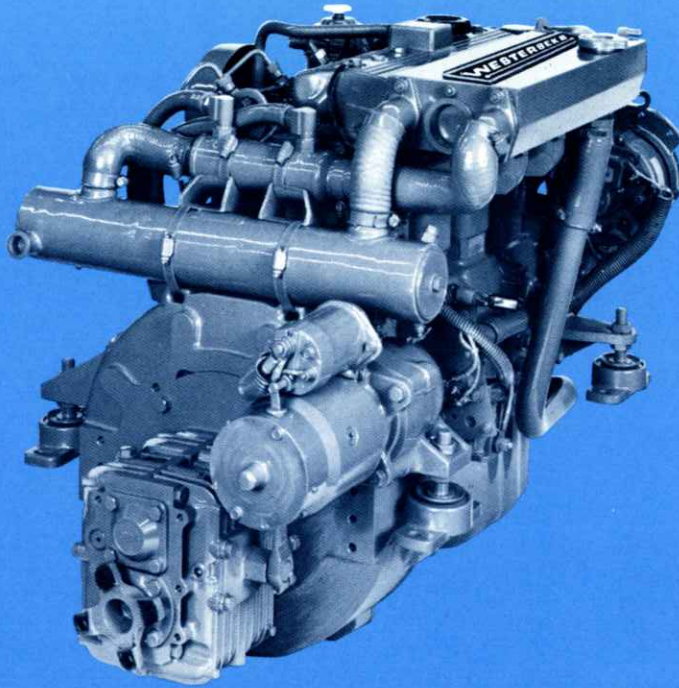


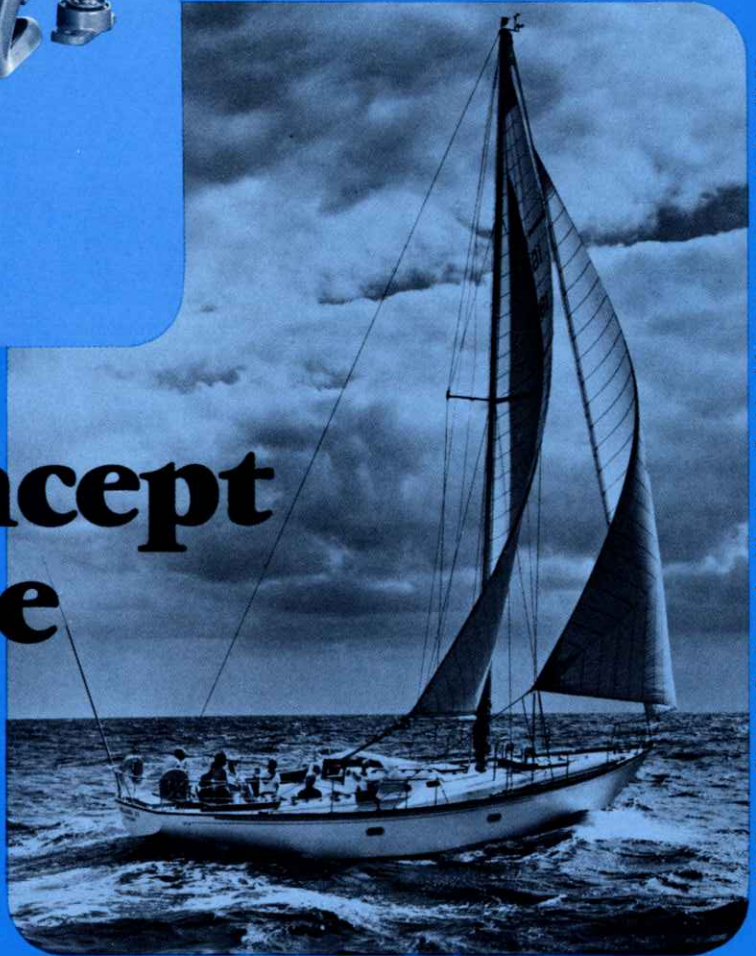
WESTERBEKE

W-52



a new concept in marine diesels

- Four cycle, four cylinder
52 H.P. marine engine
- Low profile and lightweight
- New self priming fuel system with electric shut off
- Hi-capacity heat exchanger with removable end caps and zinc electrode
- Fresh water cooled manifold with front or rear exhaust openings and a remote recovery tank for visible coolant monitoring.
- Heavy flywheel, precision balanced, for that steam engine effect
- Tuned air intake silencer for lower noise level



Bill Tripps Classic Design - the Hinckley 48 - ideal for re-powering with the W-52

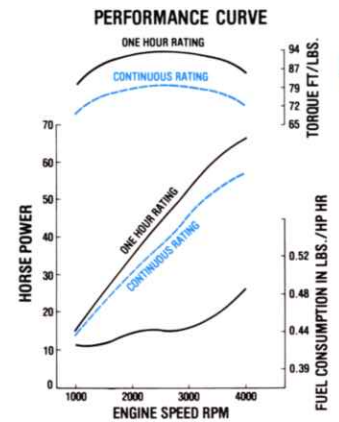
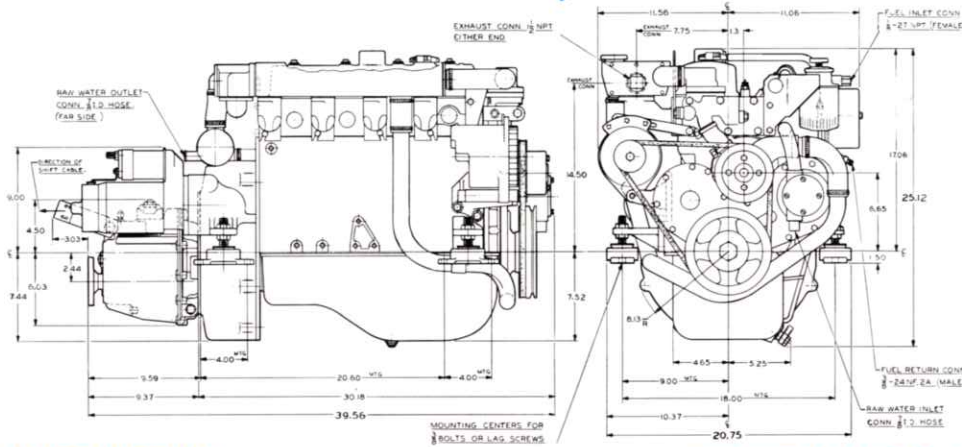


ENGINES: 10.2, 13, 21, 27, 33, 46, 52, 58, 70, 80, 100, 120

Fresh Water Cooled Diesels from Westerbeke.

A NEW COMPACT DIESEL, 52 HP FOR YACHTS UP TO 55 FT.

WESTERBEKE W-52



CONSTRUCTION

- Cylinder Head:** The special cast-iron cylinder head is precision-cast by the shell moulding process and then soft-gas-nitrided for increased durability. The intake and exhaust ports are arranged for crossflow to raise the intake and exhaust efficiency. The swirl type precombustion chamber is used.
- Cylinder Block:** Weight reduction achieved by technologies of thin wall ductile cast iron and half skirt. The water rail is designed to provide uniform distribution of coolant to the cylinder head. The cylinder liner is of the dry type of high-phosphorus cast iron, which is given special honing to provide quick seating, and good oil retention, thus increasing wear resistance.
- Crank Mechanism:** The forged crankshaft is supported by 5 bearings. The autothermatic piston of Lo-Ex alloy has a sheet metal cast in its skirt so as to hold the thermal expansion of the piston, thereby making it possible to lessen the piston clearance. The piston pin is offset by 0.5mm. All these improvements ensure quiet operation from low to high speeds.
- Valve Mechanism:** O.H.V. Both intake and exhaust valves are of rotation type for higher durability of the valve seat. Coupled with a friction gear with one extra tooth, the timing gear train is intended to eliminate the backlash at the time of gear engagement to reduce gear noise.
- Intake and Exhaust System:** The intake manifold is of independent branch type for higher intake efficiency.
- Fuel System:** The fuel injection pump is a Bosch VE type distributor pump, small in size and light in weight, contributing toward noise reduction. Since fuel can be cut with the solenoid valve built in the pump, the engine operation can be stopped by turning off the ignition switch.

SPECIFICATIONS

Number of Cylinders & Arrangement	4 in-line
Cylinder Bore & Stroke	3.50 in. x 3.51 in.
Displacement	134.8 C.I.D.
Compression Ratio	21:1
Combustion Chamber	Swirl Type
Firing Order	1-3-4-2
Injection Pump	Bosch Distributor Type
Governor	Mechanical (Built in Pump)
Lubrication Method	Pressure Feed Type
Cooling Method	Fresh Water Cooled
Cold Starting Aid	Glow Plug
Electrical System Voltage	12 Volts
Dry Weight of Engine (w/2:1 Trans.)	627 lbs.
Power Take-off	Various Crankshaft Pulleys

PERFORMANCE DATA

Maximum Torque	93.3 ft. lb./2500 r.p.m.
One hour Rating	
35 HP/2000 r.p.m., 53 HP/3000 r.p.m., 66 HP/4000 r.p.m.	
Continuous Rating	
30 HP/2000 r.p.m., 45 HP/3000 r.p.m., 56 HP/4000 r.p.m.	
Typical Fuel Consumption Rate	.063 US gal/HP/hr
Typical Fuel Consumption Rate at 2500 RPM	
when wheeled to turn 3000 RPM	1.7 US gal/hr
Capacity of Lubricant	5.3 qts.
Capacity of Coolant	10.5 qts.

STANDARD EQUIPMENT

- Clutch and 2:1 Reduction Gear (R.H. Propeller)
- Adjustable flexible mounts on 18" centers
- Fresh water cooling system
- 12 volt 55 ampere alternator
- Clutch and throttle control brackets
- Glow plug cold starting aid
- Engine pre-wired with single 8 pin connector
- Electric shut off
- Operators manual
- Alarm, low oil pressure, high water temperature
- Water Injected Exhaust Elbow
- Lube Oil Drain Hose
- Flowcontroller-for easy connection of domestic hot water heater

OPTIONAL EQUIPMENT

- Various accessory front pulleys
 - Hydro-Hush Muffler
 - Sea Water Strainer
 - Alternator Output Splitter
 - Additional 55 amp. alternator
 - Primary 90 amp. alternator
 - 18/20/22 1/2" mounting centers
 - Remote mounting lube oil filter
 - Five function Electric Instrument Panel including Hour Meter and Tachometer
- A wide variety of manual and hydraulic transmissions are available in various reduction gears and vee drives.
Front exhaust outlet for Vee Drive applications



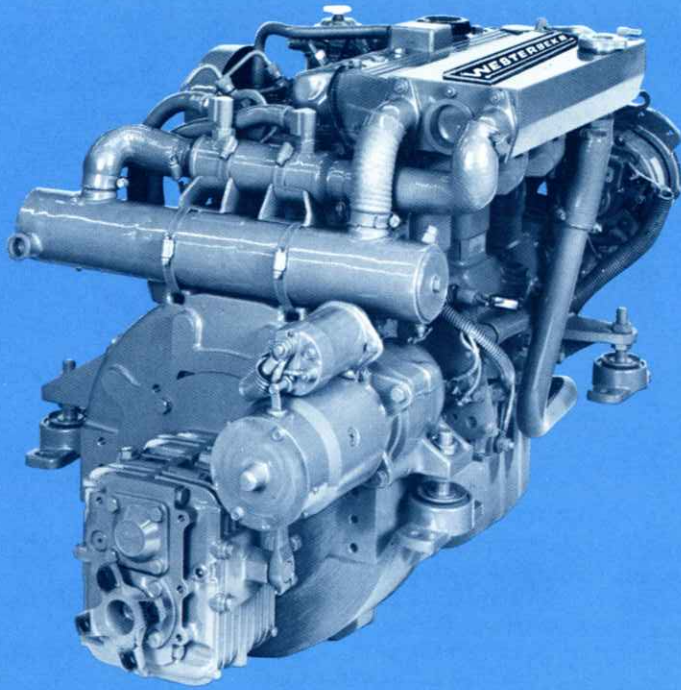
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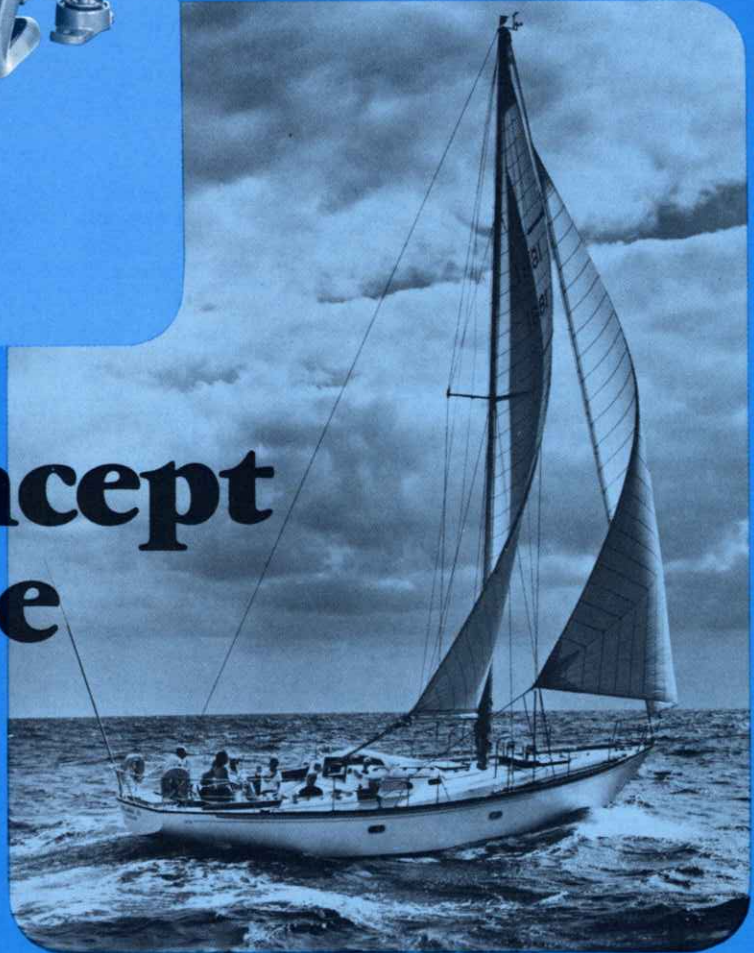


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Bill Tripps Classic Design - the Hinckley 48 - ideal for re-powering with the W-52

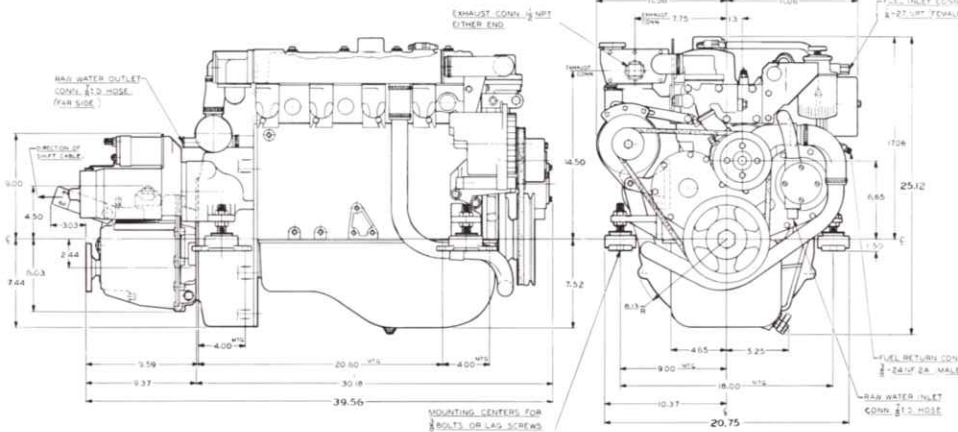


ENGINES: 13, 21, 27, 30, 33, 40, 50, 52, 58, 70, 80, 100, 120

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A NEW COMPACT DIESEL, 52 HP FOR YACHTS UP TO 55 FT.

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CONSTRUCTION

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Firing Order	1-3-4-2
Injection Pump	Bosch Distributor Type
Governor	Mechanical (Built in Pump)
Lubrication Method	Pressure Feed Type
Cooling Method	Fresh Water Cooled
Cold Starting Aid	Glow Plug
Electrical System Voltage	12 Volts
Dry Weight of Engine (w/2:1 Trans.)	627 lbs.
Power Take-off	Various Crankshaft Pulleys

PERFORMANCE DATA

Maximum Torque	93.3 ft. lb./2500 r.p.m.
One hour Rating	35 HP/2000 r.p.m., 53 HP/3000 r.p.m., 66 HP/4000 r.p.m.
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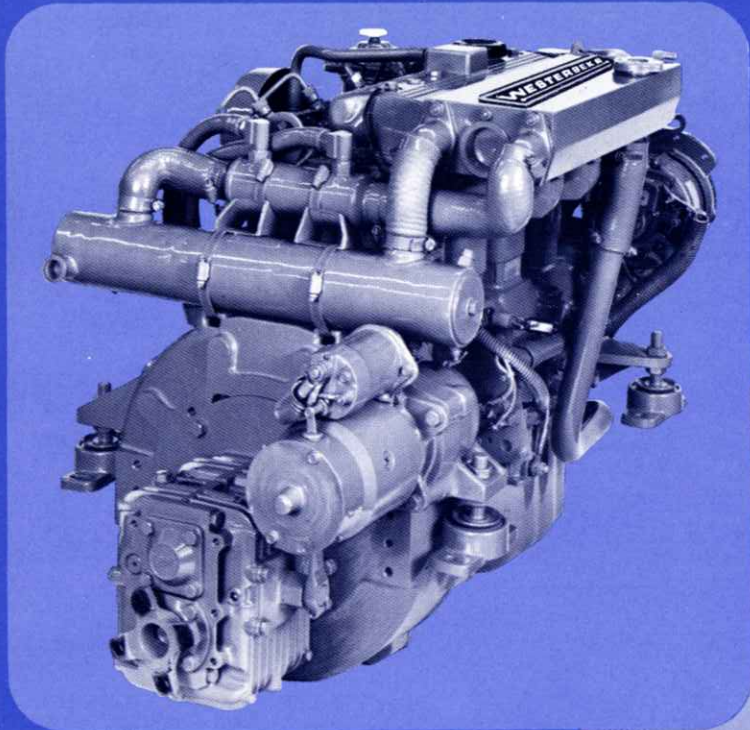


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WESTERBEKES' **W-52**

a new concept in marine diesels



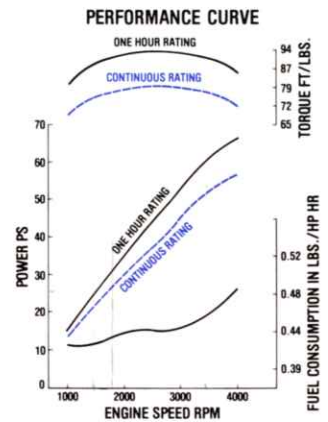
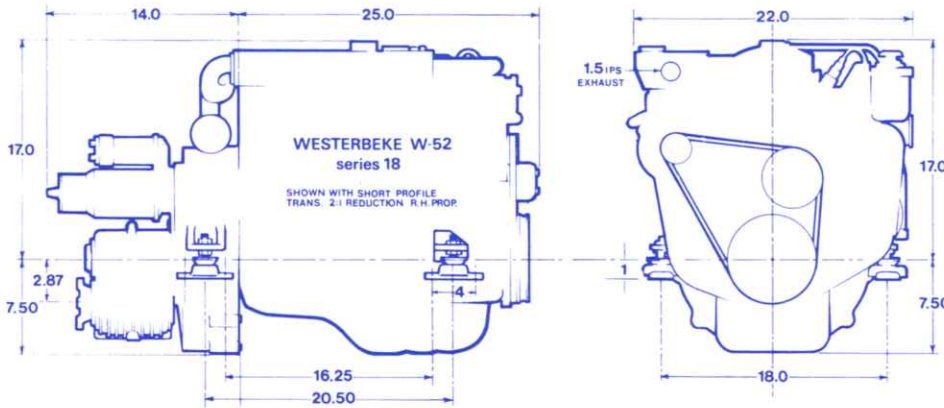
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THE NEW ENGINES FROM WESTERBEKE W-13, W-21, W-27, W-33, W-52 W-58.

A NEW COMPACT DIESEL, 52 HP FOR YACHTS UP TO 55 FT.

WESTERBEKE W-52



CONSTRUCTION

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SPECIFICATIONS

Number of Cylinders & Arrangement	4 in-line
Cylinder Bore & Stroke	(3.50 in. x 3.51 in.)
Displacement	(134.8 in.)
Compression Ratio	.21.0
Combustion Chamber	Swirl Type
Firing Order	1-3-4-2
Injection Pump	Bosch Distributor Type
Governor	Mechanical (Built in Pump)
Lubrication Method	Pressure Feed Type
Cooling Method	Fresh Water Cooled
Cold Starting Aid	Glow Plug
Electrical System Voltage	12 Volts
Dry Weight of Engine (w/ 2:1 Trans.)	(627 lbs.)
Power Take-off	Various Crankshaft Pulleys

PERFORMANCE DATA

- Maximum Torque (93.3 lb. ft.)/2500 r.p.m.
 - One hour Rated Power Output 35PS/2000 r.p.m., 53PS/3000 r.p.m., 66.5PS/4000 r.p.m.
 - Continuous Rated Power Output 30PS/2000 r.p.m., 45PS/3000 r.p.m., 56.5PS/4000 r.p.m.
 - Specific Fuel Consumption (0.413 lb./HP-hr)
 - Capacity of Lubricant (5.3 qt.)
 - Capacity of Coolant (10.5 qt.)
- *Performance is based on JIS standard atmospheric condition (atmospheric pressure 760mm Hg, temp 20°C, humidity 65%) without cooling fan. Conversion to BHP is to be made at 1 HP = 0.9859 PS.

STANDARD EQUIPMENT

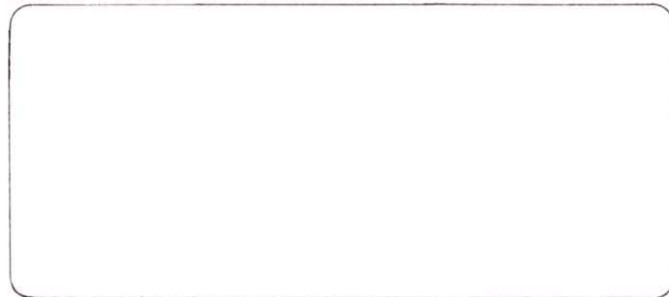
- Direct drive hydraulic transmission
- Adjustable flex isolator engine mounts (18" on centre)
- Fresh water cooling system
- 12 volt 55 ampere alternator
- Throttle, stop, and shift control brackets
- Glow plug cold weather starting aid
- Engine pre-wired at the factory with a single 8 pin connector
- Operators manual

OPTIONAL EQUIPMENT

- Various accessory front pulleys
- Water Injected Exhaust Elbow
- Hydro-Hush Muffler
- Sea Water Strainer
- Alternator Output Splitter
- Five function Electric Instrument Panel including Hour Meter and Tachometer
- Short Profile Reduction Gears, Paragon or Warner Transmissions
- Front exhaust outlet for Vee Drive applications



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