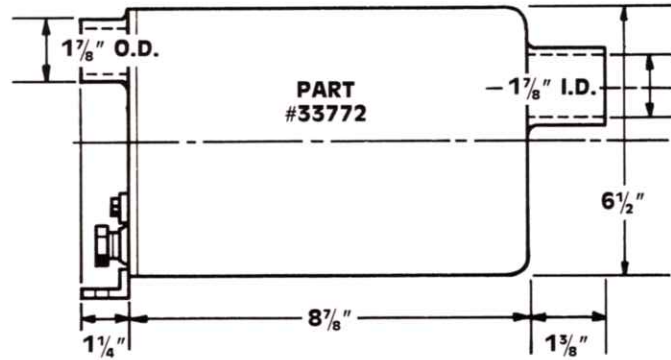


# HYDRO-HUSH B

## WATER LIFT TYPE EXHAUST SILENCER SYSTEM



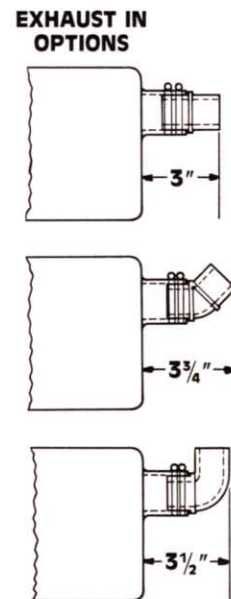
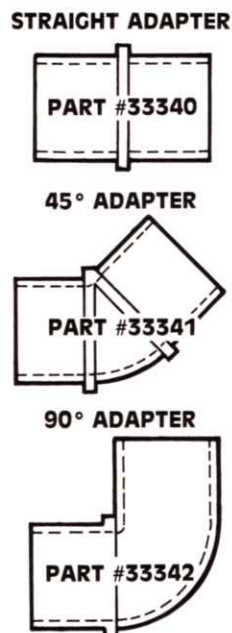
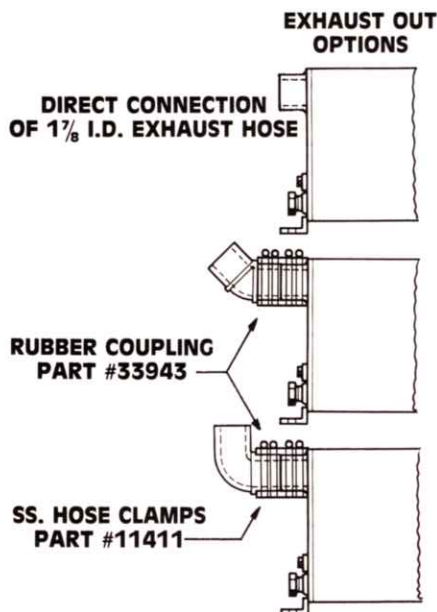
ANGLE BRACKET CAN BE ATTACHED FOR RIGHT, LEFT, OR BOTTOM MOUNTING

NEOPRENE MOLDED POT IMPERVIOUS TO OIL OR ACID

TEMPERATURE INSIDE POT IS VERY LOW

DRAIN PLUG IS PART OF DISCHARGE CASTING

FOUR LITRE CAPACITY



Use 1 7/8 I.D. Carlisle Wire Inserted Exhaust Hose or equivalent.  
For marine engines up to 127 cubic inch displ. and generator sets up to 20 kw.



**J. H. WESTERBEKE CORP.**

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## INSTRUCTIONS

All installations should be such that the entry of water into the engine exhaust manifold and cylinders is prevented while under sail and at various angles of heel, from following seas, or when backing down.

When used with either propulsion engine or generator set, the Hydro-Hush B muffler should be mounted as close to the engine as practical.

Units installed with the exhaust manifold/water injected elbow at or below the water line of the vessel must install a vent or syphon break in the sea water supply line to the water injected exhaust elbow. The sea water supply line must be looped above the water line a minimum of 6 (six) inches with the vent or syphon break installed at the top of this loop.

The syphon break or vent is installed to break the vacuum in the sea water cooling circuit upon engine shut-down, to prevent syphoning of sea water through this circuit and possible filling of the exhaust and engine cylinders with sea water. When used, syphon breaks should be checked periodically for proper operation and should be installed in a location where, should they leak sea water, it would not leak onto the engine or its accessories.

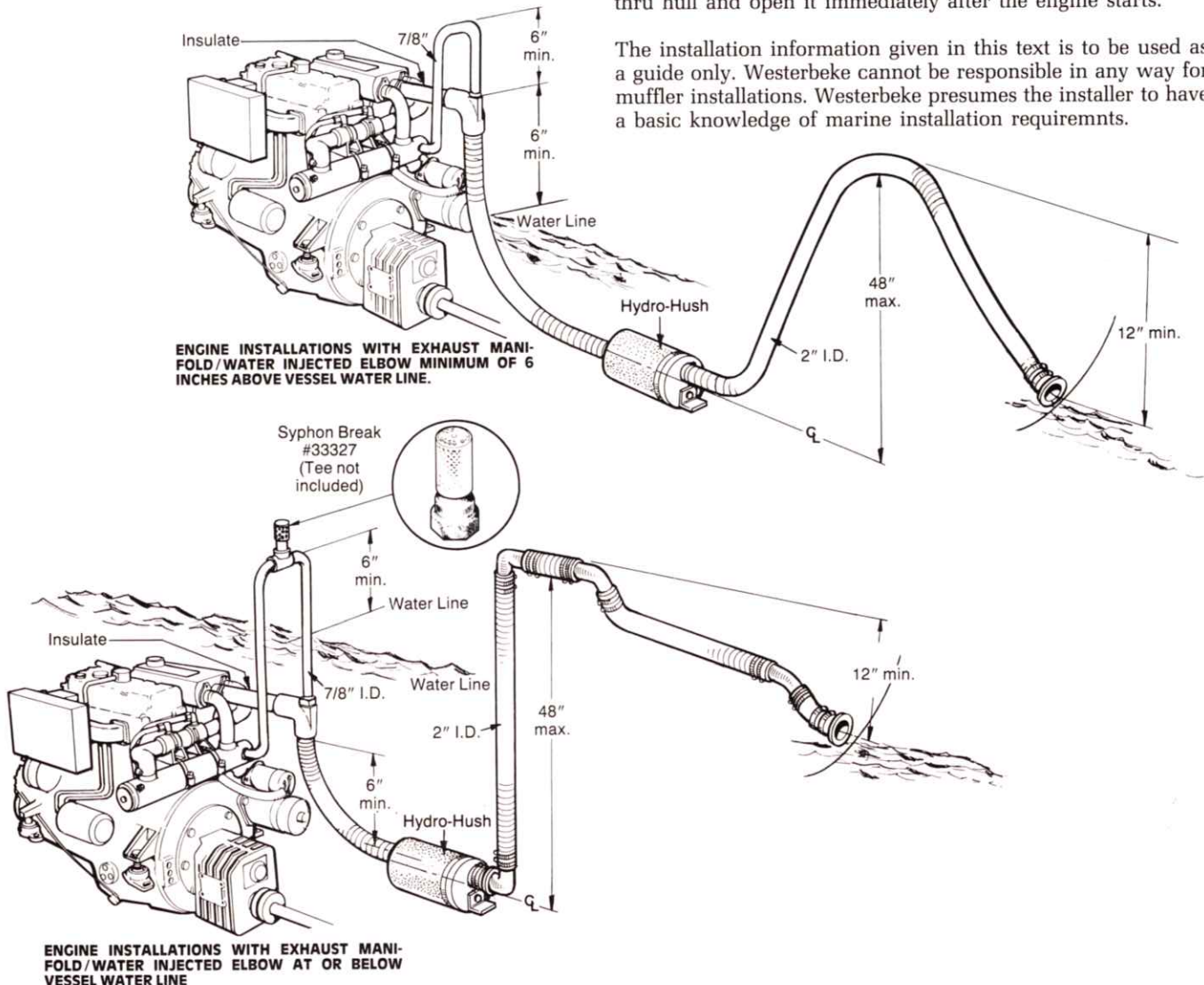
The vented loop (simplest and most dependable method) can be a simple tee arrangement with a small hose or tube ( $\frac{3}{16}$ - $\frac{1}{4}$  inch I.D.) routed to a cockpit drain or to a separate thru-hull fitting well above water line. This hose or tube must be routed in such a way that it will drain back completely when the engine is shut down and allow air into the sea water supply hose and injection elbow.

The Hydro-Hush Muffler will accumulate any water that runs back from the exhaust line high point after engine shutdown. Therefore, it is desirable to exhaust upward to the high point immediately from the discharge end of Hydro-Hush B. Thus the amount of water that collects after shutdown is reduced. Study CAUTION below.

### CAUTION

The sea water pump will continually add sea water to the exhaust system during cranking. Under adverse conditions the engine exhaust during cranking may not be strong enough to expel the water from the muffler and prevent the system from filling and entering the engine exhaust manifold and cylinders. If engine cranking exceeds 30-40 seconds approximately, close the thru hull and open it immediately after the engine starts.

The installation information given in this text is to be used as a guide only. Westerbeke cannot be responsible in any way for muffler installations. Westerbeke presumes the installer to have a basic knowledge of marine installation requirements.



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