

J40 #4 Lark – repower report 8/6/2013

Here are a few pix of how it's going:

Engine compartment – pre-motor:



The sink drain through-hull – staying where it was, but getting replaced – time to do it. Also reorganizing the filters.

Behind the companionway where the starter battery was originally, and with clean access:



Initial Fuel Filter, directly between the tank and motor (on the left) and the water intake filter on the right. The engine intake through hull goes just forward of the little bulkhead with an opening. All very clean and easy to get to. The fuel filter used to be in the engine compartment and the Yanmar alternator sticks into the space where it used to go.

Engine water intake filter was also in the engine compartment and was not the easiest to get to. The through-hull valve was also painful to get to. Adding a "T" and a hose prior to the water filter so that we can very easily fresh-water flush the engine and also winterize it easily.

If you had to pick one through-hull valves you might want quick access to, the engine intake is the one in my book. Here is the old intake valve location:



We also replaced the shaft and the stuffing box. We went with a PSS shaft seal. I've heard good and bad about it. A buddy with credibility swears by them.



Here is their website: <http://www.shaftseal.com/en/categories>

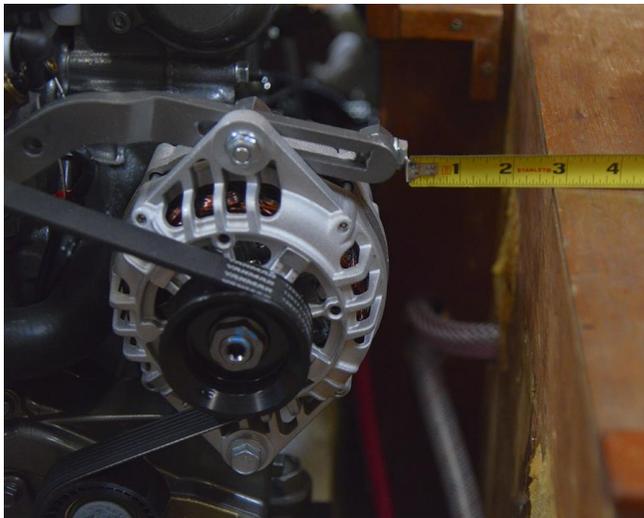
Here is some of the pro/con discussion: <http://www.thehulltruth.com/boating-forum/91378-dripless-stuffing-box.html#b>

OK, so here is the motor mostly installed:



Almost a perfect fit:

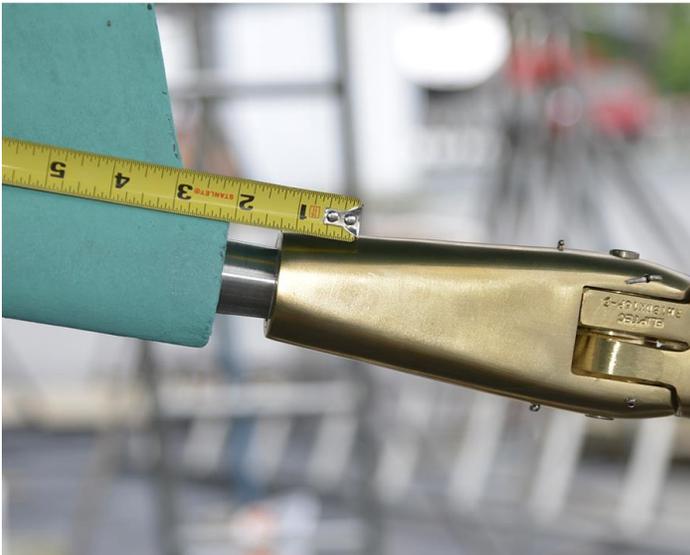
1. The engine mounting fuel filter fitting needed a little mod so that it would turn in towards the middle of the boat so it doesn't rub against the cabinet.
2. The alternator doesn't quite clear the cabinet – misses by less than a half inch. Not major surgery, doesn't look like the cushion will require mod'ing. Will add when that is complete. With a little extra space after taking out the filters, we'll have the ability to sound-deaden a little better. I'll add a little more on that later.



PROP: Spins right-handed. Volvo was left handed. If anyone needs emergency props or a relatively new one – I have 2 for sale at a good price...



Left enough space for a kelp/line cutter if I add it in the future. On the J40, the engine is far enough forward that you can drop the shaft without pulling out the rudder – pretty easy.



Finally...

GAUGES & PANEL:

Got an upgraded panel with Oil Pressure and Water Temp Gauges. Fit nicely, but no longer had room for the separate Fuel gauge.



So there was an existing water temp gauge below the main panel in the nav station, not that it was doing much good there... So we'll put the fuel gauge there. Have the old one in the picture, but we'll spring for a new one for the old girl.



So that's it for the moment – will complete this at a later date - AI