

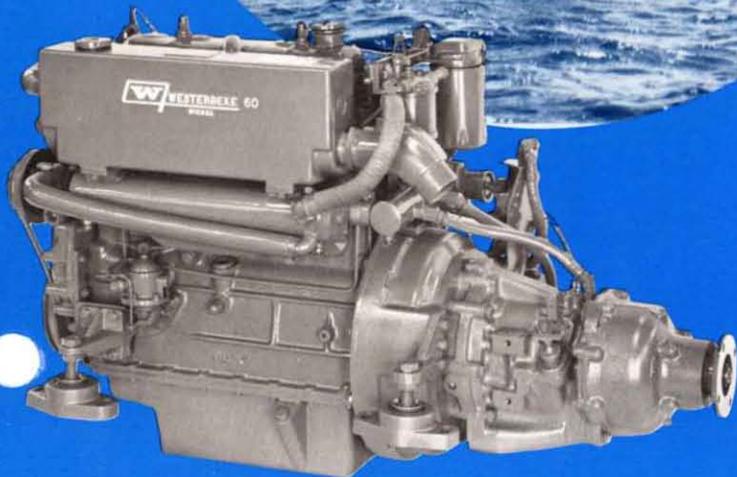
PEARSON 424
Designed by
Bill Shaw

WESTERBEKE 60 DIESEL ENGINE

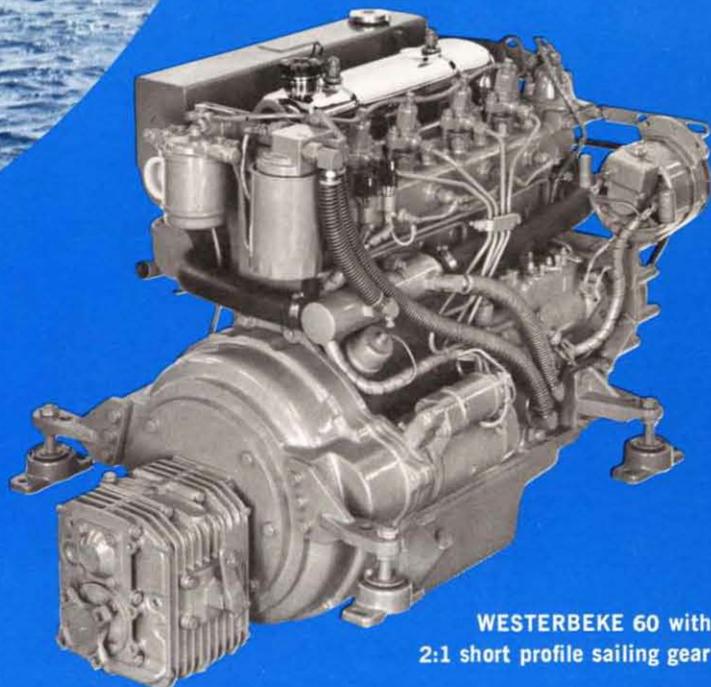
- FRESH WATER COOLING
- COMPACT • ECONOMICAL
- ENGINE PREWIRING
- SMOOTH RUNNING
- IDEAL FOR 40-55' SAIL AUXILIARIES
- LIGHTWEIGHT

Designed for the yachtsman who needs more than 40 hp but less than 70, the new Westerbeke 60 provides a safe, reliable and continuous 53 hp from a compact and light-weight powerplant. Fresh water cooled, the Westerbeke 60 is available with Paragon and Warner Hydraulic Transmissions, or the new, short-profile 2:1 sailing transmission.

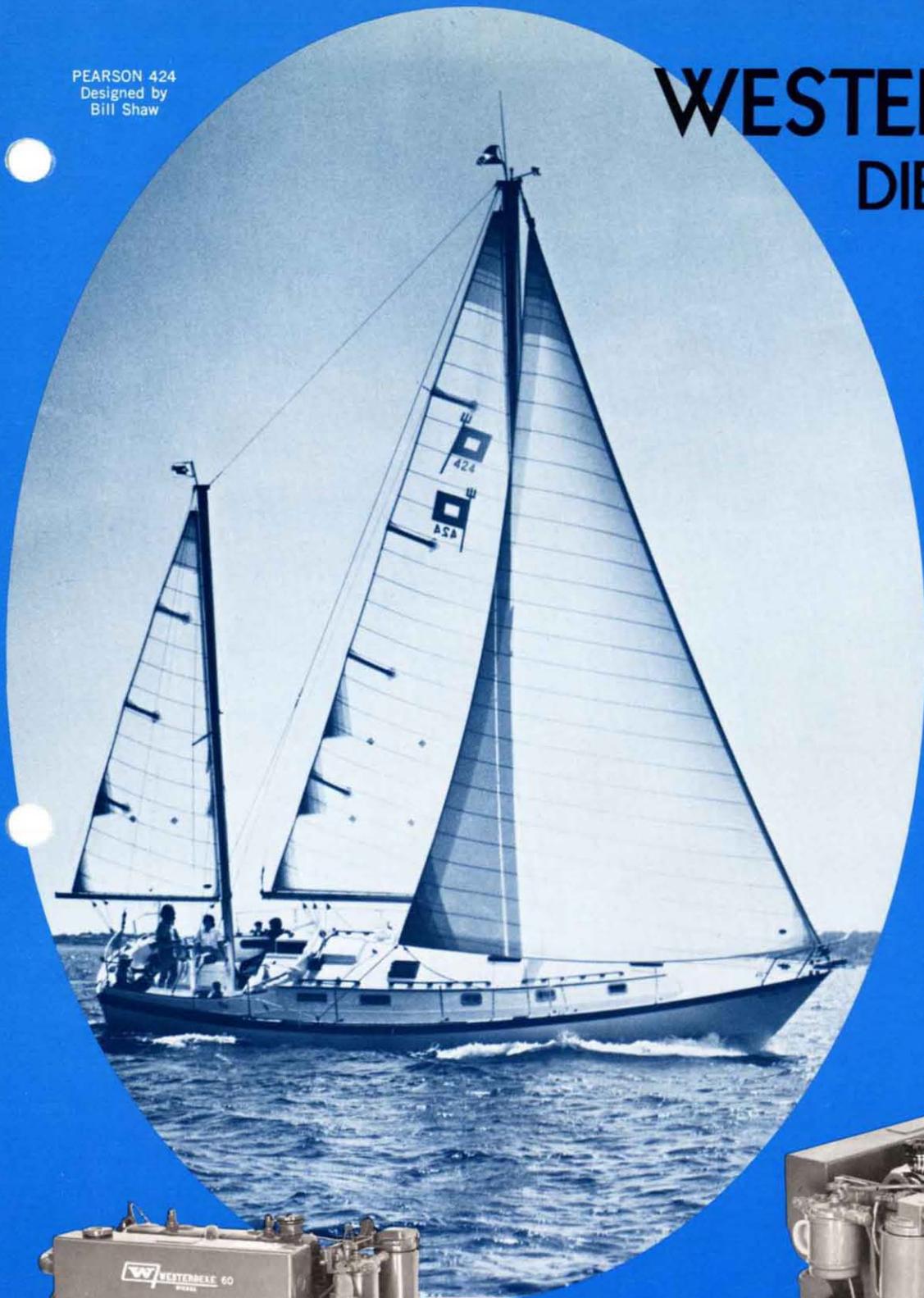
Equipped with the short-profile transmission, the Westerbeke 60 is the lightest engine in its horsepower class at 735 lbs. Engine options include port or starboard dipstick location, remote oil filter and a compact refrigeration compressor installation kit. Also available are 120 amp Alternators.

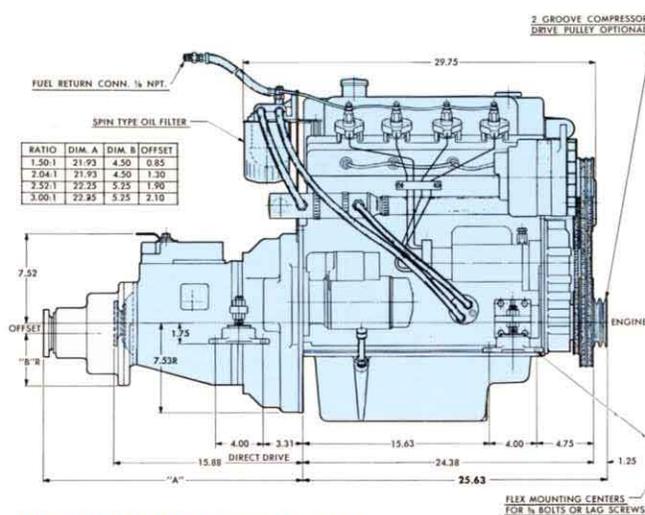


WESTERBEKE 60 with 3:1 Warner Hydraulic Gear



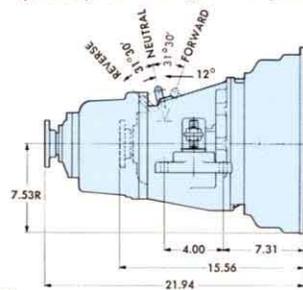
WESTERBEKE 60 with
2:1 short profile sailing gear





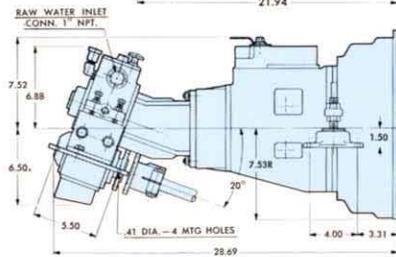
PARAGON P200 Hydraulic Gear (Above)

Available with direct drive and in 1½, 2, 2½, and 3 to 1 ratios. A quality unit employing latest design principles. The small offset (see table) can be turned down or up to suit the installation. Weight, direct drive 100 pounds, reduction gear 150 pounds. Turns left hand propeller.



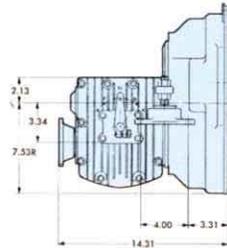
WARNER Hydraulic Gear

This excellent transmission is of in-line construction with no offset. Available with direct drive and 1½, 2, 2½, 3 to 1 ratios for left hand propellers and 1.9:1 for right hand propellers. Weight - direct drive 96 pounds, reduction gear 147 pounds.



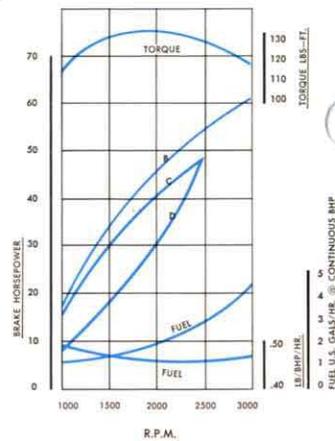
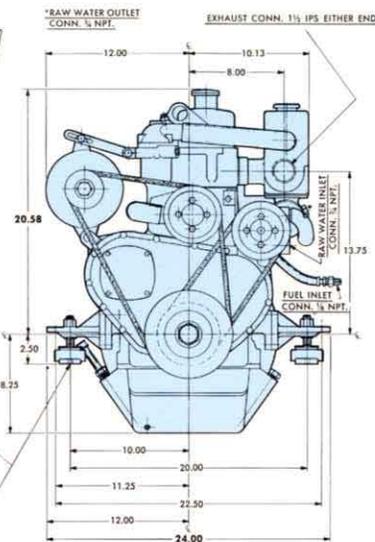
PARAGON Hydraulic Vee Drive

A Paragon P20 hydraulic gear close-coupled to a Walter vee-drive. Ratios of 2.56:1, 1.46:1, 2.05:1. Weight 178 lb. Turns left hand propeller.



WESTERBEKE Short Profile Sailing Gear

The most compact 2:1 reduction package ever! It features positive neutral for free-wheeling, silent-running, shaved, case-hardened helical gears, heavy-duty tapered roller bearings, and an instant acting fingertip control lever. (Use Morse 33C cable or equal.) Weight 40 lb. Turns right hand propeller.



B — Intermittent
C — Continuous
D — Propeller Law

WESTERBEKE 60 SPECIFICATIONS

Type: Indirect injection, naturally aspirated, 4 cycle, 4 cylinder in line, fresh water cooled marine diesel engine.

Displacement: 154.2 cu. in. Bore 3.50" (89mm), stroke 4.00" (101.6mm).

Power: 53 hp at 2500 rpm. (Certified rating in accordance with BS AU 141 - see power curve.)

Compression Ratio: 19.5:1.

Weight: 710 lbs. basic engine—add gear weight for IOR weights.

Cylinder Block: Cast iron monobloc, ribbed for rigidity, with three replaceable main bearings.

Cylinder Head: Cast iron with renewable valve guides. Ricardo Comet design combustion chambers.

Crankcase: Cast Aluminum. 15° max. installation angle.

Crankshaft: Special alloy steel forging, dynamically and statically balanced.

Camshaft: Steel forging with integral cams supported by three main bearings.

Pistons: Anodized aluminum alloy with solid skirt.

Connecting Rods: "I" section heat-treated alloy steel.

Fuel System: Distributor-type injection pump with mechanical governor. Fuel lift pump, hand primer and single stage fuel filter. Injectors fitted with Ricardo Pintaux-type nozzles.

Lubrication System: Full pressure wet sump system with engine-driven gear pump. Full flow lube oil filter with spin-on element and efficient oil cooler.

Cooling System: Fresh water cooling by engine-mounted heat exchanger, rubber impeller raw water pump. Exhaust manifold fresh water cooled for longer life.

Electrical System: 12 volt starter motor. 12 volt, 55 ampere alternator. Pre-wired.

Standard Equipment:

Fresh water cooling system with surge tank and exhaust manifold combined; front or rear opening exhaust (factory installed); optional port or starboard mounting of dipstick; raw water pump and heat exchanger mounted on engine; 12 volt 55 amp alternator with transistor regulator adjustable flexible mounts; propeller shaft coupling; manual or hydraulic reverse gear; full flow lube oil filter with spin-on element; secondary fuel filter; fuel pump hand primer; flexible hoses for fuel inlet and return; engine pre-wired; cold weather starting aid; sump pump and hose; instruction manual.

Optional Equipment:

All electric instrument panel with tachometer, hour meter, ammeter, water temperature and oil pressure gauges; engine alarm system; high capacity primary fuel filter; flexible shaft coupling; 120 amp alternator (in place of 55 amp); remote lube oil filter; extra crankshaft pulleys; keel cooling; refrigeration compressor bracket; several transmission options (see listing above); spare parts kits. See price list sheet for complete listing.



J. H. WESTERBEKE CORP.

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CABLE: WESTCORP, AVON • TELEX: 92-4444

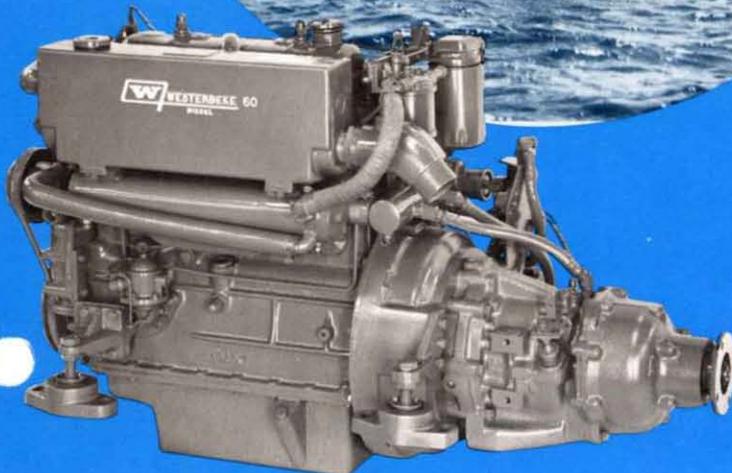
PEARSON 424
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WESTERBEKE 60 DIESEL ENGINE

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Equipped with the short-profile transmission, the Westerbeke 60 is the lightest engine in its horsepower class at 735 lbs. Engine options include port or starboard dipstick location, remote oil filter and a compact refrigeration compressor installation kit. Also available are 85 and 120 amp Alternators.

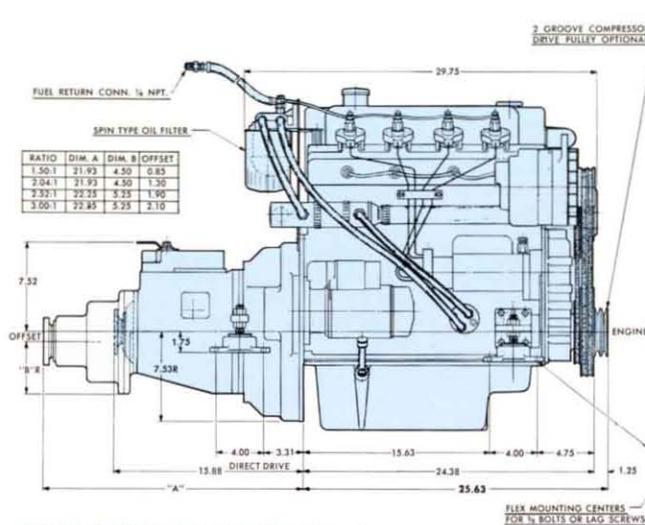


WESTERBEKE 60 with 3:1 Warner Hydraulic Gear



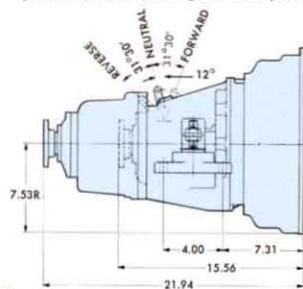
WESTERBEKE 60 with
2:1 short profile sailing gear





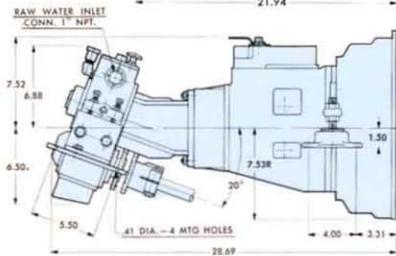
PARAGON P200 Hydraulic Gear (Above)

Available with direct drive and in 1½, 2, 2½, and 3 to 1 ratios. A quality unit employing latest design principles. The small offset (see table) can be turned down or up to suit the installation. Weight, direct drive 100 pounds, reduction gear 150 pounds. Turns left hand propeller.



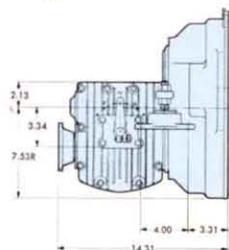
WARNER Hydraulic Gear

This excellent transmission is of in-line construction with no offset. Available with direct drive and 1½, 2, 2½, 3 to 1 ratios for left hand propellers and 1.9:1 for right hand propellers. Weight - direct drive 96 pounds, reduction gear 147 pounds.



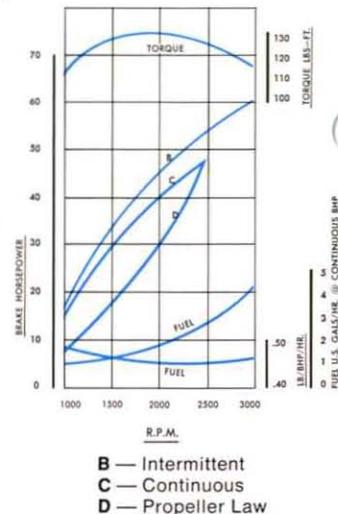
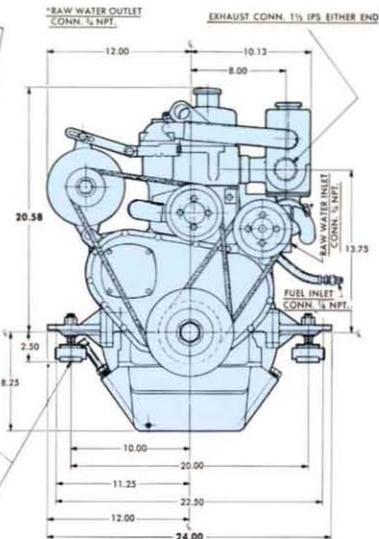
PARAGON Hydraulic Vee Drive

A Paragon P20 hydraulic gear close-coupled to a Walter vee-drive. Ratios of 2.56:1, 1.46:1, 2.05:1. Weight 178 lb. Turns left hand propeller.



WESTERBEKE Short Profile Sailing Gear

The most compact 2:1 reduction package ever! It features positive neutral for free-wheeling, silent-running, shaved, case-hardened helical gears, heavy-duty tapered roller bearings, and an instant acting fingertip control lever. (Use Morse 33C cable or equal.) Weight 40 lb. Turns right hand propeller.



WESTERBEKE 60 SPECIFICATIONS

Type: Indirect injection, naturally aspirated, 4 cycle, 4 cylinder in line, fresh water cooled marine diesel engine.

Displacement: 154.2 cu. in. Bore 3.50" (89mm), stroke 4.00" (101.6mm).

Power: 53 hp at 2500 rpm. (Certified rating in accordance with BS AU 141 - see power curve.)

Compression Ratio: 19.5:1.

Weight: 710 lbs. basic engine—add gear weight for IOR weights.

Cylinder Block: Cast iron monobloc, ribbed for rigidity, with three replaceable main bearings.

Cylinder Head: Cast iron with renewable valve guides. Ricardo Comet design combustion chambers.

Crankcase: Cast Aluminum. 15° max. installation angle.

Crankshaft: Special alloy steel forging, dynamically and statically balanced.

Camshaft: Steel forging with integral cams supported by three main bearings.

Pistons: Anodized aluminum alloy with solid skirt.

Connecting Rods: "I" section heat-treated alloy steel.

Fuel System: Distributor-type injection pump with mechanical governor. Fuel lift pump, hand primer and single stage fuel filter. Injectors fitted with Ricardo Pintaux-type nozzles.

Lubrication System: Full pressure wet sump system with engine-driven gear pump. Full flow lube oil filter with spin-on element and efficient oil cooler.

Cooling System: Fresh water cooling by engine-mounted heat exchanger, rubber impeller raw water pump. Exhaust manifold fresh water cooled for longer life.

Electrical System: 12 volt starter motor. 12 volt, 55 ampere alternator. Pre-wired.

Standard Equipment:

Fresh water cooling system with surge tank and exhaust manifold combined; front or rear opening exhaust (factory installed); optional port or starboard mounting of dipstick; raw water pump and heat exchanger mounted on engine; 12 volt 55 amp alternator with transistor regulator adjustable flexible mounts; propeller shaft coupling; manual or hydraulic reverse gear; full flow lube oil filter with spin-on element; secondary fuel filter; fuel pump hand primer; flexible hoses for fuel inlet and return; engine pre-wired; cold weather starting aid; sump pump and hose; instruction manual.

Optional Equipment:

All electric instrument panel with tachometer, hour meter, ammeter, water temperature and oil pressure gauges; engine alarm system; high capacity primary fuel filter; flexible shaft coupling; 85 or 120 amp alternators (in place of 55 amp); remote lube oil filter; extra crankshaft pulleys; keel cooling; refrigeration compressor bracket; several transmission options (see listing above); spare parts kits. See price list sheet for complete listing.



J. H. WESTERBEKE CORP.

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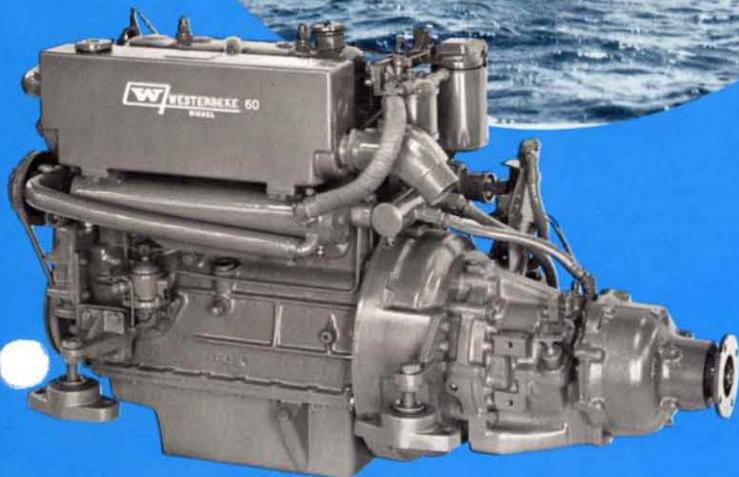
PEARSON 424
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WESTERBEKE 60 DIESEL ENGINE

- FRESH WATER COOLING
- COMPACT • ECONOMICAL
- ENGINE PREWIRING
- SMOOTH RUNNING
- IDEAL FOR 40-55' SAIL AUXILIARIES
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Designed for the yachtsman who needs more than 40 hp but less than 70, the new Westerbeke 60 provides a safe, reliable and continuous 53 hp from a compact and light-weight powerplant. Fresh water cooled, the Westerbeke 60 is available with Paragon and Warner Hydraulic Transmissions, or the new, short-profile 2:1 sailing transmission.

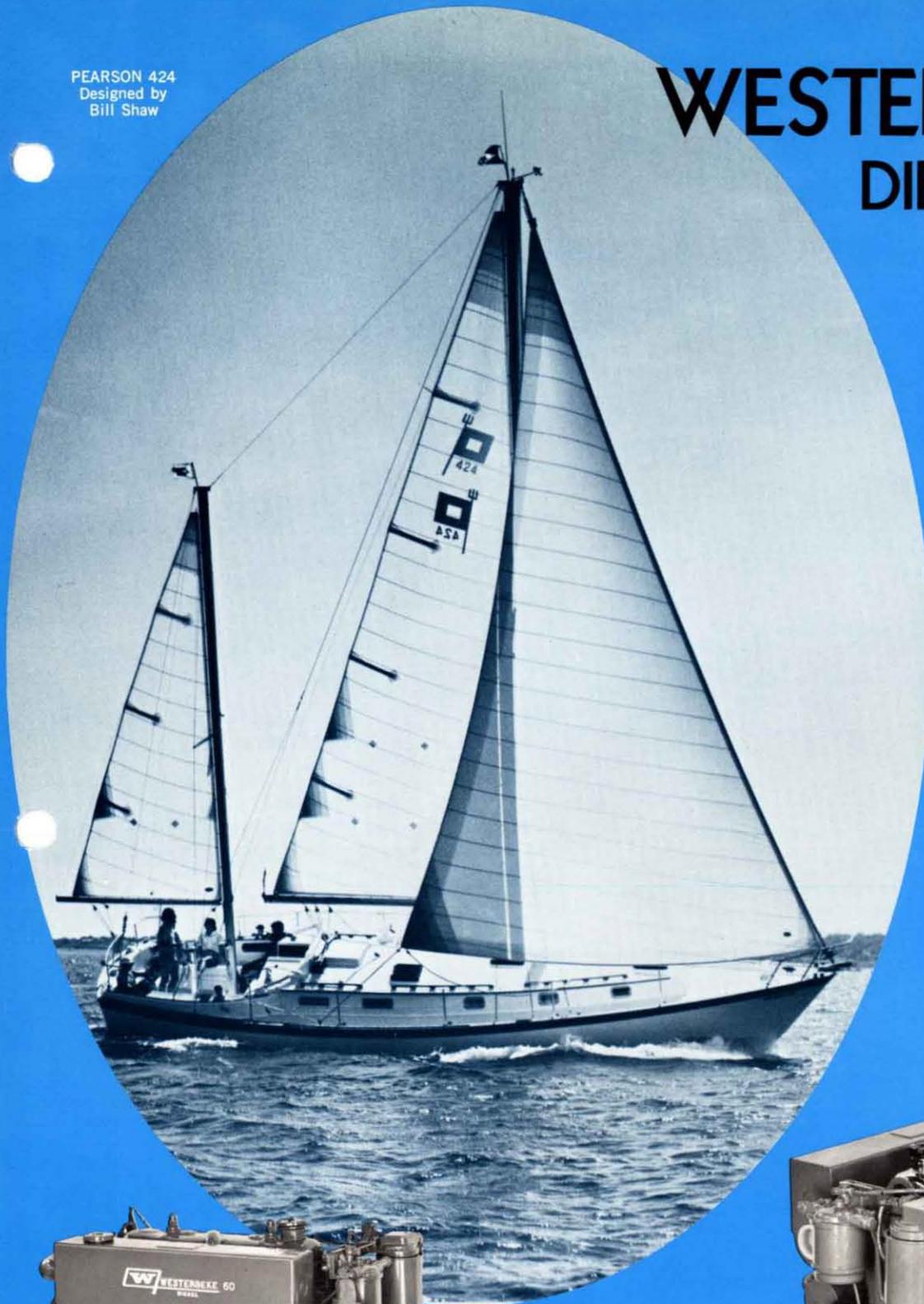
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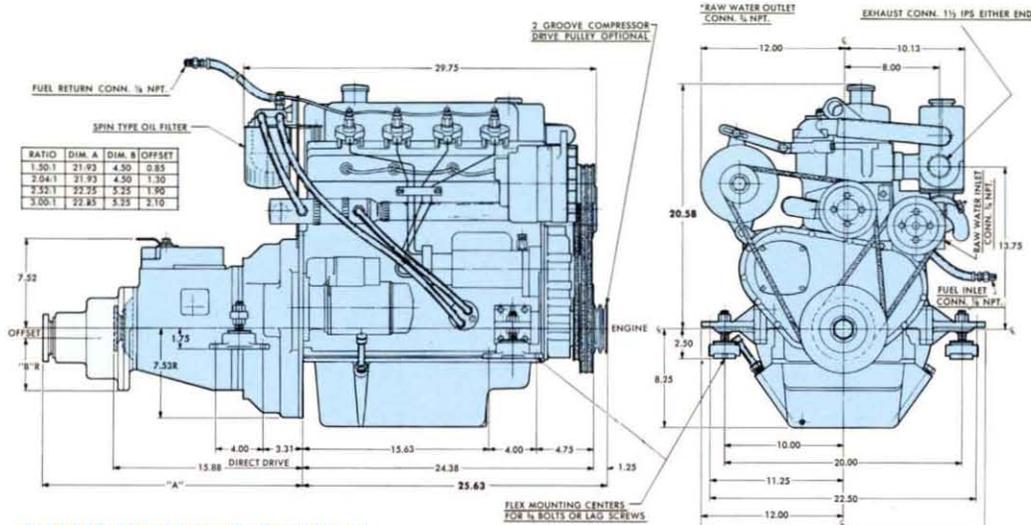


WESTERBEKE 60 with 3:1 Warner Hydraulic Gear



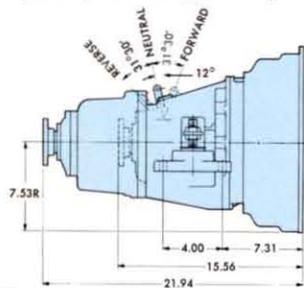
WESTERBEKE 60 with
2:1 short profile sailing gear





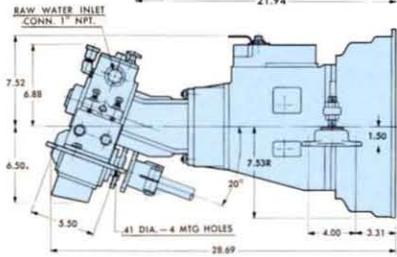
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Available with direct drive and in 1½, 2, 2½, and 3 to 1 ratios. A quality unit employing latest design principles. The small offset (see table) can be turned down or up to suit the installation. Weight, direct drive 100 pounds, reduction gear 150 pounds. Turns left hand propeller.



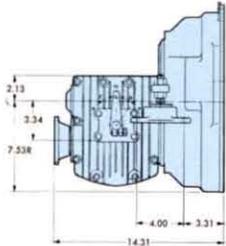
WARNER Hydraulic Gear

This excellent transmission is of in-line construction with no offset. Available with direct drive and 1½, 2, 2½, 3 to 1 ratios for left hand propellers and 1.9:1 for right hand propellers. Weight - direct drive 96 pounds, reduction gear 147 pounds.



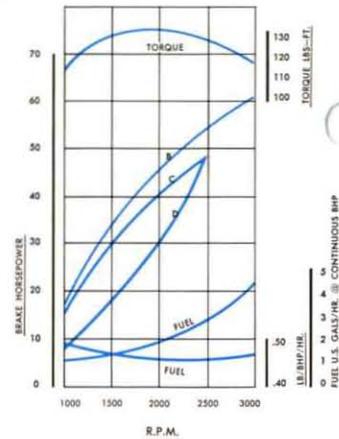
PARAGON Hydraulic Vee Drive

A Paragon P20 hydraulic gear close-coupled to a Walter vee-drive. Ratios of 2.56:1, 1.46:1, 2.05:1. Weight 178 lb. Turns left hand propeller.



WESTERBEKE Short Profile Sailing Gear

The most compact 2:1 reduction package ever! It features positive neutral for free-wheeling, silent-running, shaved, case-hardened helical gears, heavy-duty tapered roller bearings, and an instant acting fingertip control lever. (Use Morse 33C cable or equal.) Weight 40 lb. Turns right hand propeller.



B — Intermittent
C — Continuous
D — Propeller Law

WESTERBEKE 60 SPECIFICATIONS

Type: Indirect injection, naturally aspirated, 4 cycle, 4 cylinder in line, fresh water cooled marine diesel engine.

Displacement: 154.2 cu. in. Bore 3.50" (89mm), stroke 4.00" (101.6mm).

Power: 53 hp at 2500 rpm. (Certified rating in accordance with BS AU 141 — see power curve.)

Compression Ratio: 19.5:1.

Weight: 710 lbs. basic engine—add gear weight for IOR weights.

Cylinder Block: Cast iron monobloc, ribbed for rigidity, with three replaceable main bearings.

Cylinder Head: Cast iron with renewable valve guides. Ricardo Comet design combustion chambers.

Crankcase: Cast Aluminum. 15° max. installation angle.

Crankshaft: Special alloy steel forging, dynamically and statically balanced.

Camshaft: Steel forging with integral cams supported by three main bearings.

Pistons: Anodized aluminum alloy with solid skirt.

Connecting Rods: "I" section heat-treated alloy steel.

Fuel System: Distributor-type injection pump with mechanical governor. Fuel lift pump, hand primer and single stage fuel filter. Injectors fitted with Ricardo Pintaux-type nozzles.

Lubrication System: Full pressure wet sump system with engine-driven gear pump. Full flow lube oil filter with spin-on element and efficient oil cooler.

Cooling System: Fresh water cooling by engine-mounted heat exchanger, rubber impeller raw water pump. Exhaust manifold fresh water cooled for longer life.

Electrical System: 12 volt starter motor. 12 volt, 55 ampere alternator. Pre-wired.

Standard Equipment:

Fresh water cooling system with surge tank and exhaust manifold combined; front or rear opening exhaust (factory installed); optional port or starboard mounting of dipstick; raw water pump and heat exchanger mounted on engine; 12 volt 55 amp alternator with transistor regulator adjustable flexible mounts; propeller shaft coupling; manual or hydraulic reverse gear; full flow lube oil filter with spin-on element; secondary fuel filter; fuel pump hand primer; flexible hoses for fuel inlet and return; engine pre-wired; cold weather starting aid; sump pump and hose; instruction manual.

Optional Equipment:

All electric instrument panel with tachometer, hour meter, ammeter, water temperature and oil pressure gauges; engine alarm system; high capacity primary fuel filter; flexible shaft coupling; 85 or 120 amp alternators (in place of 55 amp); remote lube oil filter; extra crankshaft pulleys; keel cooling; refrigeration compressor bracket; several transmission options (see listing above); spare parts kits. See price list sheet for complete listing.



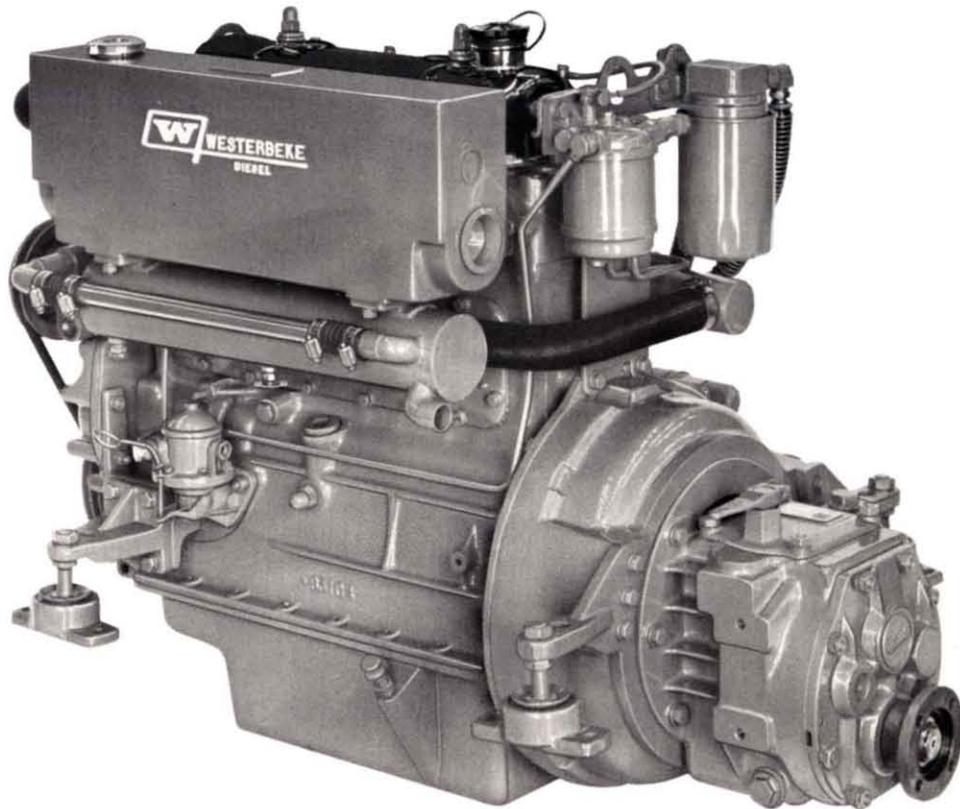
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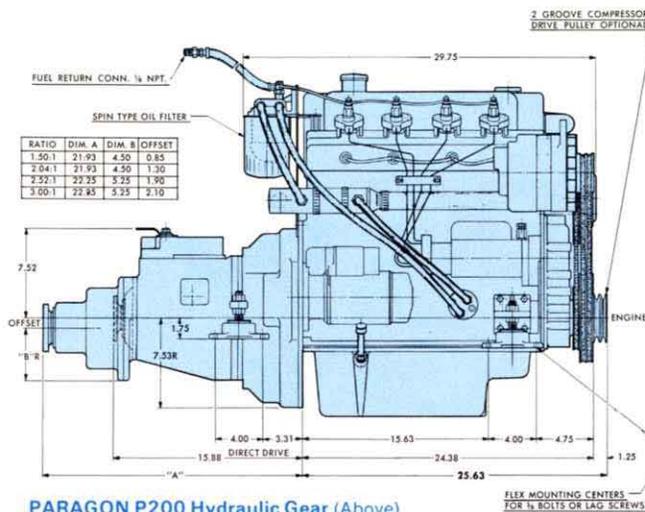
WESTERBEKE 60 DIESEL ENGINE

- SMOOTH RUNNING • LIGHTWEIGHT • COMPACT • ECONOMICAL
- ENGINE PREWIRING AND FRESH WATER COOLING STANDARD
- WIDE VARIETY OF TRANSMISSION OPTIONS
 - AN HONEST 53 HORSEPOWER RATING
 - IDEAL FOR 40-55' SAIL AUXILIARIES



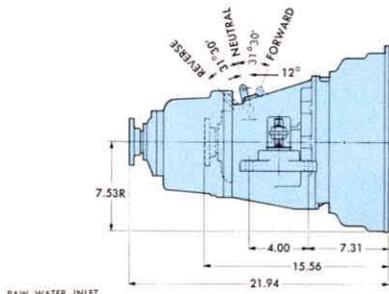
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transmission, but requires no gear oil cooler. Equipped with the short-profile transmission, the Westerbeke 60 is the lightest engine in its horsepower class at 735 lbs. Engine options include port or starboard dipstick location, remote oil filter and a compact refrigeration compressor installation kit. Also available are 85 and 120 amp Alternators.



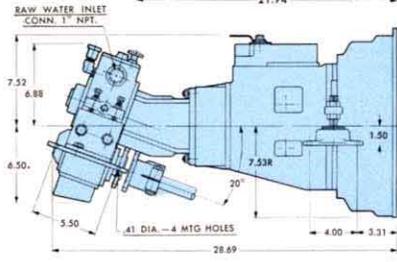
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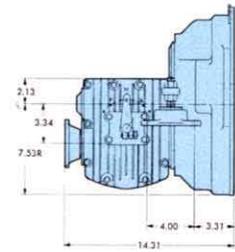
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This excellent transmission is of in-line construction with no offset. Available with direct drive and 1½, 2, 2½, 3 to 1 ratios for left hand propellers and 1.9:1 for right hand propellers. Weight — direct drive 96 pounds, reduction gear 147 pounds.



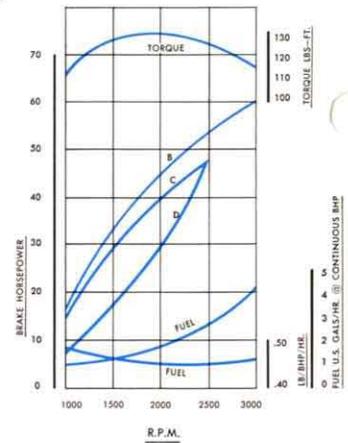
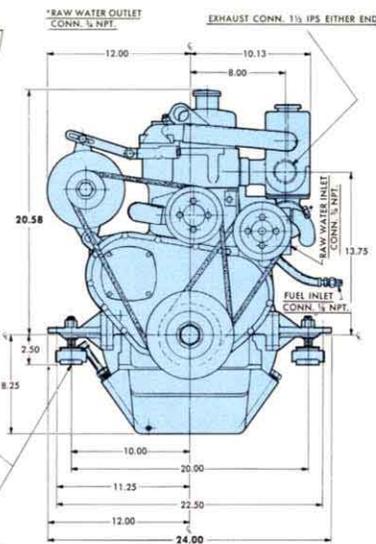
PARAGON Hydraulic Vee Drive

A Paragon P20 hydraulic gear close-coupled to a Walter vee-drive. Ratios of 1.29:1, 1.67:1, and 2:1. Weight 132 lb. Turns left hand propeller.



WESTERBEKE Short Profile Sailing Gear

The most compact 2:1 reduction package ever! It features positive neutral for free-wheeling, silent-running, shaved, case-hardened helical gears, heavy-duty tapered roller bearings, and an instant acting fingertip control lever. (Use Morse 33C cable or equal.) Weight 25 lb. Turns right hand propeller.



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WESTERBEKE 60 SPECIFICATIONS

- Type:** Indirect injection, naturally aspirated, 4 cycle, 4 cylinder in line, fresh water cooled marine diesel engine.
- Displacement:** 154.2 cu. in. Bore 3.50" (89mm), stroke 4.00" (101.6 mm).
- Power:** 53 hp at 2500 rpm. (Certified rating in accordance with BS AU 141 — see power curve.)
- Compression Ratio:** 19.5:1.
- Weight:** 710 lbs. basic engine—add gear weight for IOR weights.
- Cylinder Block:** Cast iron monobloc, ribbed for rigidity, with three replaceable main bearings.
- Cylinder Head:** Cast iron with renewable valve guides. Ricardo Comet design combustion chambers.
- Crankcase:** Cast Aluminum. 15° max. installation angle.
- Crankshaft:** Special alloy steel forging, dynamically and statically balanced.
- Camshaft:** Steel forging with integral cams supported by three main bearings.
- Pistons:** Anodized aluminum alloy with solid skirt.
- Connecting Rods:** "I" section heat-treated alloy steel.
- Fuel System:** Distributor-type injection pump with mechanical governor. Fuel lift pump, hand primer and single stage fuel filter. Injectors fitted with Ricardo Pintaux-type nozzles.
- Lubrication System:** Full pressure wet sump system with engine-driven gear pump. Full flow lube oil filter with spin-on element and efficient oil cooler.
- Cooling System:** Fresh water cooling by engine-mounted heat exchanger, rubber impeller raw water pump. Exhaust manifold fresh water cooled for longer life.
- Electrical System:** 12 volt starter motor. 12 volt, 55 ampere alternator. Pre-wired

Standard Equipment:

Fresh water cooling system with surge tank and exhaust manifold combined; front or rear opening exhaust (factory installed); optional port or starboard mounting of dipstick; raw water pump and heat exchanger mounted on engine; 12 volt 55 amp alternator with transistor regulator; adjustable flexible mounts; propeller shaft coupling; manual or hydraulic reverse gear; full flow lube oil filter with spin-on element; secondary fuel filter; fuel pump hand primer; flexible hoses for fuel inlet and return; engine pre-wired; cold weather starting aid; sump pump and hose; instruction manual.

Optional Equipment:

All electric instrument panel with tachometer, hour meter, ammeter, water temperature and oil pressure gauges; engine alarm system; high capacity primary fuel filter; flexible shaft coupling; 85 or 120 amp alternators (in place of 55 amp); remote lube oil filter; extra crankshaft pulleys; keel cooling; refrigeration compressor bracket; several transmission options (see listing above); spare parts kits. See price list sheet for complete listing.



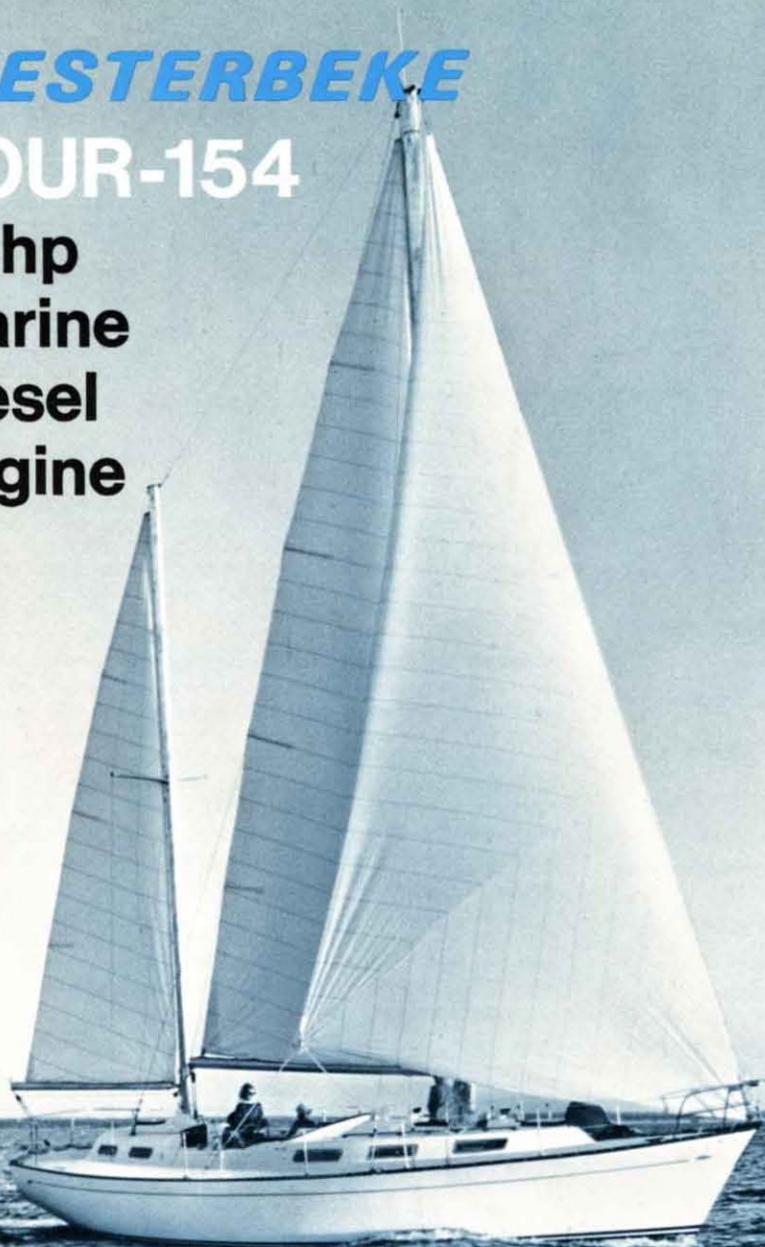
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CABLE: WESTCORP, AVON • TELEX: 92-4444

WESTERBEKE

FOUR-154

53hp marine diesel engine



NORTH STAR 80/20 designed by Sparkman & Stephens

FEATURES

- Smooth-running, lightweight and compact.
- Ideal for 40'-55' sailboats.
- An honest 53 hp rating.
- Dependable and durable — proven reliable.
- Wide variety of transmission options.
- A safe, economical power plant.

The WESTERBEKE FOUR-154 is an ideal engine for sailboats in the 40' to 55' range and is very popular for center-cockpit cruising sailboats. The engine fills a long existing gap for a sailboat diesel in the 50 continuous horsepower range.

The FOUR-154's fly-wheel, specially designed for marine use, gives it a smooth flow of power. The engine starts quickly and is designed for easy maintenance. A wide variety of transmission options lets you customize the engine to your requirements.

