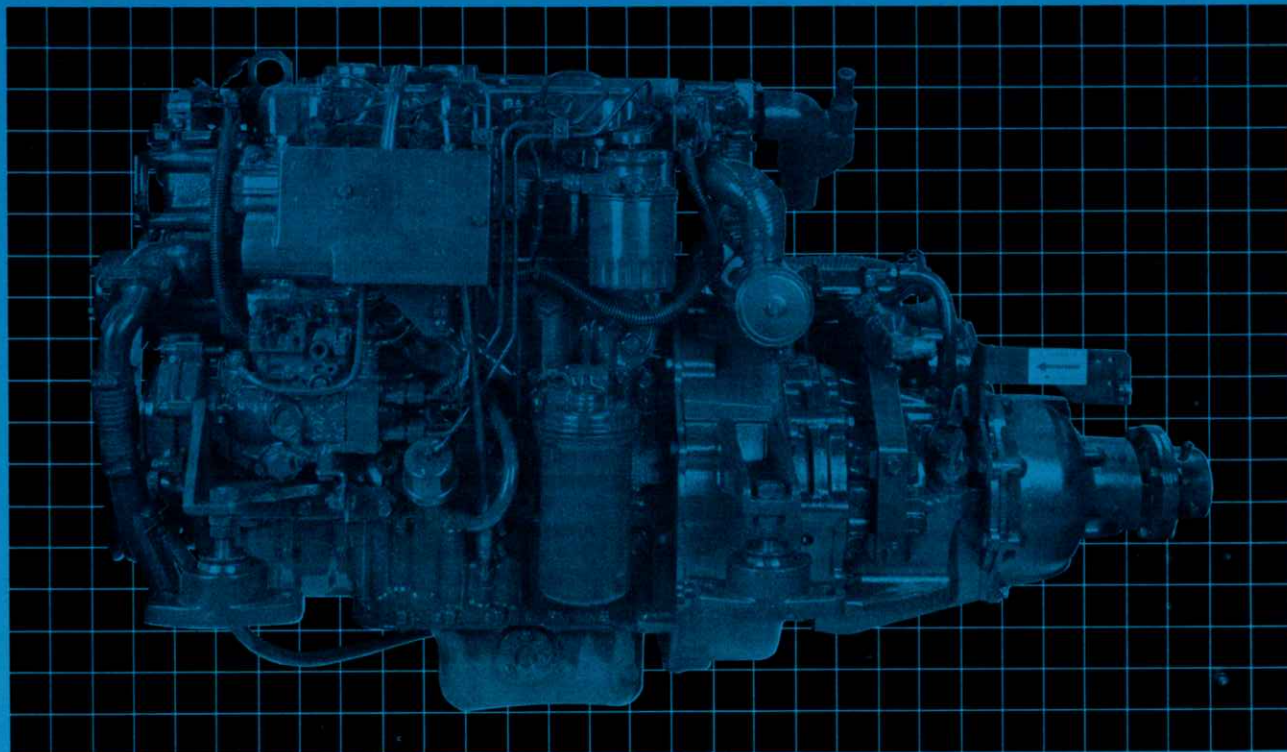


WESTERBEKE 70

**smooth quiet efficient
power in a compact 70 hp
marine diesel**



The Westerbeke 70 provides 4 cylinder four cycle smoothness in a well balanced marine engine. It's lightweight, yet tough — a product of Westerbeke's state-of-the-art technology and high precision tooling.

A swirl type precombustion chamber gives outstanding performance in power output and fuel economy. A cross-drilled coolant passage directs jets of coolant around the combustion chamber. This, together with oil that is fresh-water cooled and maintained at engine temperature by an en bloc oil cooler, enables the engine to withstand continued operation under heavy loads.

Additional diesel engines are available from 10 to 120 hp. All models are fresh water cooled and built for performance, durability and economical operation — a true family of marine engines, with standardized features and commonized parts for higher quality at lower costs.

A few of the many standard features are:

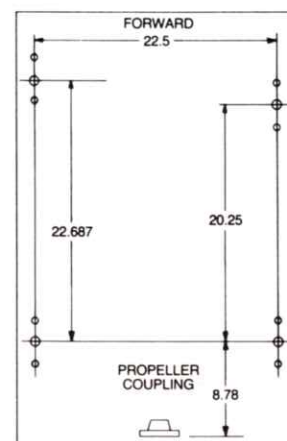
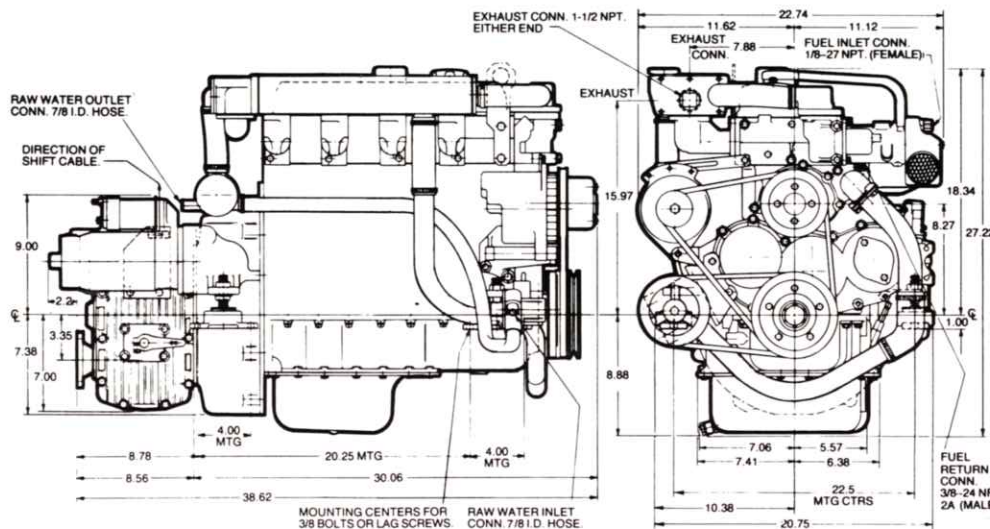
- Fresh water cooling
- 12 volt, 51 amp alternator
- Pre-wired electrical harness
- Self-priming fuel system with electrical shut-off
- Convenient oil drain system
- Water injected exhaust elbow
- Five main crankshaft bearings

Your enjoyment and pride of ownership is assured with a Westerbeke 70 in your boat



ENGINES: 10, 13, 18, 21, 27, 33, 46, 52, 58, 70, 80, 100, 120

Fresh Water Cooled Diesels from Westerbeke



BOLTING PATTERN

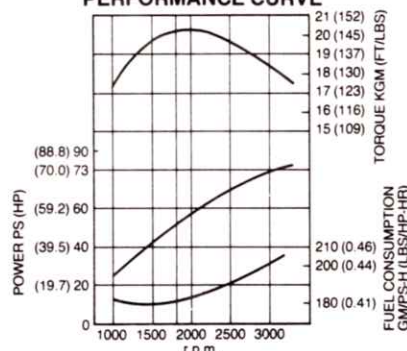
Features

- Cylinder Head:** Special cast iron cylinder head precision-cast under the shell moulding process and soft-gas-nitrided for increased durability. The intake and exhaust ports are arranged for crossflow to raise 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, good oil retention, thus increasing wear resistance.
- Crank Mechanism:** The crankshaft is of the 5 bearings type. The piston is of Lo-Ex alloy with oval skirt and is equipped with 3 compressed rings and 2 oil rings. The piston pin is offset by 1.5 mm for quiet operation.
- Valve Mechanism:** OHV with both the intake and exhaust valves designed to rotate to provide a longer lasting seal between valve and valve seat.
- Intake and Exhaust System:** The independent branch type intake manifold is used to increase intake efficiency.

Performance Data

Maximum Torque 20.5 Kg. m (148.3 lb. ft.)/1800 r.p.m.
 One hour Rated Power Output
 . . . 57.5 PS/2000 r.p.m. 69 PS/2500 r.p.m. 73 PS/3000 r.p.m.
 Continuous Rated Power Output
 . . . 49 PS/2000 r.p.m. 59 PS/2500 r.p.m. 62 PS/3000 r.p.m.
 Maximum Power Output 78 PS/3800 r.p.m.
 Specific Fuel Consumption 180 gr/PS-hr (0.403 lb/HP-hr)
 Typical fuel consumption at 2500 r.p.m.
 when wheeled for 3000 r.p.m. 3 G.P.H.
 Capacity of Lubricant 6.5 qt
 Capacity of Coolant (engine only) 8 qt

PERFORMANCE CURVE



Performance is based on JIS standard atmospheric condition (atmospheric pressure 760 mm Hg. temp 20°C, humidity 65%) without cooling fan. Conversion to BHP is to be made at 1 HP = 0.9859 PS

Specifications

Number of Cylinders & Arrangement 4 In-Line
 Cylinder Bore & Stroke 95 mm x 105 mm (3.74" x 4.13")
 Displacement 2.977 (182 in³)
 Compression Ratio 21.0
 Combustion Chamber Swirl Type
 Firing Order 1 3 4 2
 Rotating Direction Clockwise viewed from Fan
 Valve Arrangement Overhead Valve
 Injection Pump Bosch distributor type
 Governor mechanical (Built in Pump)
 Lubrication Method Pressure feed type
 Cooling Method Fresh water by heat exchanger
 Auxiliary Starter Glow Plug
 Electrical System Voltage 12 Volts
 Dry Weight of engine 625 lbs.

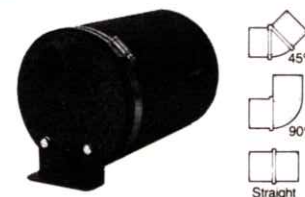
Standard Equipment

Manual or hydraulic transmission (see price list)
 Adjustable flex isolator engine mounts (22.5" centers only)
 Fresh water cooling system
 Coolant Recovery Tank
 12 volt 51 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
 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.

New Hydro-Hush B long-lived neoprene body — various adapting connectors available



Call your Westerbeke representative

or contact the . . .



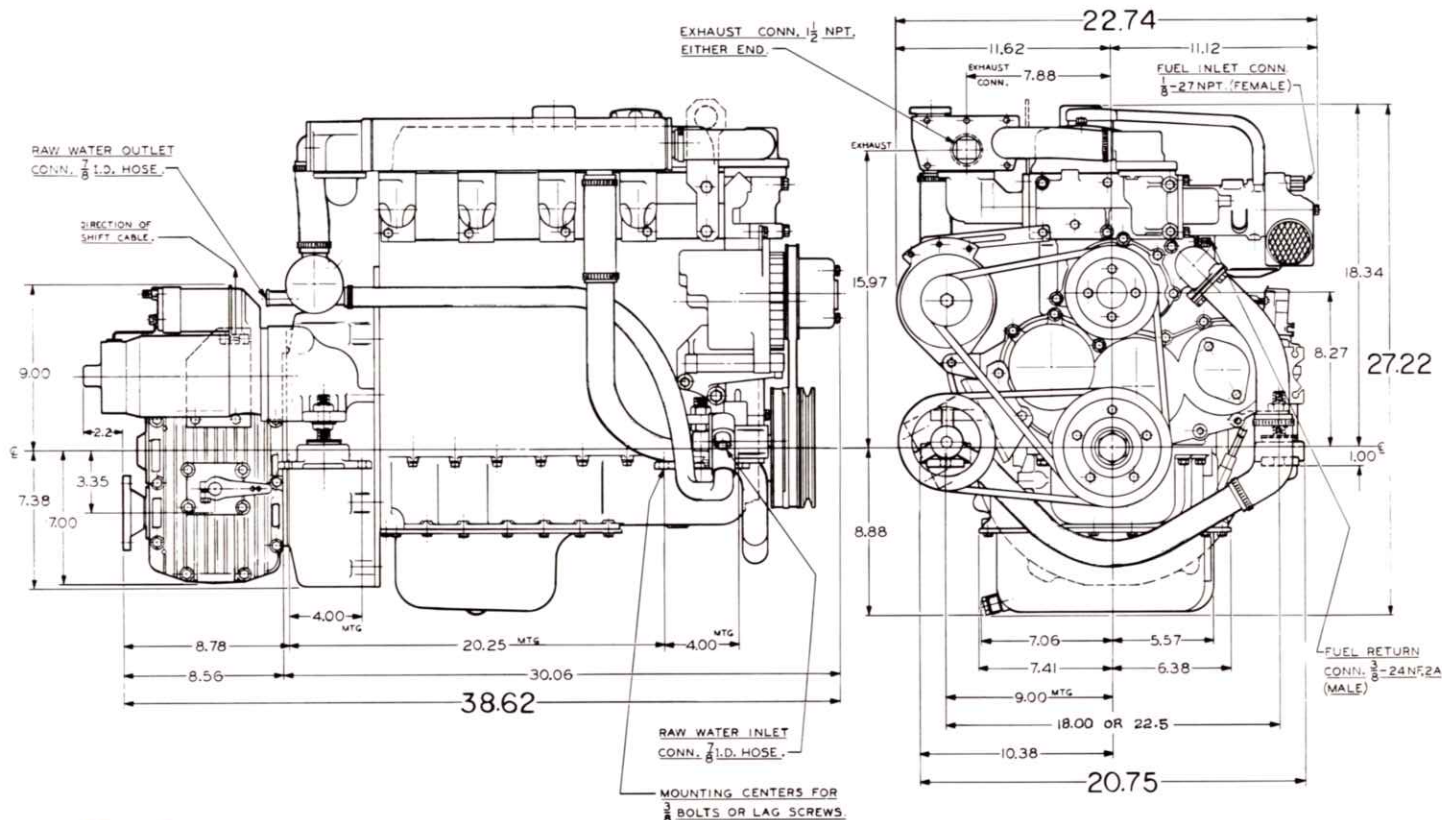
J. H. WESTERBEKE CORP.

AVON INDUSTRIAL PARK, AVON, MASS. 02322 • (617) 588-7700
 CABLE: WESTCORP, AVON • TELEX: 92-4444

WESTERBEKE

**smooth quiet efficient power
in a 70 hp marine diesel**

70



Features

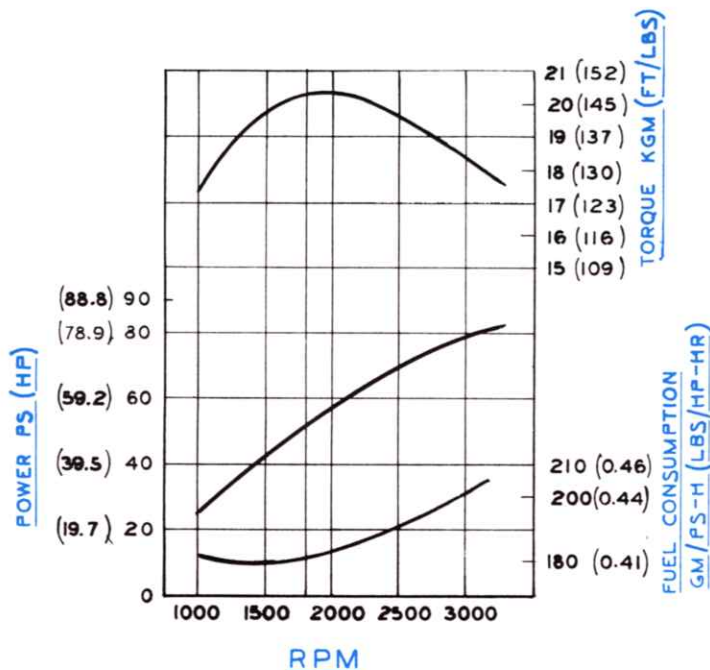
1. Thin-walled, lightweight, yet tough and high-performance diesel engine realized by high-precision casting technique
2. The swirl type precombustion chamber aids for complete combustion in all engine speed ranges and assures outstanding performance in power output and fuel economy
3. The cross-drilled coolant passage directs jets of coolant around the combustion chamber; this, coupled with the oil cooling by oil cooler, enables the engine to withstand continued operation under heavy load
4. Since it is a well balanced 4 cylinder engine, there's very little vibration and noise
5. The glow plug together with the swirl type precombustion chamber gives outstanding starting-up performance
6. Fresh water cooling of both jacket water and lube oil.
7. Self-priming fuel system

**INCREASE ENJOYMENT AND PRIDE OF OWNERSHIP
WITH A WESTERBEKE 70 IN YOUR BOAT.**



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

Fresh Water Cooled Diesels from Westerbeke.



NOTES

1. Cylinder Head: Special cast iron cylinder head precision-cast under the shell moulding process and soft-gas-nitrided for increased durability. The intake and exhaust ports are arranged for crossflow to raise intake and exhaust efficiency. The swirl type precombustion chamber is used.
2. 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, good oil retention, thus increasing wear resistance.
3. Crank Mechanism: The crankshaft is of the 7 bearings type. The piston is of Lo-Ex alloy with oval skirt and is equipped with 3 compressed rings and 2 oil rings. The piston pin is offset by 1.5 mm for quiet operation.
4. Valve Mechanism: OHV with both the intake and exhaust valves designed to rotate to provide a longer lasting seal between valve and valve seat.
5. Intake and Exhaust System: The independent branch type intake manifold is used to increase intake efficiency.

Main Specifications

Number of Cylinders & Arrangement	4 In-Line
Cylinder Bore & Stroke	95 mm × 105 mm (3.74" × 4.13")
Displacement	2.977 (182 in ³)
Compression Ratio	21.0
Combustion Chamber	Swirl Type
Firing Order	1 3 4 2
Rotating Direction	Clockwise viewed from Fan
Valve Arrangement	Overhead Valve
Injection Pump	Bosch distributor type
Governor	mechanical (Built in Pump)
Lubrication Method	Pressure feed type
Cooling Method	Fresh water by heat exchanger
Auxiliary Starter	Glow Plug
Electrical System Voltage	12 Volts
Dry Weight of engine	(625 lbs.)

Performance

Maximum Torque	20.5 Kg. m (148.3 lb. ft.)/1800 r.p.m.
One hour Rated Power Output	57.5 PS/2000 r.p.m. 69 PS/2500 r.p.m. 73 PS/3000 r.p.m.
Continuous Rated Power Output	49 PS/2000 r.p.m. 59 PS/2500 r.p.m. 62 PS/3000 r.p.m.
Maximum Power Output	78 PS/3800 r.p.m.
Specific Fuel Consumption	180 gr/PS-hr (0.403 lb/HP-hr)
Capacity of Lubricant	(6.5 qt)
Capacity of Coolant (engine only)	(8 qt)
*Performance is based on JIS standard atmospheric condition (atmospheric pressure 760 mm 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" or 22.5" centers)
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
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.



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OR CONTACT THE ...



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