



SERVICE BULLETIN

DATE: 1-Aug-02 BULLETIN NUMBER: 235 Update (pg. 1)

SUBJECT: Cam Shaft Drive Tang Reinforcing Sleeve

MODEL AFFECTED: Universal M 25XPB, M 25XPBC, M 35B, M 35BC

DETAIL: Service Bulletin 235 was originally published in August 2002; see page two and three of this update for more information. Since the original publication date it has been determined that the majority of cam / pump drive problems were caused by sea water pump maintenance or lack of maintenance issues. For information regarding proper maintenance refer to your Operator's Manual. Keep in mind the sea water pump, as well as other cooling system components, require daily inspection and immediate attention should a problem exist.

The purpose of this update is to stress the importance of sea water pump seal maintenance. Seals left leaking for long periods will cause engine damage. This update is also to inform our customers that although we still strongly urge you to insure there is a cam reinforcing sleeve installed, it is no longer available free of charge from Westerbeke.

To have your engine professionally inspected by a qualified technician or to purchase a cam reinforcing sleeve kit part number 48245, please contact you local Westerbeke Dealer or Distributor.

Updated 28-June-2013

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SERVICE BULLETIN

Important - Avoid Cam Shaft Failures

DATE: AUGUST 2002

SERVICE BULLETIN #235

MODELS: UNIVERSAL M25XPB, M25XPBC, M35B AND M35BC

SUBJECT: CAM SHAFT DRIVE TANG REINFORCING SLEEVE

Random reports have been received from the field related to the failure of the sea water pump drive tang on the cam shafts of early Model "B" Series *UNIVERSALS* listed above.

These failures are related to early production models and it has been found that the sea water pump drive tang reinforcing sleeve had not been installed.

Production models with a manufacturing date code of E001 (January 2000) and older are suspect.

Owner/operators are advised to immediately remove the sea water pump off the front gear case of their engine and inspect the cam shaft sea water pump drive end to make sure it has this reinforcing sleeve. The illustrations show the cam shaft end with and without the reinforcing sleeve.

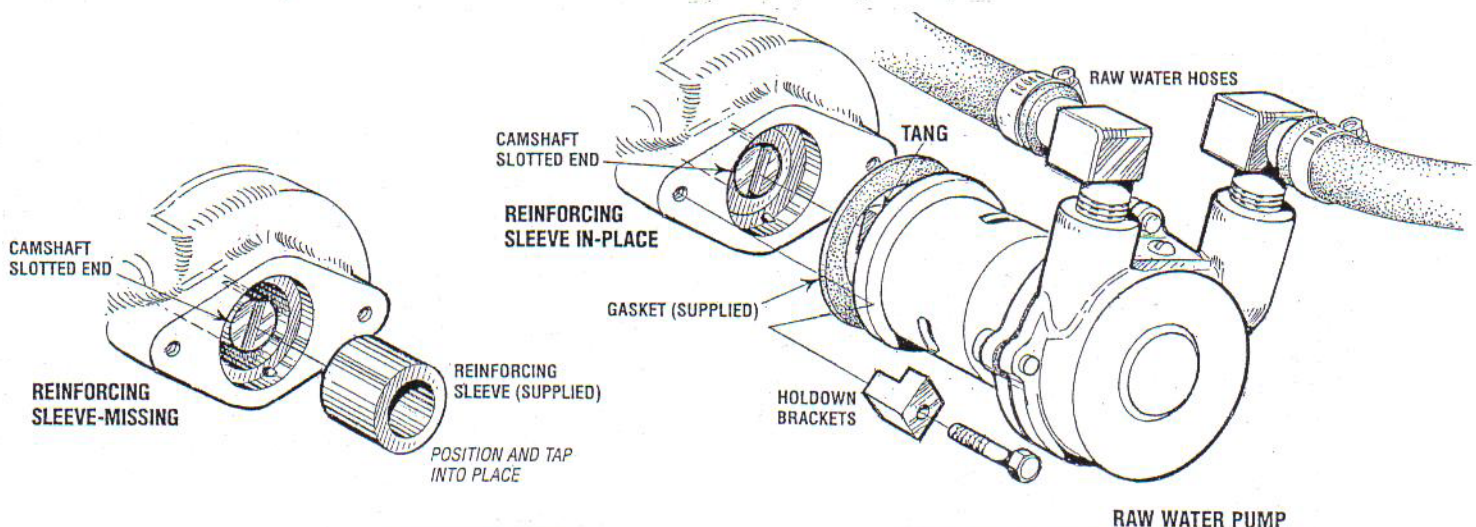
If the reinforcing sleeve is not present, contact the *WESTERBEKE CORPORATION* immediately at 508(823-7677 or email us at help@westerbeke.com referencing this Service Bulletin #235 and a sleeve and sea water pump mounting gasket will be sent at no charge. Please have the serial number of your engine available when making this request.

The reinforcing sleeve is easily installed as it is just a slight force fit fully over the sea water pump drive end of the cam shaft. Position the reinforcing sleeve squarely onto the end of the cam shaft and gently tap/push it fully onto the shaft end so it is flush with the end of the shaft.

Reinstall the sea water pump using the replacement mounting gasket supplied with the reinforcing sleeve.

This bulletin, along with a reinforcing sleeve and sea water pump mounting gasket, have been sent to all registered *UNIVERSAL* owners on record owning models listed manufactured prior to January 2000.

UNIVERSAL O.E.M. users of these models along with WESTERBEKE/UNIVERSAL Dealers are being sent copies of this bulletin and asked to pass this bulletin on to owners whose engines may be affected by it.



Updated 06/28/2013

SERVICE BULLETIN

DATE: 10 JUNE 2003

SERVICE BULLETIN: #235
(ADDITIONAL)

MODELS: UNIVERSAL M25XPB, M25XPBC, M35B AND M35BC

SUBJECT: CAM SHAFT DRIVE TANG REINFORCING SLEEVE

THERE HAVE BEEN CONCERNS FROM THE FIELD REGARDING THE FIT OF THE REINFORCING SLEEVE ON THE CAM SHAFT DRIVE TANG END.

TO ENSURE SECURITY OF THE SLEEVE WHEN INSTALLED ON THE CAMSHAFT.

1. WIPE THE CAMSHAFT TANGS CLEAN AND DRY AS WELL AS THE INSIDE SURFACE OF THE REINFORCING SLEEVE.
2. APPLY LOCTITE #620 TO THE OUTSIDE SURFACE OF THE CAMSHAFT TANGS AND THE INNER SURFACE OF THE REINFORCING SLEEVE.
3. INSTALL THE REINFORCING SLEEVE ONTO THE CAMSHAFT END WITH A TWISTING MOTION.
4. ALLOW THE LOCTITE TO CURE FOR 24 HOURS BEFORE OPERATING THE ENGINE.

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