Perkins
MARINE POWER

This 85 horsepower 4-cylinder diesel gives you reliable, durable and safe performance with compact size and low weight.

A rotary distributor-type fuel-injection system provides even fuel feed for smooth performance. An automatic advance and retard mechanism ensures fast starts and quick acceleration throughout the speed range. And the Perkins “H” pre-combustion system means clean burning, top fuel economy.

Perkins diesels are designed for smooth, vibration-free running. And are designed for dependability with features like a closed freshwater cooling system to minimize corrosion.

The 4.236(M) is an auxiliary or main propulsion engine that provides plenty of clean, economical power when you need it, and doesn’t get in your way when you don’t.

85 bhp

General Data
Bore and Stroke: 3.675 in x 5.0 in
No. of cylinders: 4, in-line
Displacement: 235.9 cu in
Cycle: 4
Aspiration: Naturally aspirated
Intermittent shaft horsepower: 77 shp
Combustion system: Direct injection
Compression ratio: 16.0:1
Rotation: LH

Fuel pump: Rotary distributor type
Governing: Mechanical
Cooling: Heat exchanger fresh water cooled
Weight: 840 lb
Electrical: 12 volt, 61 amp alternator
Power take off: Full engine torque from front end extension shaft
Installation angle: 0° to 17°

Perkins Engines
4.236(M) MARINE DIESEL

Design Features and Standard Equipment

Cylinder Block—High-strength cast iron alloy for long engine life. Cylinder block extends below crankshaft centerline for additional strength.

Cylinder Liners—Press fit, centrifugally cast iron dry-type liners. Easily replaceable.

Combustion System—Direct fuel injection into toroidal combustion chamber in the piston crown ensures fast starting, maximum fuel economy, and top performance.

Crankshaft—Forged chrome/molybdenum steel with integrated balance weights on the webs. Hardened for extra durability and dynamically balanced for smooth engine operation.

Main Bearings—Five precision bushed bearings, replaceable thin-walled, steel-backed, and aluminum-laminated. Balanced by heavy-duty cast iron bearing carriers.

Pistons and Rings—Aluminum-silicon iron-expansion alloy pistons for high strength, light weight, and high thermal conductivity. Five piston rings: three compression, two oil control.

Connecting Rods—Carbon manganese steel alloy with high strength H-section shaft. Fitted with precision-type lead-lined big end bearings and lead-bronze small-end bushings. Fully floating piston pin.

Valves—Intake valves are chrome-moly carbon steel, exhaust valves are silicon chromium valve seat steel for heat resistance and long service life.

Camshaft—High-strength cast iron with three pressure-lubricated supporting bearings. Cams and tappets are splash-fabricated.

Optional Equipment

- Front Power Take-off—2” diameter x 3/4” extension shaft bolted to crankshaft pulley allows accessory drives up to 175 lbs. ft. torque output. Single and dual groove pulleys available.
- Marine Gear Reductions—Up to 3:1 ratio.
- R.H. Rotation—Warner 191041. Others available from other manufacturers.
- Exhaust Manifold—Water injection exhaust elbow (dry range 2”) NPT available.
- Electric Start—All models 1200 rpm.
- Deluxe Instrument Panel—Includes oil pressure and water temperature gauges.
- Power Take-Off—Front of crankshaft accepts stub shaft for axial power take off.
- Engine Mounts—Rubber with standard 2 5/16” centers.

Dimensions (typical)

85 hp at 2500 rpm

4.236(M) Performance

Horsepower and torque ratings shown on this graph represent engine performance at standard conditions of 29.92” Hg barometric pressure and 68°F intake air temperature. Power data are for standard test conditions: engines operated at full load, at 10°F above the sea level. 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 detuned and Perkins should be consulted for this adjustment.

These graphs include the performance of the Perkins 4.236(M) diesel engine with fuel system, water pumps, lubricating oil pumps, and air cleaner in place. Optional equipment power losses are not included in these ratings.