

*WESTERVIK's* 2-stroke crude oil engines, type M2, are built on the low pressure system without water injection. They are simply but strongly designed, economical in operation and give an appreciable power surplus.

*THE CYLINDER*, cylinder cover and piston are cast from the best Swedish materials. Both the cylinder and cover are entirely surrounded by water cooling jackets. The cylinder has amply dimensioned scavenger air and exhaust ports, thus permitting a high output.

*THE CRANKSHAFT* which is of high-grade open hearth steel has ground bearing surfaces and is provided with wellbalanced counterweights.

*THE CONNECTING ROD* which is of open hearth steel is powerfully designed and is fitted with white-metal lined crank bearings of bronze. It is constructed for 10-14 HP with a bushing for the piston rod, and for 12-16 HP with a split piston rod bearing. The piston rod is hardened and ground.

*THE REGULATOR* is of centrifugal type; it is totally enclosed and works in an oil bath. It is combined with the fuel pump, the cooling water- and bilge pump in one unit which is mounted on the aft crank casing cover.

*THE LUBRICATING APPARATUS* effects the automatic lubrication of the cylinder, piston bearing, main bearing and connecting rod bearing.

*THE BEARING* for taking up the axial thrust from the propeller is an SKF-ball bearing.

*THE FRICTION CLUTCH* which can be supplied to order for the V-equipment, is mounted on the engine frame and is provided with an intermediate shaft and pedestal bearing with SKF-ball bearings.

*THE REVERSING GEAR* for equipment F consists of a friction clutch, a gear drum, reversing band brake and control lever and control lever and is fitted with cylindrical gearwheels of case-hardened special steel.