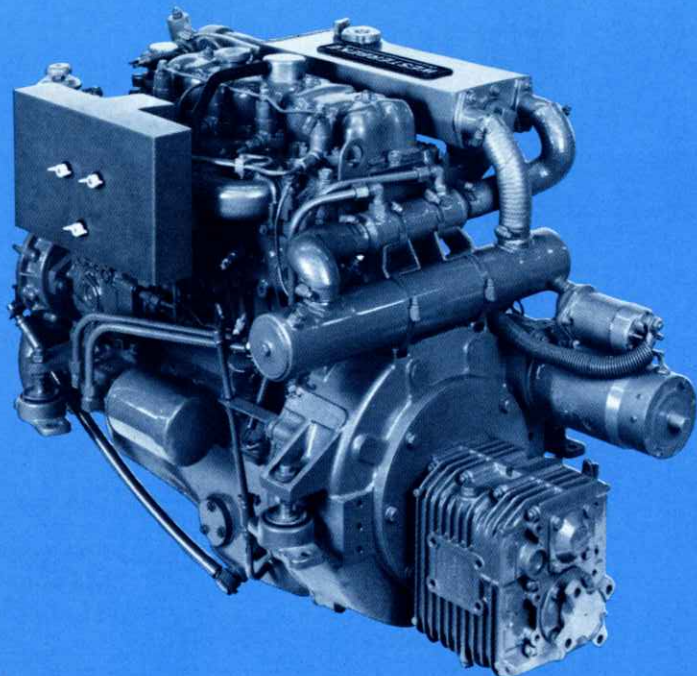


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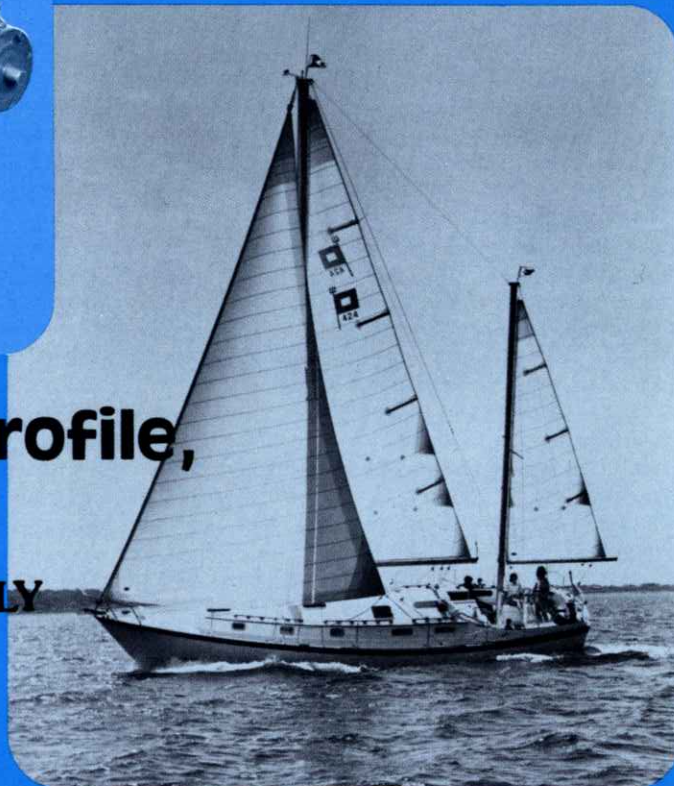
W-58



**a lightweight, low profile,
58hp marine engine**

**FROM THE WESTERBEKE FAMILY
OF DEPENDABLE DIESELS**

Select your power package from more than ten fresh water cooled engines ranging from 10 to 120hp. Built by the professionals for performance, durability, and economical operation.



The W-58 is standard equipment on the popular Pearson 424.

- 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

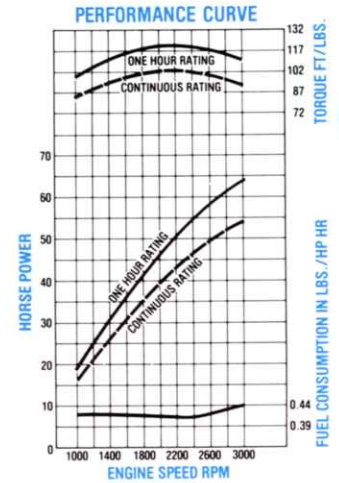
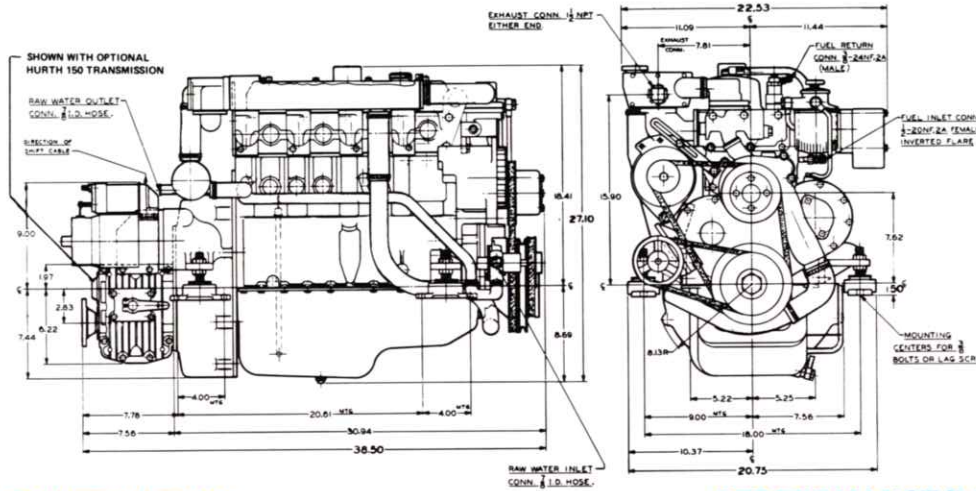


ENGINES: 10.2, 13, 21, 27, 33, 46, 52, 58, 70, 80, 100, 120

Fresh Water Cooled Diesels from Westerbeke.

WESTERBEKE'S 58 HP, FOUR CYLINDER, MARINE DIESEL

WESTERBEKE W-58



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 autothermic 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 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	3.5 in. x 4 in.
Displacement	154 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
Auxiliary Starter	Glow Plug
Electrical System Voltage	12 Volts
Dry Weight of Engine (w/Trans.)	692 lbs.
Power Take-off	Various Crankshaft Pulleys

PERFORMANCE DATA

Maximum Torque	117.9 lb. ft./2200 r.p.m.
One Hour Rated Power Output	44.8 HP/2000 r.p.m., 55.2 HP/2500 r.p.m., 62 HP/3000 r.p.m.
Continuous Rated Power Output	38 HP/2000 r.p.m., 46.9 HP/2500 r.p.m., 52.8 HP/3000 r.p.m.
Maximum Power Output	69 HP/3600 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	1.9 US gal/hr
Capacity of Lubricant (sump)	6.3 qt.
Capacity of Coolant (engine only)	10.5 qt.
Performance is based on JIS standard atmospheric condition (atmospheric pressure 760mm Hg, temp 20°C, humidity 65%) without cooling fan.	

STANDARD EQUIPMENT

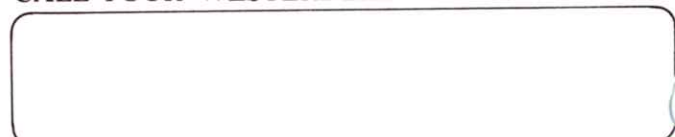
- Alarm, low oil pressure, high water temperature
- Clutch and 2:1 Reduction Gear (R.H. Propeller)
- Adjustable flex isolator engine mounts (18" on centre)
- Fresh water cooling system
- Coolant Recovery Tank
- 12 volt 55 ampere alternator
- Throttle, and shift control brackets
- Glow plug cold weather starting aid
- Engine pre-wired at the factory with a single 8 pin connector
- Operators manual
- Water Injected Exhaust Elbow
- Lube Oil Drain Hose
- Flowcontroller-for easy connection of domestic hot water heater

OPTIONAL EQUIPMENT

- Remote mounting lube oil filter
 - Various accessory front pulleys
 - Hydro-Hush Muffler
 - Sea Water Strainer
 - Alternator Output Splitter
 - 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
 - Primary 90 amp. alternator
 - 18/20/22-1/2" Mounting centers



CALL YOUR WESTERBEKE REPRESENTATIVE

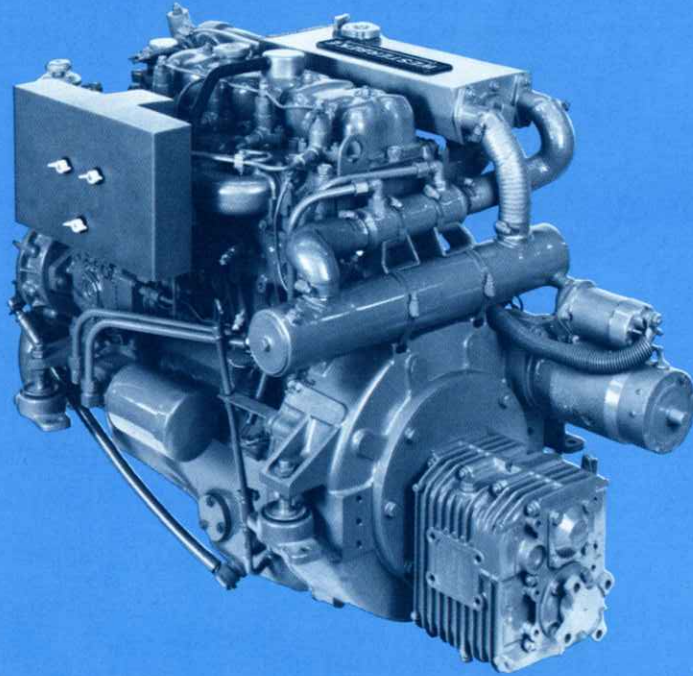


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Cable: Westcorp, Avon, Telex: 92-4444

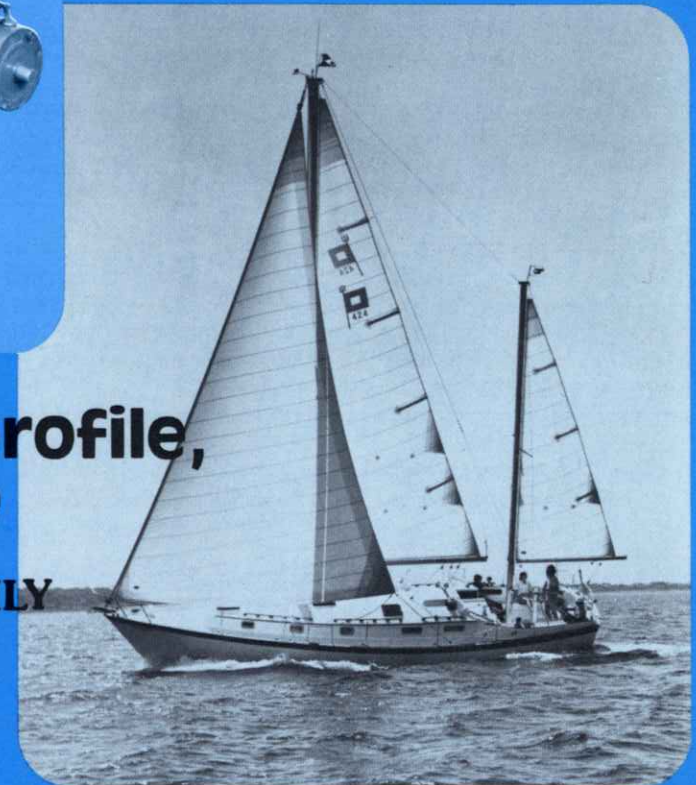


WESTERBEKE **W-58**

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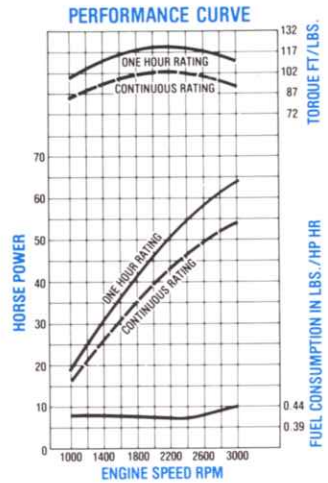
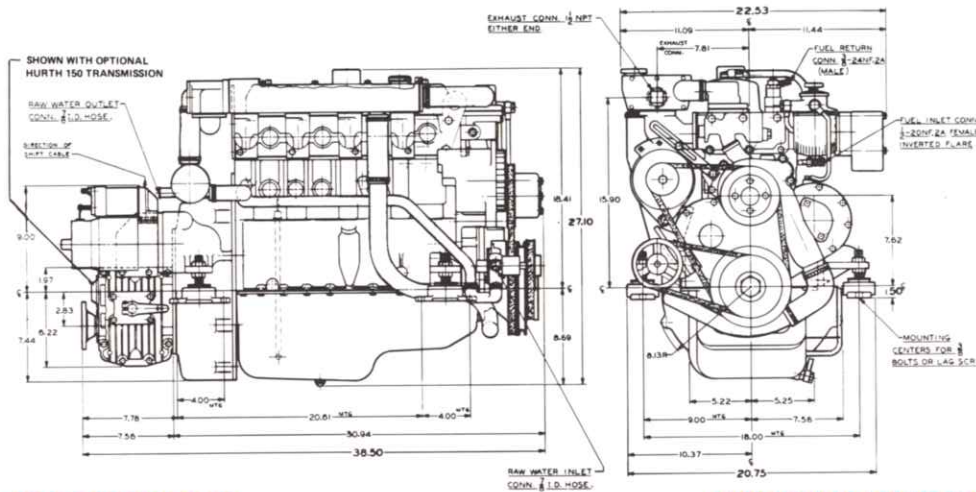


ENGINES: 13, 21, 27, 30, 33, 40, 50, 52, 58, 70, 80, 100, 120

Fresh Water Cooled Diesels from Westerbeke.

WESTERBEKE'S NEW 58 HP, FOUR CYLINDER, MARINE DIESEL

WESTERBEKE W-58



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 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	3.5 in. x 4 in.
Displacement	154 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
Auxiliary Starter	Glow Plug
Electrical System Voltage	12 Volts
Dry Weight of Engine (w/Trans.)	692 lbs.
Power Take-off	Various Crankshaft Pulleys

PERFORMANCE DATA

- Maximum Torque 117.9 lb. ft./2200 r.p.m.
 - One Hour Rated Power Output 44.8 HP/2000 r.p.m., 55.2 HP/2500 r.p.m., 62 HP/3000 r.p.m.
 - Continuous Rated Power Output 38 HP/2000 r.p.m., 46.9 HP/2500 r.p.m., 52.8 HP/3000 r.p.m.
 - Maximum Power Output 69 HP/3600 r.p.m.
 - Typical Fuel Consumption Rate063 US gal/HP/hr
 - Typical Fuel Consumption Rate at 2500 RPM when wheeled to turn 3000 RPM 1.9 US gal/hr
 - Capacity of Lubricant (sump) 6.3 qt.
 - Capacity of Coolant (engine only) 10.5 qt.
- Performance is based on JIS standard atmospheric condition (atmospheric pressure 760mm Hg, temp 20°C, humidity 65%) without cooling fan.

STANDARD EQUIPMENT

- Alarm, low oil pressure, high water temperature
- Clutch and 2:1 Reduction Gear (R.H. Propeller)
- Adjustable flex isolator engine mounts (18" on centre)
- Fresh water cooling system
- Coolant Recovery Tank
- 12 volt 55 ampere alternator
- Throttle, and shift control brackets
- Glow plug cold weather starting aid
- Engine pre-wired at the factory with a single 8 pin connector
- Operators manual
- Water Injected Exhaust Elbow
- Lube Oil Drain Hose
- Flowcontroller-for easy connection of domestic hot water heater

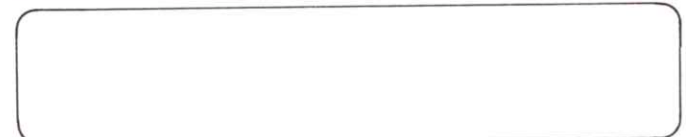
OPTIONAL EQUIPMENT

- Remote mounting lube oil filter
- Various accessory front pulleys
- Hydro-Hush Muffler
- Sea Water Strainer
- Alternator Output Splitter
- 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. Primary 90 amp. alternator. 18/20/22-1/2" Mounting centers

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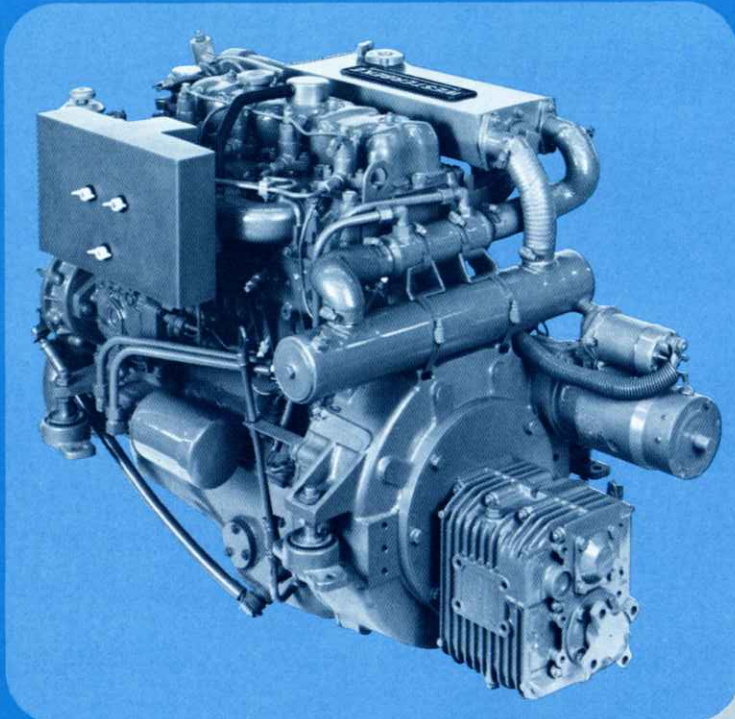


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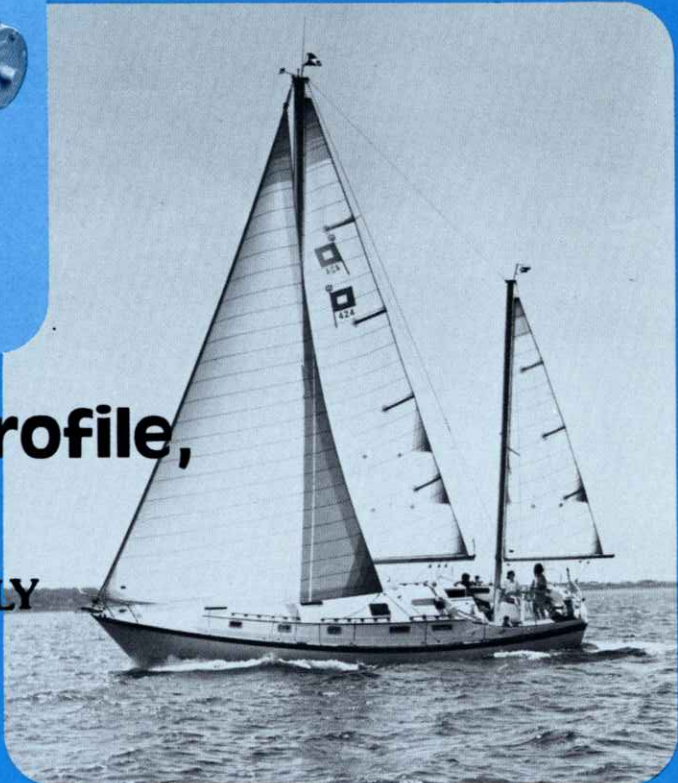


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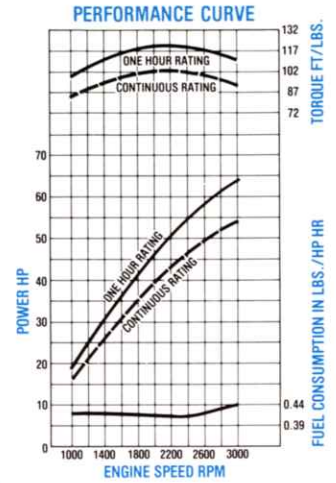
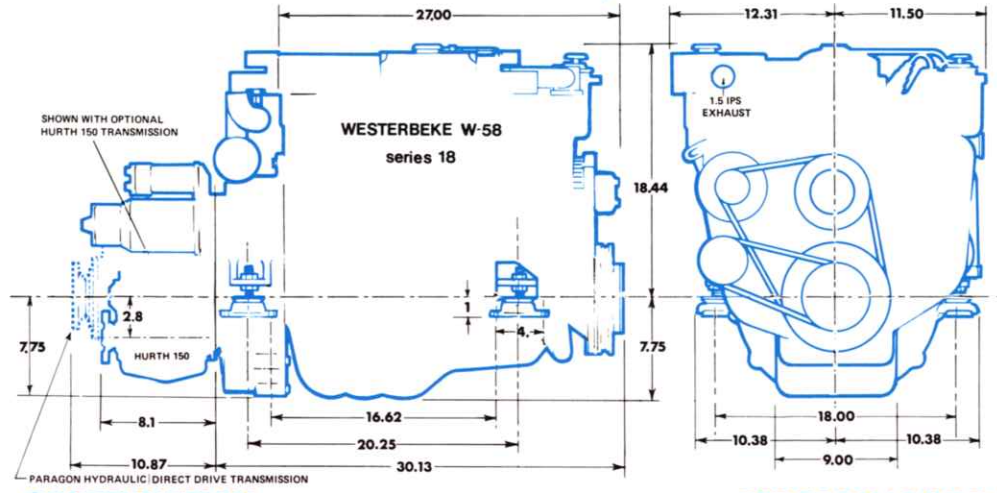
- New self priming fuel system with electric shut off
- Hi-capacity heat exchanger with removable end caps and zinc electrode
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W **ENGINES: 13, 21, 27, 30, 33, 40, 50, 52, 58, 80, 120.**

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CONSTRUCTION

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Displacement	154 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
Auxiliary Starter	Glow Plug
Electrical System Voltage	12 Volts
Dry Weight of Engine (w/Trans.)	692 lbs.
Power Take-off	Various Crankshaft Pulleys

PERFORMANCE DATA

- Maximum Torque 117.9 lb. ft./2200 r.p.m.
 - One Hour Rated Power Output 44.8 HP/2000 r.p.m., 55.2 HP/2500 r.p.m., 62 HP/3000 r.p.m.
 - Continuous Rated Power Output 38 HP/2000 r.p.m., 46.9 HP/2500 r.p.m., 52.8 HP/3000 r.p.m.
 - Maximum Power Output 69 HP/3600 r.p.m.
 - Specific Fuel Consumption 0.42 lb./HP-hr.
 - Capacity of Lubricant 6.3 qt.
 - Capacity of Coolant (engine only) 10.5 qt.
- Performance is based on JIS standard atmospheric condition (atmospheric pressure 760mm Hg, temp 20°C, humidity 65%) without cooling fan.

STANDARD EQUIPMENT

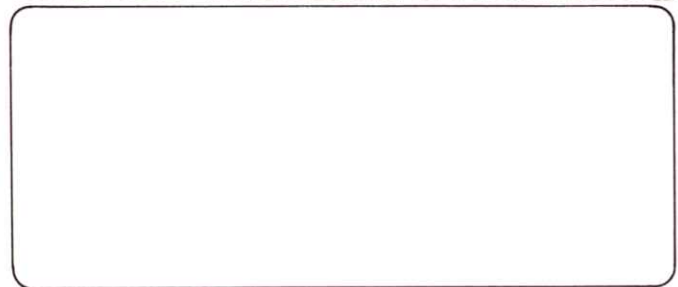
- Direct drive hydraulic transmission
- Adjustable flex isolator engine mounts (18" on centre)
- Fresh water cooling system
- Coolant Recovery Tank
- 12 volt 55 ampere alternator
- Throttle, and shift control brackets
- Glow plug cold weather starting aid
- Engine pre-wired at the factory with a single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

OPTIONAL EQUIPMENT

- Various accessory front pulleys
 - Water Injected Exhaust Elbow
 - Hydro-Hush Muffler
 - Sea Water Strainer
 - Alternator Output Splitter
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