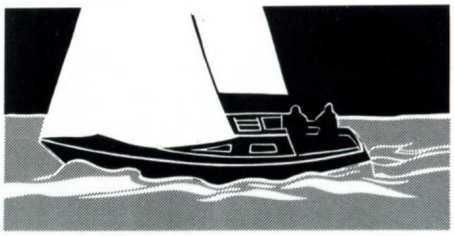








Bukh DV 20 SME
Technical data



STANDARD EQUIPMENT:

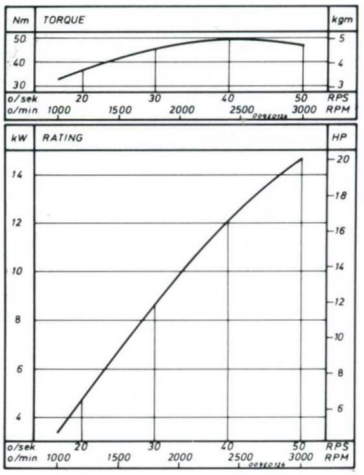
Reverse-reduction gear
Raised hand start
Decompression lever
Wet sump lubrication system
Pre- and main (full flow) filter
Automatic injection timing
Centrifugal governor
Seawater cooling with thermostat
Watercooled exhaust manifold
Air inlet filter and silencer
Fuel lift pump
Electric start
Charging alternator
Operating remote panel, with:
a. Charging light
b. Lub. oil pressure warning light
c. Cooling temperature warning light
d. Key switch for start and stop.
e. Audible warning
Fittings for remote control
Zinc anode - protection
Standard set of tools
Drain pump for lub.oil
Operating manual

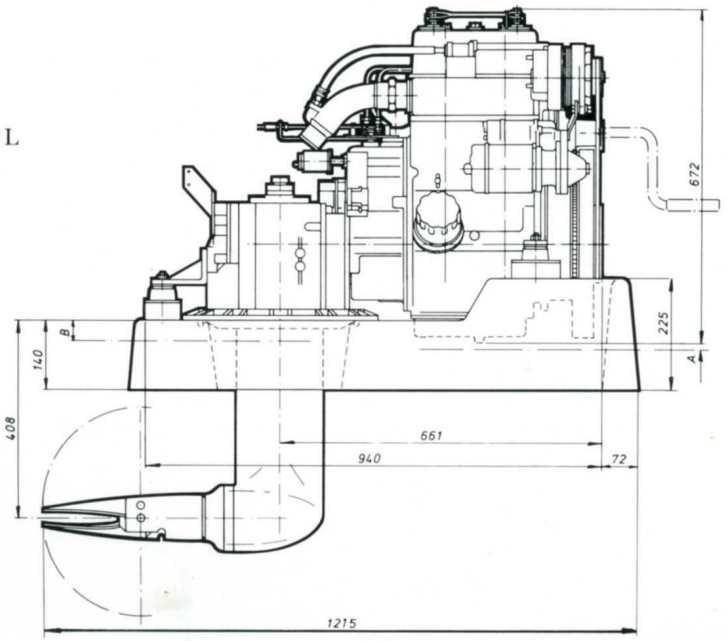
OPTIONAL EXTRA:

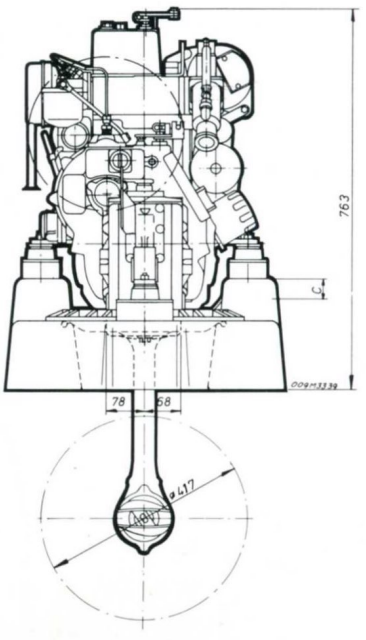
Propeller 2 bl. folding 16½″×11″ L
Propeller alt. 3 bl. fixed 16″×11″ L
See price list for additional equipment for complete installation.

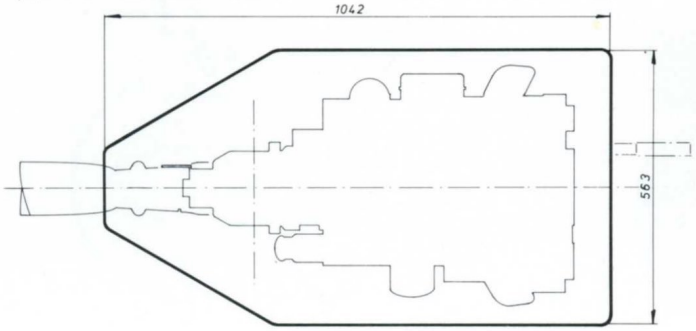
Water cooled exhaust bend and propeller - are optional equipment.

ENGINE DATA (metric)	DV 20 SME
Max. continuous rating (DIN 6270 B) at 50 r.p.s. (3000 RPM) 40 r.p.s. (2400 RPM) 33 r.p.s. (2000 RPM)	 14.7 kW (20 HP) 12.3 kW (16.8 HP) 9.5 kW (13.0 HP)
Reverse-reduction gear ratio Engine rotation (looking forward) Propeller rotation (looking forward)	2.25:1 Anti-clockwise Anti-clockwise
Number of cylinders Bore and stroke Swept volume Cycle Cooling system (standard) Inclination, max., fore and aft Heel, max. continuous	2 0.085×0.085 m (85×85 mm) 0.964×10⁻³ m³ (964 cm³) 4-stroke Seawater 15° 25°
Fuel consumption, full load Fuel consumption cruising	5.8×10⁻³ m³/h (5.8 l/h) 3.3×10⁻³ m³/h (3.3 l)h)
Electric starter motor Charging alternator	12 V - 1.9 kW (2.6 HP) 12 V - 420 W
Net weight	220 kg









Ⓐ Min. Clearance between sump and bottom 15 mm

ⒷⒸ Min. height of engine bedding 40 mm

Bukh DV 36 ME
Technical data



STANDARD EQUIPMENT:

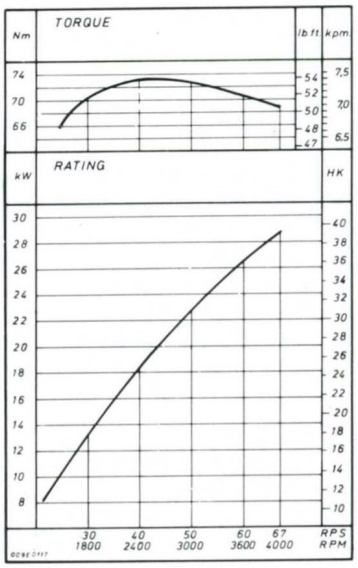
Reverse-reduction gear
Raised hand start
Decompression lever
Wet sump lubrication system
Pre- and main (full flow) filter
Automatic injection timing
Centrifugal governor
Seawater cooling with thermostat
Watercooled exhaust manifold
Air inlet filter and silencer
Fuel lift pump
Electric start
Charging alternator
Operating remote panel, with:
a. Charging light
b. Lub. oil pressure warning light
c. Cooling temperature warning light
d. Key switch for start and stop.
e. Audible warning
De luxe instrument panel with:
a. Tachometer
b. Lub. oil pressure gauge
c. Cooling water temperature gauge
Fittings for remote control
Zinc anode - protection
Standard set of tools
Drain pump for lub.oil
Operating manual

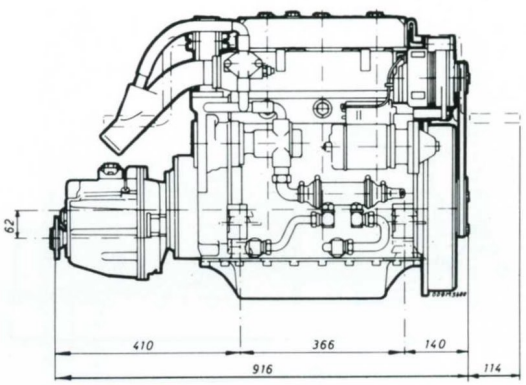
OPTIONAL EXTRA:

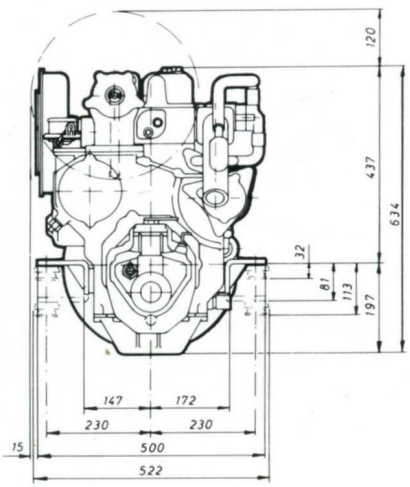
See price list for additional equipment for complete installation.

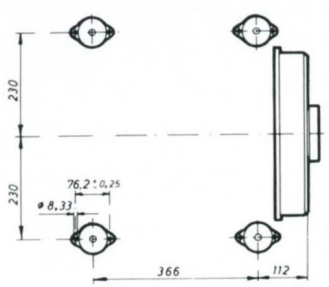
Water cooled exhaust bend is optional equipment.

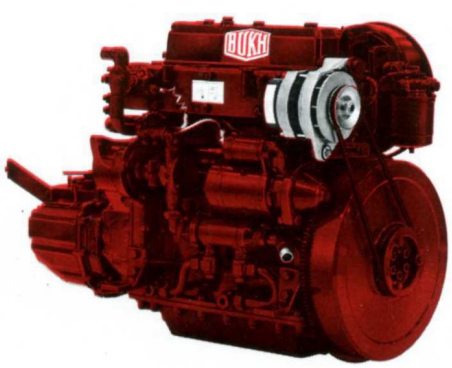
ENGINE DATA (metric)	DV 36 ME
Max. intermediate rating at 66 r.p.s. (4000 RPM)	28.7 kW (39 HP)
Max. continuous rating (DIN 6270 B) at	
60 r.p.s. (3600 RPM)	26.5 kW (36 HP)
50 r.p.s. (3000 RPM)	22.8 kW (31 HP)
40 r.p.s. (2400 RPM)	18.4 kW (25 HP)
Reverse - reduction gear ratio	3:1
Engine rotation (looking forward)	Anti-clockwise
Propeller rotation (looking forward)	Clockwise
Number of cylinders	3
Bore and stroke	0.085×0.085 m (85×85 mm)
Swept volume	1.447×10^{-3} m³ (1447 cm³)
Cycle	4-stroke
Cooling system (standard)	Seawater
Inclination, max. fore and aft	15°
Heel, max. continuous	30°
Electric starter motor	12 V - 1,9 kW (2.6 HP)
Charging alternator	12 V - 420 W
Fuel consumption:	
Fuel load at 60 r.p.s.	8.3×10^{-3} m³/h (8.3 l/h)
Cruising approx.	4.7×10^{-3} m³/h (4.7 l/h)
Net weight, standard engine	265 kg
Net weight, incl. fresh-water cooling	285 kg





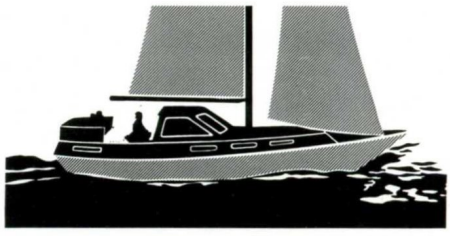






Bukh DV 36 SME

Technical data



STANDARD EQUIPMENT:

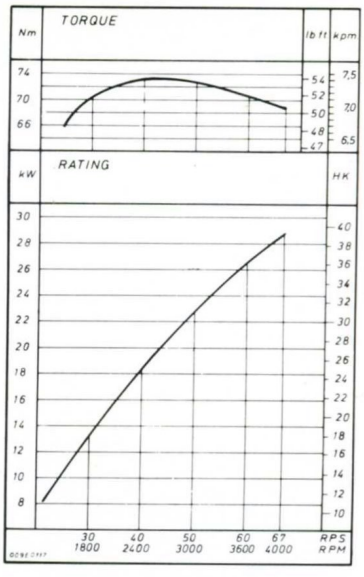
Reverse-reduction gear
Raised hand start
Decompression lever
Wet sump lubrication system
Pre- and main (full flow) filter
Automatic injection timing
Centrifugal governor
Seawater cooling with thermostat
Watercooled exhaust manifold
Air inlet filter and silencer
Fuel lift pump
Electric start
Charging alternator
Operating remote panel, with:
a. Charging light
b. Lub. oil pressure warning light
c. Cooling temperature warning light
d. Key switch for start and stop.
e. Audible warning
De luxe instrument panel with:
a. Tachometer
b. Lub. oil pressure gauge
c. Cooling water temperature gauge.
Fittings for remote control
Zinc anode - protection
Standard set of tools
Drain pump for lub.oil
Operating manual

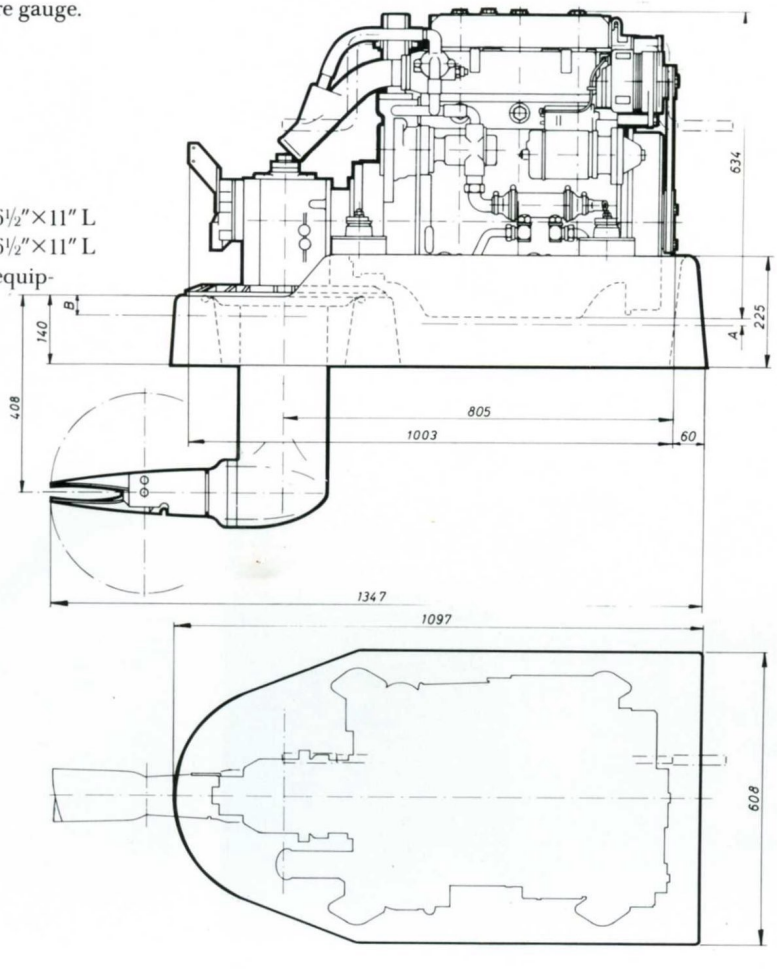
OPTIONAL EXTRA:

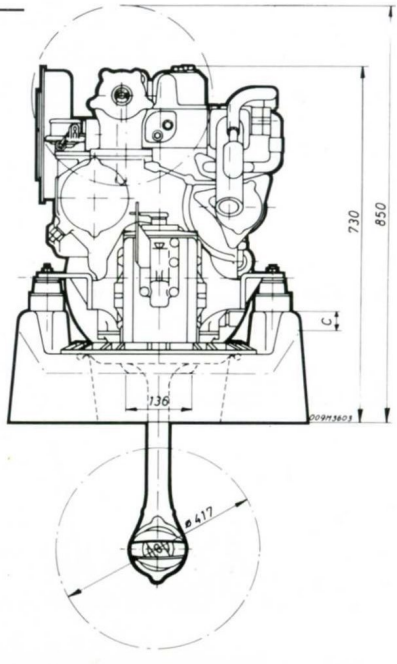
Propeller 2 bl. folding 16½"×11" L
Propeller alt. 3 bl. fixed 16½"×11" L
See price list for additional equipment for complete installation.

Water cooled exhaust bend and propeller - are optional equipment.

ENGINE DATA (metric)	DV 36 SME
Max. intermediate rating at 66 r.p.s. (4000 RPM)	28.7 kW (39 HP)
Max. continuous rating (DIN 6270 B) at	
60 r.p.s. (3600 RPM)	26.5 kW (36 HP)
50 r.p.s. (3000 RPM)	22.8 kW (31 HP)
40 r.p.s. (2400 RPM)	18.4 kW (25 HP)
Reverse - reduction gear ratio	2,25:1
Engine rotation (looking forward)	Anti-clockwise
Propeller rotation (looking forward)	Anti-clockwise
Number of cylinders	3
Bore and stroke	0.085×0.085 m (85×85 mm)
Swept volume	1.447×10^{-3} m³ (1447 cm³)
Cycle	4-stroke
Cooling system (standard)	Seawater
Inclination, max. fore and aft	15°
Heel, max. continuous	30°
Electric starter motor	12 V - 1,9 kW (2.6 HP)
Charging alternator	12 V - 420 W
Fuel consumption:	
Fuel load at 60 r.p.s.	8.3×10^{-3} m³/h (8.3 l/h)
Cruising approx.	4.7×10^{-3} m³/h (4.7 l/h)
Net weight, standard engine	290 kg
Net weight, incl. fresh-water cooling	310 kg





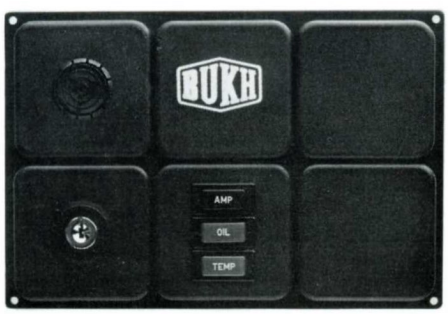


Ⓐ Min. Clearance between sump and bottom 15 mm

ⒷⒸ Min. height of engine bedding 40 mm

Bukh etc.

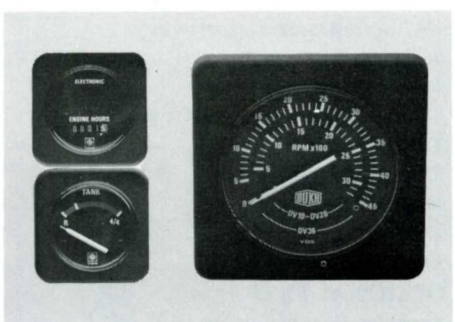
When you build engines which knowledgeable people acclaim to be the best in the world, you naturally take precautions to make certain that every engine component is of a like quality.
This is why we manufacture a significant percentage of the parts which go into every Bukh engine. That is, all that which can contribute to operational characteristics and quietness which set our red engines apart from the rest.
Of course we have to purchase some parts from outside suppliers. In every instance, we have established relationships with specialized firms capable of producing our accessories so as to meet the high standards of quality that we demand.
When you buy original equipment from Bukh you can always be absolutely certain that it will fit the engine precisely - and that the same high level of quality remains consistent throughout.



Bukh standard operation panel. Key operated start and stop function. Control lamps for oil pressure, coolant temperature and electric charge. Audible alarm for oil pressure and coolant temp. The panel has sufficient room for mounting such accessories as a fuel gauge, hour counter, etc.

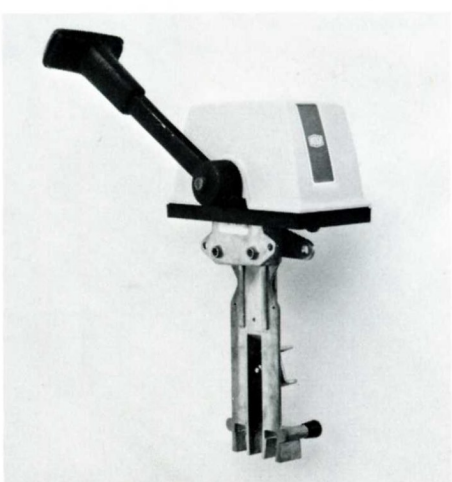


De luxe instrument panel. Tachometer, coolant thermometer gauge, and oil pressure gauge. Same module construction as the operation panel. Standard for DV 36.



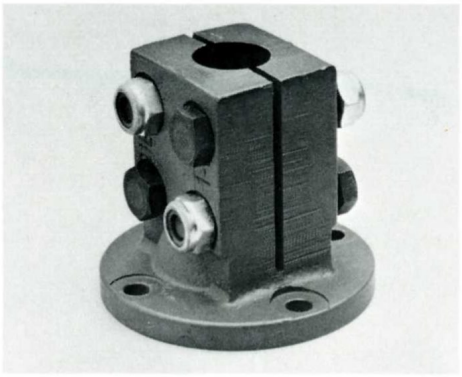
Electronic hour counter registers the operation time accurately. Fuel gauge makes it easy to notice fuel consumption. Easy to read tachometer. All instruments will fit the same module, and are easy to install.





Bukh engines have been designed around a remote control unit which can be operated with one hand. It incorporates clutch, forward, reverse and throttle functions in one handle. A Bukh remote control handle is supplied ready for side mounting in the cockpit or top mounting on an operation console.

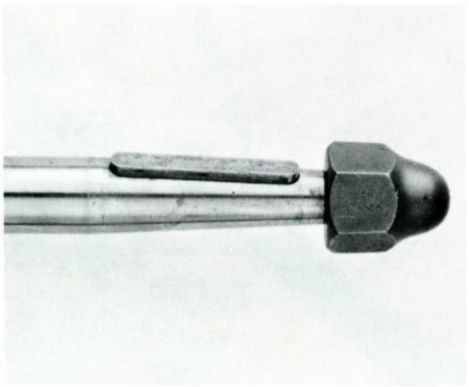
Bukh propellers have been developed for optimal advantage of an engine's output. At the same time they are designed with an eye towards easy fitting.

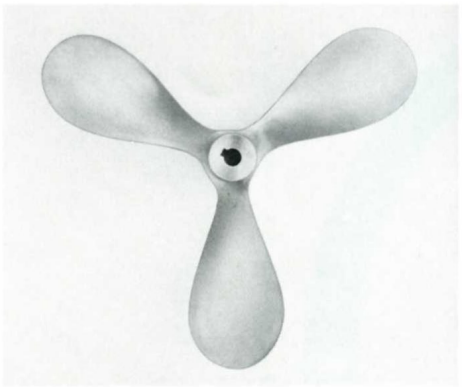


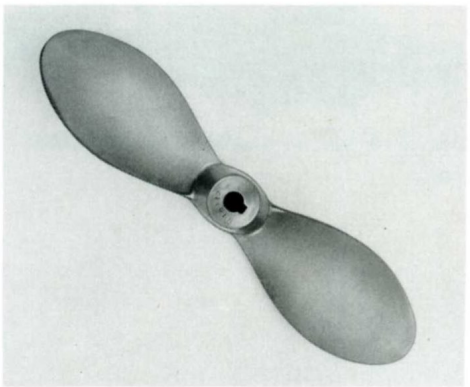
Bukh's split coupling provides for simple fitting of the propeller shaft. At the same time it ensures a wide margin of safety.

Bukh stainless steel propeller shafts are delivered in standard lengths of 1000, 1500 and 2000 mm. Other lengths are available on special order.

Propellers are designed so that they exploit the maximum practicable engine potential. They come in both 2 and 3 blade versions for all 3 engine types.
You can also get folding propellers for each engine.







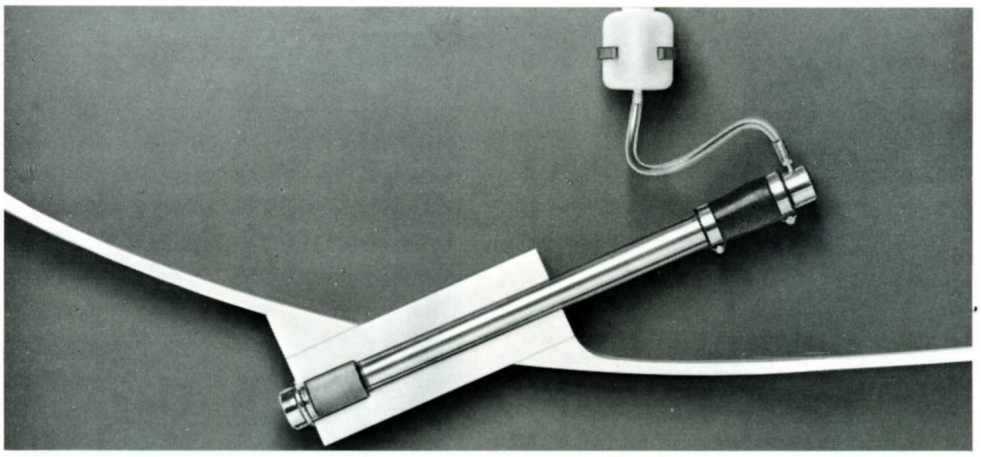
Bukh's complete stern tubes are not only easy to fit but are also fully secured against water penetration. They require a minimum of care.

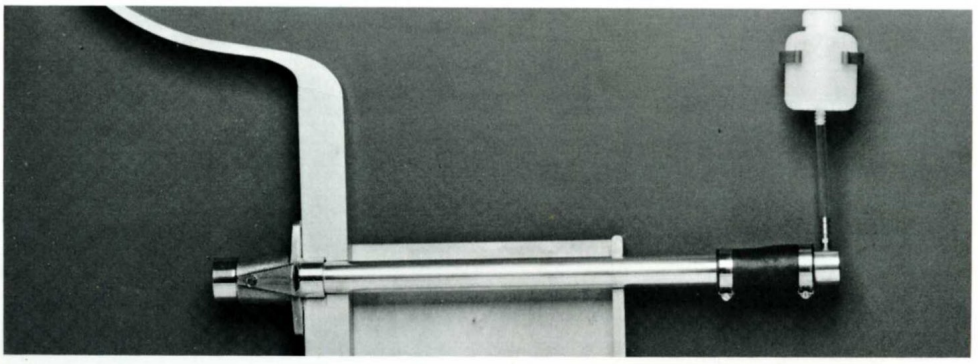
Designed from copper tubing with a flexible stuffing box featuring a water lubricated bearing with a replaceable rubber bushing. Stern tubes are delivered in the standard lengths of 500 and 1000 mm. Other lengths are available on special order.

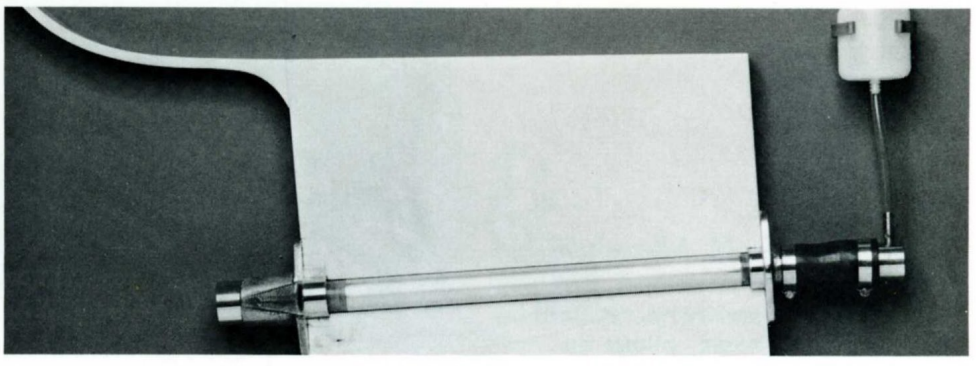
Bukh stern tubes come in three standard models:

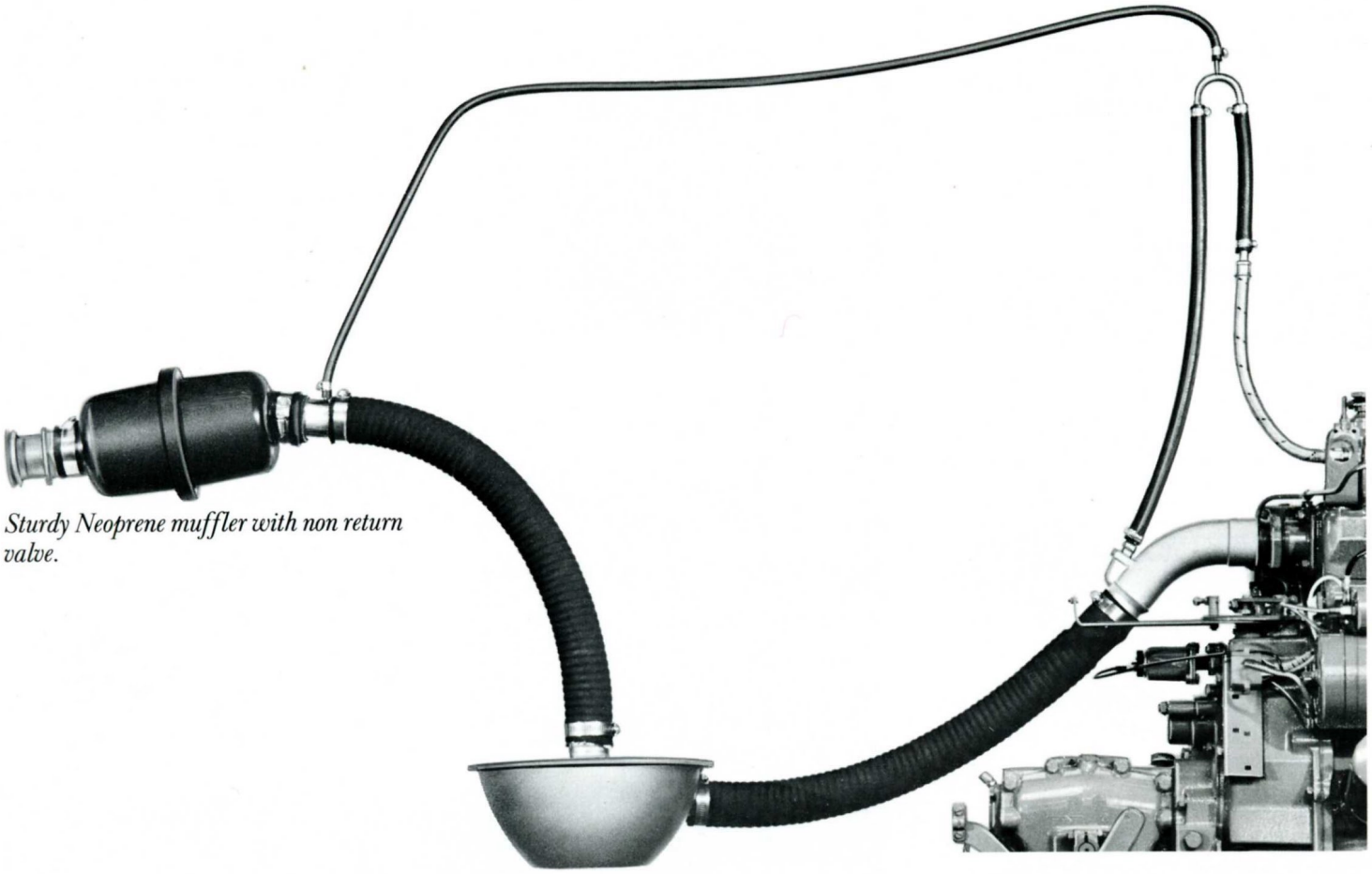
1. *For sail boats where the stern bearing and stern tubes are embedded.*
2. *For sail and motor boats where the stern tubes are embedded and equipped with an outside flange stern bearing.*
3. *For motor boats where the stern tube is equipped with an outside flange bearing plus an inside flange with stuffing box for clamping.*

The universal stuffing box is designed of bronze with oil seal rings. The stuffing box is lubricated with outboard gear oil through Bukh's automatic oiling system.





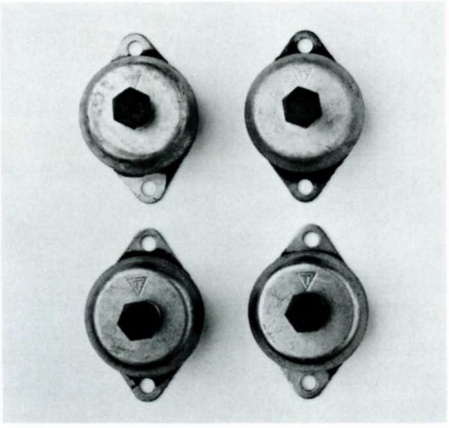




Sturdy Neoprene muffler with non return valve.

Bukh Water-Lock exhaust provides extremely effective muffling. Where engines are installed under the waterline, Bukh Water-Lock with water circulation and ventilation is an absolute necessity.

Bukh water cooled exhaust systems can be adapted to all engine installations.



Bukh's resilient supports have been developed and adapted especially to each engine's weight and rpm rating. It is especially important when installation is to be made in a glass fibre boat to always use pliable supports.



Original spare parts kit. Filter cartridge for fuel filter, fuel pressure pipes, rotor with O-ring for coolant pump, red Bukh paint, coolant thermostat, V-belts, etc.

As Motorfabriken BUKH is always endeavouring to improve the engines, the specifications mentioned are subject to alterations without previous notice.

Bukh service - the world over

No matter where you might think of sailing - we are already there. With complete workshops and spare parts stocks and factory trained people.
So you will never be stranded with engine trouble when you have a Bukh.
In fact, you will probably never have any problems.
But it is always nice to know that Bukh is near, if needed.
The following importers and agents can always refer you to the nearest service centre.

Australia
Ideal Marine (Australia) Pty. Ltd.
995 Canterbury Road
Lakemba 2195, N.S.W.
phone 75 98 544
telex 25488 ideal aa

Benelux
Holland-Bolinder
Technisch Bureau B.V.
Stolwijkstraat 20,
3079 DN Rotterdam, Holland
phone 010-82 51 22
telex 28 704 habee nl

Denmark
Motorfabriken Bukh A/S
DK-4400 Kalundborg
phone (03) 51 14 00,
internat. 45 351 14 00
telex 44347

United Kingdom + Ireland
South Western Marine Factors Ltd.
43, Pottery Road, Parkstone
Poole-Dorset BH 14 8 RE
phone (0202) 74 54 14
telex 41443 sowest g, sowester

Finland
Novi Oy
Veneentekijäntie 12
SF-00210 Helsinki 21
phone 6922 533
telex 12-2556 novi sf
cables Novi

Iceland
M.O. Olafsson, Gardastræti 2
121 Reykjavik
phone 10 733, telex 2109 coke is
(please hand over) link

Italy
Bukh Italia S.R.L.
Viale Marie Curie
Localita Abbondia, I-28100
Novara
phone (0321) 39 27 54
telex 20481 bukh i, bukhitalia

New Zealand
Marine Power & Service Ltd.
16 Dacre Street, Newton,
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