



The Universal B-Series Continuous Quality Power

The Legend Continues

Universal adds the M-40B to its B-Series. Smaller and lighter than its predecessor, the M-40B is 10% more powerful.

The B-Series is powered by the latest advancements in diesel engine design. Some of the benefits from these advancements include cleaner emissions, reduced noise levels, and increased horsepower at lower RPMs. All B-Series engines are naturally aspirated and deliver high low-end torque producing some of the most quiet and durable marine engines currently available.

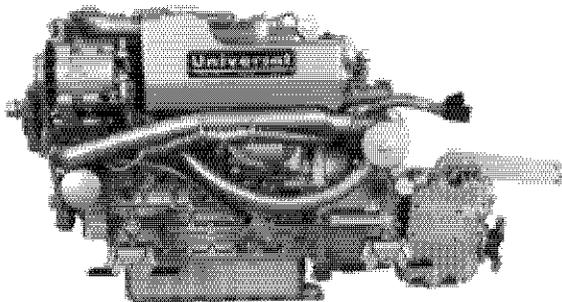
If you're looking to replace that aging Atomic-4, the Universal B-Series is still the boaters' choice for Atomic-4 replacements**. The M-40B, M-35B, M3-20B, and M-25XPB offer many similar dimensional characteristics to the Atomic-4, making for a much easier installation.

Universal holds a large inventory of spare parts for your engine including easy-to-buy spare parts kits, and gasket sets tailored to your particular engine.

Parts and service are available worldwide. Universal engines can be serviced by over 600 authorized dealers strategically located in major navigable waterways in the United States and Canada, as well as in over 65 countries worldwide.

It's easy to see why Universal is as popular today as it was 100 years ago. Stop by your local Universal distributor or dealer today to learn more about the latest in Universal marine power.

** Universal Atomic-4 replacements are not direct drop-ins in all cases. Some engine compartment reconfiguration may be required.



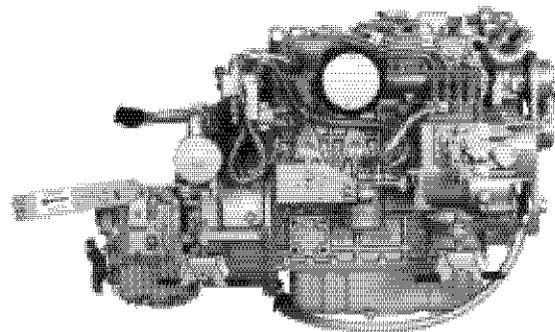
M-40B Diesel Engine

Shown with optional down angle transmission

Unit Dimensions

Length	33.2" (843.3 mm)
Width	18.9" (480.1 mm)
Height	22.1" (561.3 mm)
Weight	356 lbs. (161.5 kg)

*See reverse for more dimensional information
Photographs may show optional equipment.*

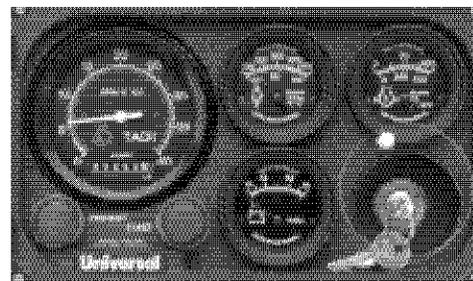


M-40B Diesel Engine

Shown with optional down angle transmission

Standard Features

- Fresh water cooling
- Gear driven raw water pump
- Engine pre-wired to plug-in connector
- Circuit breaker protected electrical system
- E-Z bleed fuel system
- 12 volt, 51 ampere alternator
- Domestic hot water connection
- Coolant recovery tank
- Throttle, stop, and shift control brackets
- Low oil pressure and high water temperature alarms
- Short profile marine gear with 1.88:1 reduction
- Glow plug cold starting aid
- Engine matched four point, fail safe, adjustable mounts
- Lube oil drain hose
- Air intake silencer
- Operators' Manual and Parts List
- EPA certified
- "CE" Mark

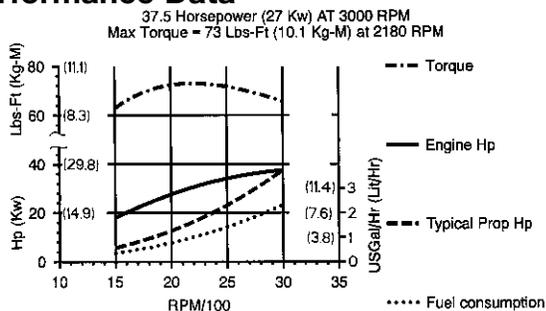


Optional Admiral Panel

Admiral Panel Dimensions

Length	9.75" (247.7 mm)
Depth	4.0" (101.6 mm)
Height	6.0" (152.4 mm)

Performance Data



Universal recommends a propeller that will allow the engine to turn 2900-3000 RPM underway at full throttle

Standard Equipment

Standard gear ratio	1.88:1
Mounting centers	11.5", 16.0"
Flexible mounts	Engine matched adjustable fail safe neoprene type
Domestic hot water connection	
Coolant recovery tank	
Battery charging alternator	51 amp, 12 volt
Starting aid	
Control brackets	Throttle and shift
Prewired Engine	
Gear-driven sea water pump	
Lube oil drain hose	
Oil fill	Top
Circuit breaker protected electrical system	
Operators' Manual and Parts List	

Optional Equipment

Captain panel with alarms (tachometer with lights)	
Admiral panel with alarms (tachometer with gauges)	
Dual station senders	
Other gear ratios	Consult local Distributor
Remote expansion tank	
Muffler and fittings	
"A" and "B" on board spare parts kits	
Alternator, 72 amp single output	
Anti-siphon valve for overboard cooling discharge water	
Technical Manual	
Exhaust connection (45 deg., 90 deg. elbows)	
Propeller shaft couplings (rigid/flexible)—available standard sizes	

Specifications

Number of cylinders	4 Cylinder vertical in-line
Cycles	4 Cycle
Displacement	91.41 cu. in. (1.498 liters)
Bore and stroke	3.07" x 3.09" (78.0 mm x 78.4 mm)
Compression ratio	22:1
Maximum angle of installation	Not to exceed 14 deg.
Maximum angle of rotation	Not to exceed 25 deg.
Crankshaft, direction of rotation	Counterclockwise as viewed from flywheel end
Propeller shaft, direction of rotation	Right hand-Std. Trans.
Dry weight	356 lbs. (161.5 kg)
Combustion system	Spherical type
Aspiration	Naturally aspirated
Lubrication system	Forced lubrication by gear pump
Coolant capacity	4.5 qts. (4.3 liters)
Starting aid	12 Volt sheathed type glow plug
Engine stop	Manual
Fuel injection pump	Bosch type
Governor	Centrifugal type
Injectors	Throttle type
Fuel filter	Full flow, spin-on element
Lube oil filter	Full flow, spin-on element
Lubricant capacity	5.4 qts. (5.1 liters)
Fuel transfer pump	Electrical
Fuel supply and return piping	1/8" ID (3.18 mm) minimum 3/8" ID (9.53 mm) maximum
Starting motor	12 volt, solenoid actuated
Battery charging alternator	51 ampere (12 volts)
Cold cranking amps	190 amps
Electrical system	12 volts DC, negative ground
Standard transmission offset	2.83" (72.0 mm)

Construction—Engine Components

Cylinder head	Cast iron
Cylinder block	Cast iron
Crankshaft	Forged crankshaft, five main bearings
Valves	Overhead, rotating type
Fuel System	E-Z bleed fuel system
Intake system	Tuned intake silencer for maximum noise reduction
Cooling system	Fresh water-cooled with heat exchanger
Exhaust manifold	Cast aluminum

Basic Dimensions

inches
(millimeters)

